



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

September 13, 2022, 6:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. Pledge of Allegiance

2. Declaration of Conflicts of Interest

3. Approval of Meeting Minutes

- 3.A August 23, 2022 Planning Commission Minutes
[PC 08.23.22 DRAFT Minutes](#)

4. Status Report

5. Action and Advisory Items

- 5.A [ACTION ITEM / PUBLIC HEARING -- Porter's Crossing Town Center MDP & MDA Amendment, General Plan Amendment, and Rezone](#)

Applicant-proposed amendments of the Porter's Crossing Town Center Master Development Plan, Master Development Agreement, General Plan Amendment, and Rezone.

[Existing Approved Plans](#)

[General Plan Amendment Application](#)

[Rezone Application](#)

[2022_06_29 TIS Executive Summary](#)

[Porters Crossing Updated Plans](#)

- 5.B [ACTION ITEM / PUBLIC HEARING - Transportation Master Plan Update](#)

An update to the City's Transportation Master Plan, presented by Horrocks Engineers.

[EAGLE MOUNTAIN TMP - Updated](#)

- 5.C [ACTION ITEM -- Master Development Agreement \(MDA\) for Eagle Quest East](#)

A proposed master development agreement for the Eagle Quest East project, located north of the Sunset Flats neighborhood and west of the major utility corridor on parcel# 59:006:0053.

[Eagle Quest East MDA 9-8-22](#)

[Eagle Quest East MDA Exhibits](#)

6. Discussion Items
7. Next scheduled meeting
8. 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.



EAGLE MOUNTAIN Planning Commission MEETING MINUTES

August 23, 2022, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jason Allen, Matthew Everett, Christopher Pengra, and Erin Wells. Commissioner Jeremy Bergener was excused.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Brett Wright.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Todd Black, Wildlife Biologist/Environmental Planner; Robert Hobbs, Planning Manager; David Stroud, Senior Planner; and Fionnuala Kofoed, Director of Administrative Services/City Recorder.

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

Commissioner Everett called the meeting to order at 5:57 p.m.

1. Discussion Items

1.A. Hidden Hollow Development Residential Concept Plans

Planning Manager Robert Hobbs presented the concept plans. The development agreement and associated build-out plans for the Lower Hidden Valley project were valid by the end of June 2011. The project was understood to cover approximately 244.60 acres of ground per the agreement. The current concept plan review application indicates the main Lower Hidden Valley project's land area is 248.2 acres in size per the application form and 247.90 per the proposed plotting plan, statistical summary table. Lower Hidden Valley was approved in 2011 to contain a maximum, theoretical residential dwelling unit count of 1,256 at full build-out. Given the topography, the concept review application indicates that 1,225 dwelling units are the actual maximum quantity currently believed to be able to be developed on the property. In addition to developing the original project as approved, the applicants wish to add 9.3 acres of adjoining land in the area abutting the main project to the south. It is the applicants' intent to develop 48 residential dwelling units on the 9.3 acres. 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.

Mr. Hobbs explained that as the current agreement predates the Wildlife Corridor Overlay Zone, the City cannot impose the requirements upon the project. However, amending the master development agreement (MDA) allows for the wildlife corridor to be introduced into negotiations.

Wildlife Biologist/Environmental Planner Todd Black said he provided the applicants with the information regarding the wildlife corridor. He will review the GIS data of the area and evaluate the wildlife impact of the proposed density and safety mitigation options.

Applicant representative Chris Hupp with Psomas clarified that they are not seeking to amend the MDA as they desire to retain the densities within the MDA. They plan to relocate a road to meet the topography of the site; blasting would be needed to build the road as presented. They are submitting a joint application with the adjacent Perry Homes property to demonstrate the connectivity and relation between the properties. The plan provides 150-foot widths of open space and park areas for wildlife migration.

Assistant City Administrator/Community Development Director Steve Mumford explained the Psomas property represents remnant parcels that were a part of the Lower Hidden Valley Master Development Plan (MDP). The top northeastern portion of the Lower Hidden Valley MDP, owned by Perry Homes, was incorporated into a separate MDA that excludes the Psomas parcels. Those parcels were rezoned and given uses density approvals contingent upon an MDA; however, no development agreement was approved. The Perry Homes MDA either needs to be amended to add the Psomas property or a separate rezone or agreement needs to be created for those parcels.

Dan Reeve with Perry Homes stated they had been acting under a different understanding and will need to further research the matter. They are not interested in opening their MDA for renegotiation. Their involvement is to coordinate access with the adjacent property owners.

Discussion verified that the access to the south of the project connects to Red Pine Road and the north access connects to a future road in Circle Five Ranch, another Psomas development.

Mr. Mumford recommended removing the access to the north and adding an access to connect to Lone Tree Parkway to direct traffic to an intersection with a traffic signal.

Discussion ensued regarding the location of the townhomes as stipulated in the MDA and potential traffic routes and access connections.

Mr. Reeve stated they could amend the concept plan to reduce the number of townhomes and provide the preferred layout if they were not required to amend the MDA or lose their density vesting.

Commissioner Everett verified with the applicants that the topography allowed for development within the City's slope requirements as the City Council is unlikely to be in favor of or to approve blasting. He expressed concern with the number of townhomes in consideration of their location in relation to current major roadways given the unknown timeframe for a major road in the area and the proposal for a front-loaded, potentially garage-dominate townhome product.

Commissioner Pengra concurred with concerns regarding the location of the proposed density in relation to the road network.

Commissioner Wells suggested more differentiation in the colors designating the lot size categories on the concept plan. She noted concerns the Commission has expressed with other applications with five-foot side yard setbacks and recommended adjusting the plan to have ten-foot setbacks on one side. She beseeched the applicants to be open to working with the City to preserve the wildlife corridor.

Commissioner Allen was not in favor of having the backyards of single-family homes face the roadway. He agreed with the suggestion to move the higher density area closer to the main road to reduce traffic and increase safety.

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

Commissioner Everett called the meeting to order at 6:39 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. August 9, 2022 Planning Commission Minutes

MOTION: *Commissioner Everett moved to approve the August 9, 2022 minutes as amended. Commissioner Pengra seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☒ <i>Jeremy Bergener</i>
☒ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>
☒ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>
☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

5. Status Report

Mr. Mumford reviewed the planning items discussed and voted upon during the August 16, 2022 City Council meeting.

6. Action and Advisory Items

6.A. ACTION ITEM/PUBLIC HEARING – Site Plan Review for an LDS North Stake Center church building minor expansion

Mr. Hobbs presented the request for a minor building expansion for the Heatherwood Church on a 3.453-acre lot in Heatherwood on the Green Phase 1. The proposal adds/extends the enclosed building space to the eastern end of the building. The addition would eliminate 14 parking spaces along the eastern side of the building. The remaining 215 parking spaces would satisfy the City requirement that there be 1 space per every 20 square feet of chapel assembly area. The addition does not create height, setback, or building expansion design issues.

Commissioner Everett opened the public hearing at 6:46 p.m. As there were no comments, he closed the hearing.

Discussion ensued regarding a potential Municipal Code amendment to allow for similar applications to be a building permit with staff-level approval.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the site plan for the LDS North Stake Center church building minor expansion. Commissioner Wells seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☒ <i>Jeremy Bergener</i>
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☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

6.B. ACTION ITEM/PUBLIC HEARING – The Church of Jesus Christ of Latter-day Saints meetinghouse site plan

Senior Planner David Stroud presented the site plan for a Church of Jesus Christ of Latter-day Saints meeting house at 1407 Shep's Ridge Road on a 4.20-acre site, lot 306, in Overland Phase A Plat 3. The plan consists of a meetinghouse, parking, pavilion, and storage building. The use, parking, lighting, and landscaping meet Municipal Code requirements. The landscaping plan utilizes crushed rock, boulders, and native grasses. The applicant is requested to be able to use 1.5-inch caliper native trees because the variety is not available in the required 2-inches. The height of the top of the roof is 32 feet 2 inches and the top of the spire is 68 feet 8 inches. The exterior materials include stone, glass, fiberboard siding, and asphalt shingles.

Staff recommends the Planning Commission forward a positive recommendation to the City Council regarding the site plan of a church meetinghouse at 1407 Shep's Ridge Road subject to the following condition(s):

1. Redlines corrected prior to City Council submittal; and
2. Native species trees may be 1.5-inch caliper, if 2-inch caliper cannot be purchased.

Commissioner Wells suggested the removal of any nonfunctional turf used only for aesthetical appeal.

Commissioner Everett verified with the applicant that the screening requirements would be met with the installation of berms to shield headlights and that they are willing to relocate the parking islands to meet spacing standards.

Commissioner Everett opened the public hearing at 6:55 p.m. As there were no comments, he closed the hearing.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the site plan for the Church of Jesus Christ of Latter-day Saints meetinghouse in the Overland development at 1407 Shep Ridge Road with the following conditions:*

1. *Redlines shall be corrected prior to City Council submittal; and*
2. *Native species trees may be 1.5-inch caliper, if 2-inch caliper cannot be purchased.*

Commissioner Allen seconded the motion.

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☒ <i>Jeremy Bergener</i>
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☒ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>
☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

6.C. ACTION ITEM – 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 200th dwelling unit occupancy. The applicant requests an amendment to move the requirement to the 500th 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 150th dwelling to the 350th dwelling. Staff recommends, based upon the previous amendment and the reasons explained by the applicant, that the Planning Commission forward a positive recommendation to the City Council regarding the proposed Third Amendment to the

Amended and Restated Master Development Agreement for Overland Development and Pony Express.

Applicant representative Brad Mackay explained that by the time the sewer and utility lines reach the location of the park; they will have constructed over 200 platted lots. Delaying the requirement until the occupancy permit for the 500th dwelling will allow them to run the utilities and facilitate the infrastructure for the elementary school rather than having a developed, isolated park until the homes can be completed. The construction activities for the homes would impact the useability of the park. The residents in Village 2 have access to the clubhouse, pool, and pocket park with a bicycle pump track in Village 1 and the other parks within Overland. Village 2 has approximately 675 total units.

Commissioner Wells stated that although she is concerned with Village 2 being almost completed prior to the installation of the park, she understands the reasoning for the request.

Commissioner Everett agreed delaying the requirement would reduce the impact of adjacent home construction once the park is completed. Nevertheless, he is slightly hesitant to approve the request due to the 500th dwelling unit being later in the development.

Commissioner Pengra said Ivory Homes has provided a product that has added value to the valley bridging the gap between the Ranches and the City Center. As it is in the best interest of the developer to build a quality product and amenities in a timely manner, he is amenable to the request to delay the park requirement and feels it is a practical accommodation.

Commissioner Allen stated he was amenable to the request because the residents will have access to completed amenities in other villages in the Overland development.

MOTION: *Commissioner Allen moved to recommend approval to the City Council of the third amendment to the amended and restated master development agreement for the Overland development and Pony Express Parcel. Commissioner Pengra seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
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The motion passed with a unanimous vote.

6.D. ACTION ITEM/PUBLIC HEARING – Porter's Crossing Town Center MDP & MDA Amendment and Rezone

Mr. Mumford presented the amendment and rezone. The existing Porter's Crossing Town Center MDA (2016) included the contemplation of a recreation center, senior housing, institutional use, commercial use, and apartments (in addition to the areas already developed for commercial and residential uses). Some of these uses are no longer contemplated or desired in this project by the applicant, and the applicant has additional ideas for the project, so they are proposing amendments to the MD and MDA. They have also responded to the requests by the City and have added commercial property to the front of their project where there were previously 180 apartments. The Planning Commission and City Council reviewed a concept plan for this project a couple of times during the last year, and the applicant is now proposing the amendments for review.

Mr. Mumford reviewed the history of the project, the terms of the current MDP, and funding, location, and size issues that made the original plan no longer viable.

The proposed MDP includes the following:

- Pods 1 and 2: Commercial development, including retail, office, and possible hotel uses
- Pods 9a and 9b: 156 apartments (three-story buildings, 12 units per building) and 29 townhomes, pool, clubhouse, parking, etc.
- Pod 10: 33 townhomes, parking, playground
- Pod 15: open space and future RV storage or nursery, pickleball court
- A new road from St. Andrews Drive to the northern portion of the property, stubbing north as well

In order to be compliant with the City's Future Land Use Map, staff recommends an amendment to Neighborhood Residential Two and Three. The trails for the project will surround and bisect the development and connect to the regional trail in the area. The applicant has been working with Kern River Gas Transmission Company to address concerns with the plans for the land above the utility easement. Staff recommended removing the roundabout to add additional parking. Parking has been added in the northeast parking, around the roundabout, and in a few other locations; however, staff still has concerns with the distance between the parking stalls and the units. The applicant is working with the fire marshal to ensure the private road is wide enough to accommodate fire apparatus. The flat design of the roof of the building is to stay under the 35-foot building height limitation. The traffic study concluded that the addition of the project as presented would result in immediate failure of the Ridley's Family Market's southeast access and Porter's Crossing. Without mitigation, the southeast and southwest project accesses with Pony Express Parkway will fail before 2027.

Recommended mitigation necessary to accommodate the project, without considerations of additional growth within the City, include:

- Installing duel southbound left-turn lanes on Porters Crossing and Pony Express Parkway,
- Installing southbound and westbound right-turn pockets on Porters Crossing and Pony Express Parkway,
- Striping the northbound left-turn pocket on the southeast Ridley's access and Porters Crossing, and
- Restricting the southwest project access at Pony Express Parkway to only right-in/right-out turning movements.

Due to issues with noticing the application, staff recommends for the Planning Commission to table the application with direction to the applicants for when the item returns.

Applicant representative Khosrow Semnani said they have asked their engineer to remove the roundabout to add additional parking. They are also adding additional pavilions and benches. The private road will be widened and made a public road. Their engineers have been working with the gas company to meet the utility easement requests and requirements. The designs and number of bedrooms in the proposal are place savers and might change. The final plans will have a mixture of one-bedroom and two-bedroom units. There is an average of 2.3 parking spaces per unit, with 1.3 parking spaces within proximity to the units.

Scottie Duclos with Hales Engineering said during the peak hour, the queue for the traffic signal blocks the southeast Ridley's Family Market exit and is difficult to mitigate.

Mr. Mumford explained that the party responsible for paying for traffic mitigation measures depends upon the background service levels prior to a project. In this study, the double left-turn lanes would be the City's responsibility and the other measures would be caused by the project and are the responsibility of the applicant.

Commissioner Everett opened and continued the public hearing at 7:50 p.m.

Discussion ensued regarding the zoning categories of the units and the transitioning requirements.

Commissioner Everett reiterated his support of the commercial portion of the proposal. However, the traffic mitigation needs to be resolved. He requested the addition of a design element to add articulation to the apartment building roofs. The design of the front-loaded garages needs to not be garage dominant.

Commissioner Allen agreed with concerns regarding the distance of the parking from the units. He would prefer to have open space near the multifamily units rather than the applicant paying a fee-in-lieu. As long as the mitigation measures address the traffic problems, the commercial is a beneficial tradeoff for the proposed units.

Commissioner Wells advocated for functional open space near the multifamily units and excluding decorative grass to support water conservation.

Commissioner Pengra expressed support for the proposal contingent upon the final design of the units. He feels the one-car units provide an affordable, entry point to homeownership. He suggested adding terraces to the top of the apartment building as a method to increase articulation and design. He thanked the applicant for providing commercial uses.

MOTION: *Commissioner Everett moved to table the Porter's Crossing Town Center Master Development Plan, and rezone, and Master Development Agreement for the purpose of ensuring noticing is compliant with Municipal Code and continuing the public hearing until a future meeting. Commissioner Pengra seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
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☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

6.E. ACTION ITEM PUBLIC HEARING – Various City Proposed Code Amendments Modifying Certain Public and Private Right(s)-of-Way (ROW) Standards

Mr. Hobbs presented potential amendments to the following sections of Eagle Mountain Municipal Code:

- 16.35.070(J) Street Design – to require private streets to meet the same standards as public streets.
- 16.35.070(L) Traffic Calming – the addition of allowable traffic calming measures and design elements.
- 16.35.080(B) Street Trees – limiting approved trees to class 1 types only to mitigate road and sidewalk damage by tree roots.
- 16.35.130 Tables – changes to local street width standards.
- 16.35.140 Diagrams – removal of the diagrams for a 50-foot rural and 53-foot local right-of-way and the addition of a 50-foot rural right-of-way and a 61-foot local right-of-way.

Mr. Hobbs stated the committee drafting the standards discussed cost and maintenance as well as safety and speed concerns for the 61-foot right-of-way compared with roads being reduced to one lane due to street parking.

Commissioner Everett opened the public hearing at 8:32 p.m. As there were no comments, he closed the hearing.

Commissioner Pengra said he feels safety goals can be accomplished with a narrower street cross-section than proposed with the 61-foot local road. He believes a six-foot emergency lane coupled with ten-foot travel lanes can accommodate four vehicles. Even a 59-foot cross section would be a significant increase from the current 53-foot local road standard. Street parking is not ideal, especially during the winter. Eagle Mountain schedules routine upkeep of roads which minimizes the long-term costs of maintenance and repairs. The layout of the City results in more miles of road lanes than most other cities have which inflates the budget. Widening the road width standards could result in a situation requiring raising taxes to support road maintenance funds.

Mr. Hobbs explained that some cities have 8-foot emergency lanes; concern with vehicles projecting into the travel lane is one of the reasons for the 7-foot emergency lane recommendation.

Commissioner Allen concurred with Commissioner Pengra regarding the impact of the cost and maintenance of the proposed width and a preference for a 59-foot right-of-way. He suggested amending the verbiage on Table 16.35.130(b) Right-of-Way Classification to clarify when the listed items are required per side or on one side of a right-of-way.

Commissioner Wells stated as she feels that narrower streets promote slower speeds appropriate for a local road, she is unsure if she can support a 59 or 61-foot width. If the City is determined to widen the local road standard, she would be in favor of a 57-foot right-of-way with 10-foot drive lanes and 5-foot emergency lanes. She supports the additional traffic calming options and prefers the verbiage to remain “traffic calming improvements and designs *shall* be constructed on streets,” rather than the proposal to amend *shall* to *may*.

Commissioner Everett said he is amenable to the proposed street trees and rural street standards. He supports amendments to Table 16.35.130(b) to clarify and standardize the requirements. He expressed concern with the addition of “mid-road islands, placed either as traffic calming devices and/or aesthetic planters that split travel lanes, shall not be allowed at subdivision entrances,” because prohibiting the islands would prevent the benefit of the aesthetical uniqueness created by the features. He suggested allowing islands farther back from the intersection to facilitate the movement of commercial trucks, trailers, and other large vehicles. He agrees with Commissioner Wells that it is better to stipulate that traffic calming measures *shall* be constructed rather than *may* be constructed. He recommended rewording the second paragraph in EMMC 16.35.070(L) to remove the word *fast*. After consideration and discussion, he is no longer in favor of a 61-foot local road standard and prefers the 57-foot local street option.

Commissioner Pengra noted that due to the lack of striping on local roads, there will not be an indication of the separation of the drive and emergency lane. He is willing to support the 57-foot local street option.

Discussion ensued regarding the widening of the street requiring additional passes of snowplows and traffic calming measures options.

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the amendments to Eagle Mountain Municipal Code Chapter 16.35 Development Standards for Required Public Facilities with the following changes:*

1. 16.35.070(L) Traffic Calming:

- a. *“Traffic calming improvements and design shall be constructed on local streets classified by the city as “local(s);”*
- b. *“Mid-road islands, placed either as traffic calming devices and/or aesthetic planters that split travel lanes, shall not be allowed at subdivision entrances,” shall be reworded to permit the design features but prohibit them within 10 feet of an intersection;*
- c. *“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, etc. but not speed humps, bumps or significant gutters) that encourage drivers to reduce speeds, and/or conveniently placed collector roads that take travel time pressure off of local streets by providing fast connections between neighborhoods and between neighborhoods and commercial areas or main city gateway roads,” shall be altered to amend the word “fast;”

2. 16.35.130 Tables: the Local Streets column shall be amended as follows:

- a. Right-of-way row: 57 feet,*
- b. Planter Strip Width row: 6 feet,*
- c. Number of Emergency Lanes row: 2,*
- d. Emergency/Parking Lane Width row: 6 feet; and*
- e. Lane Width row: 9 feet;*

3. The Local Road illustration shall be amended to reflect a 57-foot right-of-way; and

4. Illustrations of the allowed traffic calming design elements shall be added to the applicable sections of Chapter 16.35.

Commissioner Wells seconded the motion.

AMENDED MOTION: *Commissioner Everett moved to recommend approval to the City Council of the amendments to Eagle Mountain Municipal Code Chapter 16.35 Development Standards for Required Public Facilities with the following changes:*

1. 16.35.070(L) Traffic Calming:

- a. “Traffic calming improvements and design shall be constructed on local streets classified by the city as “local(s);”*
- b. “Mid-road islands, placed either as traffic calming devices and/or aesthetic planters that split travel lanes, shall not be allowed at subdivision entrances,” shall be reworded to permit the design features but prohibit them within 10 feet of an intersection;*
- c. “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, etc. but not speed humps, bumps or significant gutters) that encourage drivers to reduce speeds, and/or conveniently placed collector roads that take travel time pressure off of local streets by providing fast connections between neighborhoods and between neighborhoods and commercial areas or main city gateway roads,” shall be altered to amend the word “fast;”*

2. 16.35.130 Tables: the Local Streets column shall be amended to reflect the Local Street Option – 57’ presented in the staff report;

3. *The Local Road illustration shall be amended to reflect a 57-foot right-of-way; and*
 4. *Illustrations of the allowed traffic calming design elements shall be added to the applicable sections of Chapter 16.35.*
- Commissioner Wells seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☒ <i>Jeremy Bergener</i>
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☒ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>
☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

Commissioners Everett and Wells requested for the verbiage in EMMC 16.35.070(L) to be amended to improve clarity and remove redundancies.

6.F. ACTION ITEM / PUBLIC HEARING – Alpine School District Elementary School #110 Site Plan

Mr. Stroud presented the elementary school site plan for Overland and reviewed the approval criteria in EMMC 17.100.050. The building is 83,697 square feet, including the mezzanine. The plan provides 161 parking stalls. The road in front of the school will be 64 feet wide to provide additional parking and facilitate student pick-up and drop-off. The applicant has been directed to add additional trees to the right-of-way landscaping.

Staff recommends the Planning Commission forward a positive recommendation to the City Council regarding the Alpine School District 110 site plan in Overland Phase 2, for the reasons set forth in the staff report and the meeting, with the following conditions:

1. Redlines shall be corrected prior to scheduling with the City Council.
2. Recordation of a final plat.

Commissioner Allen noted that street trees could potentially cause safety risks by decreasing motorists' visibility of students.

Commissioner Everett opened the public hearing at 9:14 p.m. As there were no comments, he closed the hearing.

Applicant representative Scott Johnson with Alpine School District inquired regarding the redline for parking lot light poles to be no taller than 12 feet. He said taller poles have been used at other schools because they increase light coverage and safety.

Mr. Mumford clarified that commercial parking lots may have light poles up to 17 feet.

Discussion ensued regarding the bus drop-off, parking locations, and drop-off and pick-up queue lengths.

Mr. Mumford stated that staff is working with Ivory Homes to add an additional access to Pony Express Parkway to northeast impart to improve traffic flow for the school.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Alpine School District Elementary School 110 site plan in Overland Phase 2 with the following conditions:*

- 1. Redlines corrected prior to scheduling with the City Council; and*
- 2. The recordation of a final plat.*

Commissioner Everett seconded the motion.

Those Voting Yes

☒ *Jason Allen*
☐ *Jeremy Bergener*
☒ *Matthew Everett*
☒ *Chris Pengra*
☒ *Erin Wells*

Those Voting No

☐ *Jason Allen*
☐ *Jeremy Bergener*
☐ *Matthew Everett*
☐ *Chris Pengra*
☐ *Erin Wells*

Those Abstaining

☐ *Jason Allen*
☐ *Jeremy Bergener*
☐ *Matthew Everett*
☐ *Chris Pengra*
☐ *Erin Wells*

Those Absent

☐ *Jason Allen*
☒ *Jeremy Bergener*
☐ *Matthew Everett*
☐ *Chris Pengra*
☐ *Erin Wells*

The motion passed with a unanimous vote.

6.G. ACTION ITEM/PUBLIC HEARING – Overland Village 2 Phase A Preliminary Plat Amendment

Mr. Stroud presented the preliminary plat amendment.

The application proposes the following:

- Increase acreage from 89.29 acres to 91.62 acres
- Increase density from 375 dwellings with 4.20 units/acre to 388 dwellings with 4.23 units/acre (the maximum density in Overland Village 2 is 743 dwellings)
- Decrease open space from 10.01 acres to 9.17 acres

Staff recommends the Planning Commission forward a positive recommendation to the City Council regarding the proposed amended Overland Village 2 Phase A preliminary plat with the following conditions:

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

Applicant representative Brad Mackay said when he visited the site, he realized the plan had engineering issues and met with the City Engineer to discuss project options. They extended the cross street closer to Old Airport Road and plan to build single-family homes with daylight

basements which allows the removal of the retaining wall. They relocated the townhomes and replaced them with a variety of single-family lot sizes. At the request of staff and Alpine School District, they connected Kern Mountain Road to Pony Express Parkway and widened Wildcat Peak to 64 feet to provide additional street parking and facilitate traffic flow to and from the elementary school. The amended plan allows the increase of the sewer sizes rather than the addition of a separate sewer along Old Airport Road. Although the total open space is reduced, the changes in road design remove the bisecting of the open space by the road. Their preference is to build a 4.5 to 5-acre park rather than another pool and clubhouse because the residents will have access to the existing pool and clubhouse.

Commissioner Everett opened the public hearing at 9:40 p.m. and continued the hearing until the next meeting.

MOTION: *Commissioner Wells moved to recommend approval to the City Council of the preliminary plat amendment for Overland Village 2 Phase A with the following conditions:*

- 1. The City Council approves the 3rd master development agreement amendment to require the Club Ivory or medium park at the 500th 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 City Council.*
- Commissioner Allen seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>	☐ <i>Jason Allen</i>
☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☐ <i>Jeremy Bergener</i>	☒ <i>Jeremy Bergener</i>
☒ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>	☐ <i>Matthew Everett</i>
☒ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>	☐ <i>Chris Pengra</i>
☒ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>	☐ <i>Erin Wells</i>

The motion passed with a unanimous vote.

7. Discussion Items

8. Next scheduled meeting

The next Planning Commission meeting is scheduled for September 13, 2022.

Commissioner Everett stated that he will be attending the September meetings virtually.

9. Adjournment

MOTION: *Commissioner Allen moved to adjourn at 9:46 p.m. Commissioner Wells seconded the motion.*

Those Voting Yes

☒ ***Jason Allen***
☐ ***Jeremy Bergener***
☒ ***Matthew Everett***
☒ ***Chris Pengra***
☒ ***Erin Wells***

Those Voting No

☐ ***Jason Allen***
☐ ***Jeremy Bergener***
☐ ***Matthew Everett***
☐ ***Chris Pengra***
☐ ***Erin Wells***

Those Abstaining

☐ ***Jason Allen***
☐ ***Jeremy Bergener***
☐ ***Matthew Everett***
☐ ***Chris Pengra***
☐ ***Erin Wells***

Those Absent

☐ ***Jason Allen***
☒ ***Jeremy Bergener***
☐ ***Matthew Everett***
☐ ***Chris Pengra***
☐ ***Erin Wells***

The motion passed with a unanimous vote.

The meeting was adjourned at 9:46 p.m.

Approved by the Planning Commission on September 13, 2022.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
SEPTEMBER 13, 2022

TITLE: ACTION ITEM / PUBLIC HEARING -- Porter's Crossing Town Center MDP & MDA Amendment, General Plan Amendment, and Rezone

ITEM TYPE: MDA & MDP Amendments, General Plan Amendment, & Rezone

APPLICANT: SK Hart (Khosrow Semnani)

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Steve Mumford, Planning

BACKGROUND:

The existing Porter's Crossing Town Center MDA (2016) included the contemplation of a recreation center, senior housing, an institutional use, commercial use, and apartments (in addition to the areas already developed for commercial and residential uses). Some of these uses are no longer contemplated or desired in this project by the applicant, and the applicant has additional ideas for the project, so they are proposing amendments to the MDP and MDA. They have also responded to the many requests by the City and have added commercial property to the front of their project where there were previously 180 apartments. This application was reviewed by the Planning Commission on August 23, and was tabled to a future meeting in order to complete the required public noticing and for the applicant to modify the applications and respond to the Commission's feedback. The applicant has submitted rezone and general plan amendment applications along with updated exhibits and is requesting the Planning Commission's review and recommendations.

ITEMS FOR CONSIDERATION:

The proposed amendments relate to Pods #1, 2, 9a, 9b, 10, and 15.

The current MDP and MDA allows for the following land uses in those areas:

- Pod 1 - 4.9 acres of Commercial Retail
- Pod 2 - 11.6 acres to be developed for commercial, residential, or mixed use, with no more than 180 apartment units.
Although not required, developer agreed to use commercially reasonable efforts to include commercial use in Pod 2.
- Pod 9a - To be dedicated to the City for development of a

regional trail and public recreational facility, and related parking and improvements

- Pod 9b - Senior housing, assisted living housing, or commercial or institutional uses. The Senior Housing was allowed up to five (5) stories in height, and isn't required to have any improved park space, but was required to include amenities based on the number of senior housing units. The developer had anticipated the development of 150 senior housing units.
- Pod 10 - 5 acres of "civic" space to be developed for commercial or institutional uses.
- Pod 15 - 4 acres of Community open space (utility corridor open areas). This area was anticipated, in the MDA, to be developed for RV storage.

The Proposed Master Plan includes the following:

- Pods 1 & 2 - Commercial development, including retail, office, and possible hotel
- Pods 9a & 9b - 156 apartments (3-story apartment buildings, 12 units per building) and 29 townhomes (with 2-car garages), as well as a pool, clubhouse, parking, and landscape improvements
- Pod 10 - 33 townhomes (1-car garages), parking, and a playground
- Pod 15 - open space and future RV storage or nursery, and a pickleball court
- A road (24 feet wide) from St. Andrews Drive to the northern portion of the property, providing access to the RMP substation and a second access to the project (in addition to Porter's Crossing)

Master Development Plan

EMMC 16.10.030 defines the General Considerations to apply to all proposed Master Developments:

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

- A. The existing MDP includes "zoning designations" which do not necessarily match the zoning districts in our code,

but designate land use. The current application now proposes a rezone to the MF1, MF2, OS-I, and CC (Commercial Community) zones. See the attached exhibits for details. Some of the rezone exhibits seem to be contradictory, with some variations in the zoning within and near the utility corridor. The Commission should be clear on which zoning is recommended.

B. General Plan Amendments. If the proposed zoning, land uses, and/or major roads in the master development do not comply with the current future land use and transportation corridors map, the application shall be processed as an application for a future land use and transportation corridors map amendment.

A. The current Future Land Use Map shows the area for Pods 9a, 9b and 10 as Neighborhood Residential One. The applicant is proposing amendments to the Future Land Use Map in that area, including Neighborhood Residential 2, Neighborhood Residential 3, and Parks and Open Space. See the attached exhibits for details.

The Criteria for the approval of MDPs are defined in 16.10.070 of the Eagle Mountain Municipal Code. The project's compliance with these standards is discussed below:

A. General Criteria: There are no known slopes within the development greater than 25% and there are no known natural hazards present on the property. There is a small natural wash on the northwest portion of the property that leads to a large detention basin. The basin is being preserved. A small road and an asphalt trail are proposed to cross the wash. Major utility corridors cross through the project, including Rocky Mountain Power facilities and the Kern River Gas high pressure gas line.

B. Criteria related to Infrastructure: The applicant submitted an updated traffic study for the project. The study indicates that the trip generation for the peak hours in Pods 9a, 9b, and 10 were lower with this new proposal than the existing plan (going from a charter school, assisted living facility, and a recreation center to townhomes and apartments), but the traffic from the proposed uses was included in the background data. The study focused on the proposed commercial project in Pods 1 and 2, anticipating the following land uses (96 MF units, 16,000 sq ft of fast food w/ drive-thru, 18,000 sq ft of high turnover restaurant, 2,400 sq ft of coffee shop w/ drive-thru, and 66,000

sq ft of commercial/retail). The "Plus Project" recommendations from Hales Engineering include:

- 2022 Plus Project:
 - Porter's Crossing / Pony Express Parkway. Install dual southbound left-turn lanes.
- 2027 Plus Project:
 - Porter's Crossing / Pony Express Parkway. Install southbound right-turn pocket; install westbound right-turn pocket.
 - SE Ridley's Access / Porter's Crossing. Stripe northbound left-turn pocket.
 - SW Project Access / Pony Express Parkway. Restrict to right-in/right-out turning movements only.
- Recommended deceleration (ingress) lanes:
 - Southeast Project Access / Pony Express Parkway: Westbound right-turn and eastbound left-turn (a two-way left-turn lane already exists).
 - Southwest Project Access / Pony Express Parkway: Westbound right-turn

A. Criteria related to Compatibility:

- North. A Rocky Mountain Power substation sits to the north of Pod 9a and 9b, along with vacant land. A vacant City-owned parcel sits to the north of Pod 10. The Dublin Farms townhomes, along with a city park, sit to the north of the Commercial Pod 2.
- South. Parkside and New Park single-family neighborhoods sit to the south of Pods 9a and 9b. Pony Express Parkway sits to the south of Pods 1 and 2.
- West. The Eagle Quest single-family neighborhood sits to the west of Pods 10 and 15. Porter's Crossing road sits to the west of Pod 2, along with the Ridleys shopping center.
- East. The New Park single-family development sits to the east of Pod 9b. The Pony Express Townhomes sit to the east of Pod 2, along with a public road stub in the northeast corner.
- Lot Size & Zone Transitioning. The lots to the south of Pod 9a, in the Parkside neighborhood, are approximately 6,000 sq ft in size. While not technically in the RC Zone, the average lot size in the RC Zone is 6,000 sq ft. The MF1 zone (the proposed orange townhomes) is an

appropriate transition from the RC Zone according to EMMC 17.60.150 and 160. The lots immediately adjacent to Pod 10, to the west (Eagles Gate), are approximately 6,600 sq ft in size. These also would fit into the RC Zone standards, and townhomes would be an appropriate transition from the RC Zone. The lots to the south and east of Pod 9b (New Park) are approximately 7,000 sq ft, with a couple larger lots. If considered as part of the larger neighborhood in that area, it would fit into the RC Zone standards; however, if taken separately, it could possibly be considered an R3 zone, except that it wouldn't meet the average lot size standard of 8,500 square feet. The applicant has placed open space, parking, and townhomes adjacent to this neighborhood.

- Buffering. EMMC Table 17.60.170b requires multi-family development to construct a fence or wall that is compliant with EMMC 17.60.110. This fence/wall should be improved along the adjacent single-family homes to the south, east, and west of the proposed residential units and to the north and east of the commercial property (Pod 2).
- General Plan Compatibility. The proposed plan is not currently consistent with the City's Future Land Use Map and requires an amendment to that map (included in this proposal).

B. Criteria related to Design:

- A. Open Space & Trails. The proposal includes a 10-foot wide asphalt trail that runs north-south through the utility corridor, with additional trails that wrap around and through the middle of the new residential area. Per 17.25.040 MF1 and MF2 developments require 1,000 square feet of improved open space per 3-bedroom unit and 750 square feet of improved open space per 1 or 2-bedroom unit. If all of the proposed 218 units are 3-bedroom units, then this project requires 5 acres of improved open space and 500 amenity points. A portion of the required open space and/or amenities may be proposed as a fee-in-lieu, which the City can use in the Smith Ranch park on the south side of Pony Express Parkway, within the project, or to make community improvements in an area that benefits the future residents of this project. This proposal doesn't provide details for

compliance with this requirement. Detailed park plans should be evaluated at the master site plan, site plan, and preliminary plat stages.

- A. Pool & Clubhouse. 218 residential units require a clubhouse of at least 1,635 square feet (7.5 sq ft per unit). A pool of at least 1,000 square feet is also required.
- B. Pod 2 and Dublin Farms Park. Pod 2 should be designed to provide good access and visibility to the public park to the north of Pod 2.
- C. Additional Items to Consider:
 - A. Utility Corridor. A letter received from Rocky Mountain Power (Delynn Rodeback, Sr. Property Agent) states that they received a request from SK Hart management to encroach on a Rocky Mountain Power transmission easement and they are reviewing their plans and working with them on stipulations that will allow approval of their request.
 - B. Commercial Development. Converting Pod 2 to commercial uses is exactly what the City has been requesting for years with this project, and will bring increased sales tax and property tax revenue to the City, in addition to the quality of life benefits to the residents (access to food services, retail shops, medical offices, etc.) and business growth opportunities. The sooner this area develops the better, as we are losing commercial leasing opportunities to our neighboring city. Generally, businesses locating along Redwood Road would not be willing to open up a location in the Ranches as well (proximity issue).
 - C. Rezoning. The decision to rezone the northern properties to allow for the medium and higher density housing is a legislative decision, and the Commission and City Council can use a variety of criteria when making a determination, including but not limited to compatibility, safety, traffic, neighborhood impact, fiscal responsibility, etc.
 - D. Concept Plan. This is a master development plan and rezone and an approval can be simplified to the zoning (CC, MF1, MF2, OS-I) and some general criteria for the property (maximum unit count, parks and open space, transitions and buffers, trails, etc.). The proposed master

plan includes a fairly detailed site layout, which can be included as a concept plan, if the Commission and Council desire.

- E. Road Connections. The project is providing future connections to the north (by the electrical substation) and the northwest (along the City's parcel) and to St. Andrews Drive. The project is also connecting to the public road stub to the east of Pod 2, although it is shown as a private drive connection.
- F. Parking. While the parking appears to be spreadh throughout the development, with a majority of the parking stalls located in the large utility corridor, the parking will be evaluated at the master site plan and site plan stages.

Existing Master Development Agreement

The existing master development agreement, approved in 2016, contains the following requirements related to this proposal:

- Pod 9a
 - Pod 9a was to be dedicated to the City for development of a regional trail and public recreational facility with related parking and improvements. The City was going to reimburse the Developer \$600,000 for the recreational facility parcel. Developer was going to contribute \$2,600,000 to the construction of the recreational facility, to be reimbursed over time by the City with impact fees or other sources. Since the City did not request the contribution, in writing, by January 1, 2020, the contribution was not made.
 - Since the City failed to obtain the funding to construct the recreational facility by January 1, 2021, the City should have notified the Developer that it does not intend to construct the recreational facility. Pod 9a was then to be automatically zoned either as Residential (with densities not to exceed the density in Pod 6b), or as Commercial or Institutional use. Any alternative zoning included the requirement of at least a 1-acre park. It is the City Attorney's opinion that, since the City failed to obtain the funding for the recreational facility by January 1, 2021, Pod 9a is automatically rezoned to any of the three zones (residential, commercial, or institutional).
- Pod 9b

- Pod 9b was to be developed for either Senior Housing, Assisted Living Housing, or Commercial or Institutional Uses. Senior housing or assisted living housing buildings were not to exceed five stories in height and must have included off-street parking according to code. They weren't required to have any improved park space, but were required to provide amenities based on the number of senior housing units. No number of units was specified in the agreement.
- Pod 10
 - Pod 10 was to be developed for commercial or institutional uses, and was not required to have any parks, trails, open space, or amenities. Developer acknowledged that a portion of Pod 10 may be encumbered by easements and may be undevelopable due to those easements.
- Pod 15
 - The MDA states that Developer desires to utilize Pod 15 for RV Storage. The City was concerned about the impact on neighboring properties, and Developer believed that it can be designed to mitigate or eliminate such impacts.
- Pod 2
 - Pod 2 was approved for commercial, residential, or mixed use, with a maximum of 180 residential units (anticipated as apartments). No commercial uses were required as a condition of developing the apartments, but the Developer acknowledged that the City would prefer that Developer includes commercial development in Pod 2, and Developer agreed to use commercially reasonable effort to include commercial uses in Pod 2. A concept plan with a central plaza area was included with the MDA.
- Density
 - Section 4A of the agreement said that the Developer acknowledged that the maximum density is a ceiling, and factors such as parcel configurations, residential product specifications, or building code requirements may limit the Developer's ability to build up to the maximum density in any given pod.
- In-Lieu Fee for Park and Open Space Improvements
 - The Developer was planning to use some of the required

park and open space improvements for Pods 2, 4, 6a, and 6b on the recreation facility, and so a fee-in-lieu contribution was required to be paid to the City totaling \$697,496.00. The Developer paid this fee to the City in December 2018.

- In-Lieu Fee for Pool and Clubhouse Improvements
 - The developer of Pod 4 chose to build a clubhouse and wasn't required by code to construct a pool based on the number of units in the development, so this section of the MDA doesn't apply to Pod 4.

Proposed Amended Master Development Agreement

The applicant has submitted the proposed Third Amendment to the Master Development Agreement along with the Master Development Plan application. The agreement makes major changes to reflect the Developer's proposal, and removes requirements related to the recreation facility, the assisted/senior living, etc. The proposed changes also specify the developer's plan to utilize some of the utility corridor for a nursery and/or recreational vehicle parking.

We still recommend that the Planning Commission table the proposed Amended MDA to allow additional time for the City to review and negotiate the agreement with the applicant, and modify the agreement to fit within our preferred MDA template. We strongly recommend a complete amended and restated agreement to replace all previous agreements.

REQUIRED FINDINGS:

General Plan Amendments and Rezones are legislative decisions and are considered valid if reasonably debatable and not illegal. The criteria for a Rezone approval can be found in EMMC 17.90.060. Master Development Plan approvals are based upon compliance with City Code requirements found in EMMC 16.10.070. Master Development Agreement approvals are negotiated with the Planning Commission and City Council and are based on criteria found in EMMC 16.10.080.

RECOMMENDATION:

You may recommend approval or denial of the proposed applications

to the City Council, or you may table the applications to return at a future meeting with recommended changes. We recommend that you send the first three applications to the City Council for their review along with recommended changes, and that you table the proposed master development agreement amendment to a future meeting.

The following applications require motions:

- General Plan Amendment
 - If a recommendation of approval, the Commission may make the following motion: I move that the Planning Commission recommend approval to the City Council of the proposed General Plan Amendment (as proposed or with changes).
- Rezone
 - If a recommendation of approval, the Commission may make the following motion: I move that the Planning Commission recommend approval to the City Council of the proposed Rezone (as proposed or with changes).
 - Be specific of which zoning is recommended, as the proposed zoning in the exhibits varies.
- Master Development Plan Amendment
 - If a recommendation of approval, the Commission may make the following motion: I move that the Planning Commission recommend approval to the City Council of the proposed Master Development Plan Amendment (as proposed or with changes).
- Master Development Agreement Amendment
 - If a recommendation of approval, the Commission may make the following motion: I move that the Planning Commission recommend approval to the City Council of the proposed Master Development Agreement Amendment (as proposed or with changes).

ATTACHMENTS:

[Existing Approved Plans](#)

[General Plan Amendment Application](#)

[Rezone Application](#)

[2022_06_29 TIS Executive Summary](#)

[Porters Crossing Updated Plans](#)

ZONING SUMMARY

EXHIBIT 2A

ZONING DESIGNATIONS

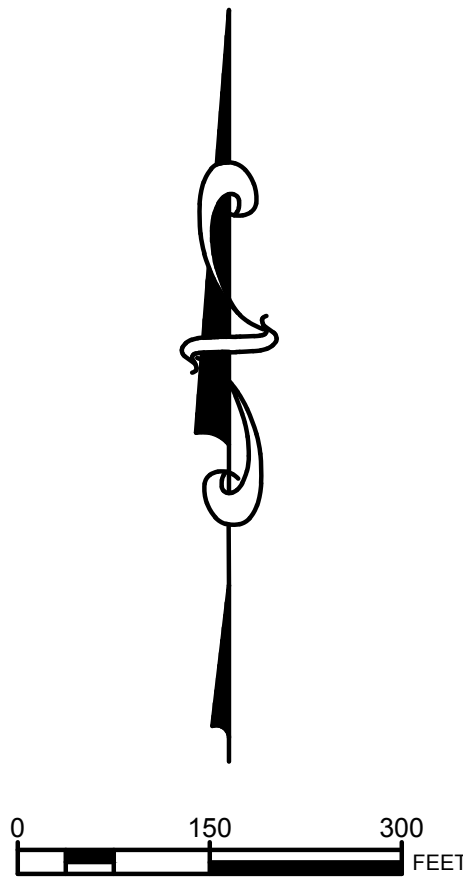
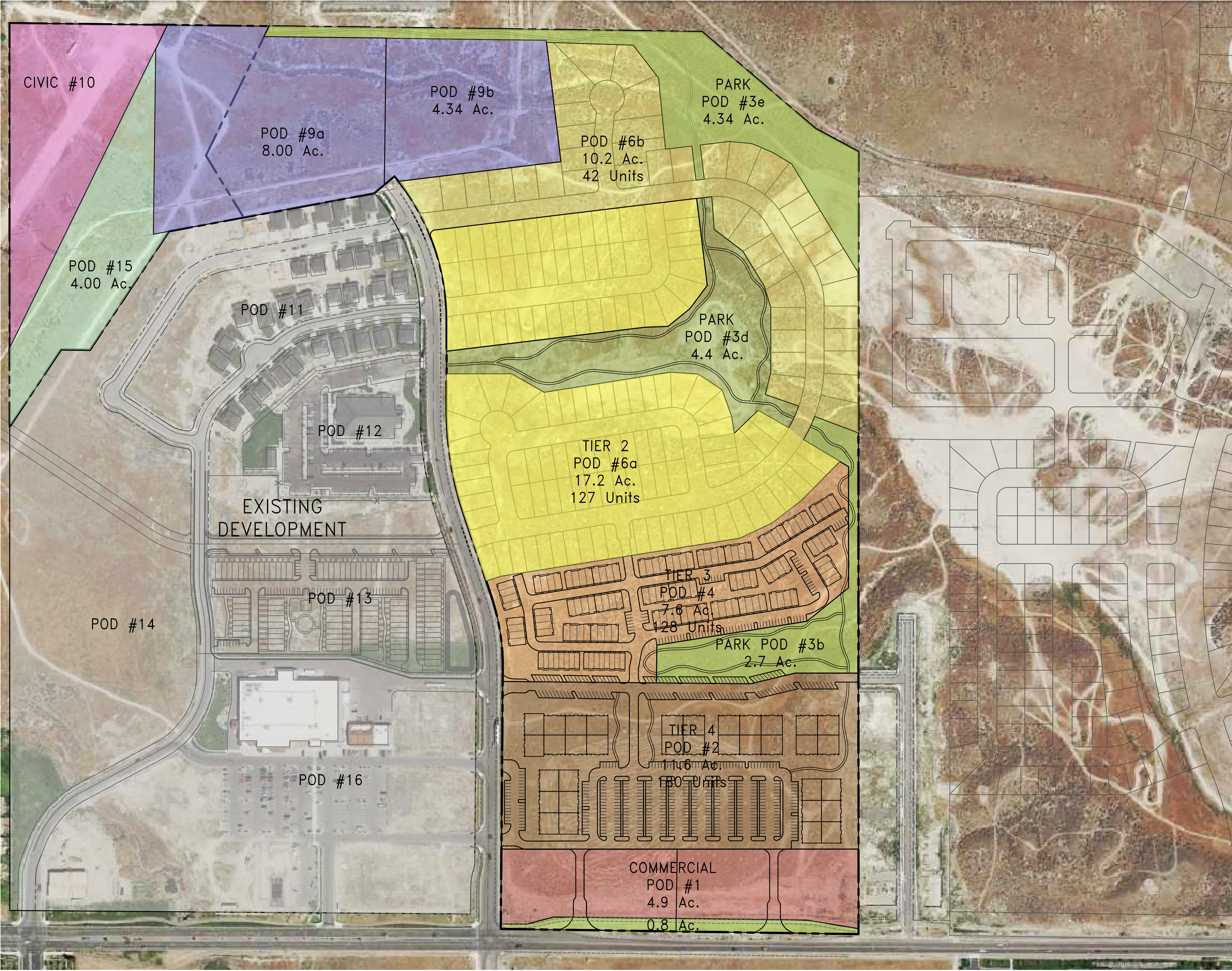
- Tier 2
- Civic
- Tier 3
- Tier 4 (Mixed-Use)
- Institutional
- Commercial
- Parks – Open Space

GENERAL NOTES:

THE INFORMATION DEPICTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS SUBJECT TO MODIFICATION AND REVISION. ALL LAND USES, ACREAGE CALCULATIONS, DENSITY CALCULATIONS, LOT SIZES, ROAD WIDTHS AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN PARAMETERS.

SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA AMENITIES ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL PROCESSES.

UNIT TOTALS SHOWN FOR EACH PARCEL MAY SURPASS ALLOWABLE PROJECT DENSITY TO ALLOW FOR ADJUSTMENT IN DESIGN.



Porter's Crossing Village Center Plan

LAND USE PLAN

EXHIBIT 3A

LAND USE SUMMARY:

Pod	Land Use Description	Acreage	Units	Density
1	Commercial	4.9		
	Retail Pads			
2	Mixed Use	11.6	180	15.5 du/ac.
	Residential above Retail			
3	Community Open Space	12.7		
	Parks			
4	Multi-Family Residential	7.6	128	16.8 du/ac.
	Attached Town Homes			
6	Single Family Residential	27.4	169	6.2 du/ac.
	Detached Single Family Homes			
9a	Institutional	12.3		
	Recreation Center, Assited Living &/or Charter School			
10	Civic Uses	5.0		
	Church Site			
11	Single Family Residential	12.3	61	5.0 du/ac.
	5,500+ s.f. Lots - Existing			
12	Civic Uses	4.0		
	Church Site - Existing			
13	Single & Multi-Family Residential	6.5	104	16.0 du/ac.
	Detached Homes & Attached Town Homes			
14	Multi-Family Residential	10.0	90	9.0 du/ac.
	Attached Town Homes - Existing			
15	Community Open Space	4.0		
	Utility Corridor Open Areas			
16	Commercial	16.9		
	Neighborhood Retail - Existing			
Total			732 Residential Units	

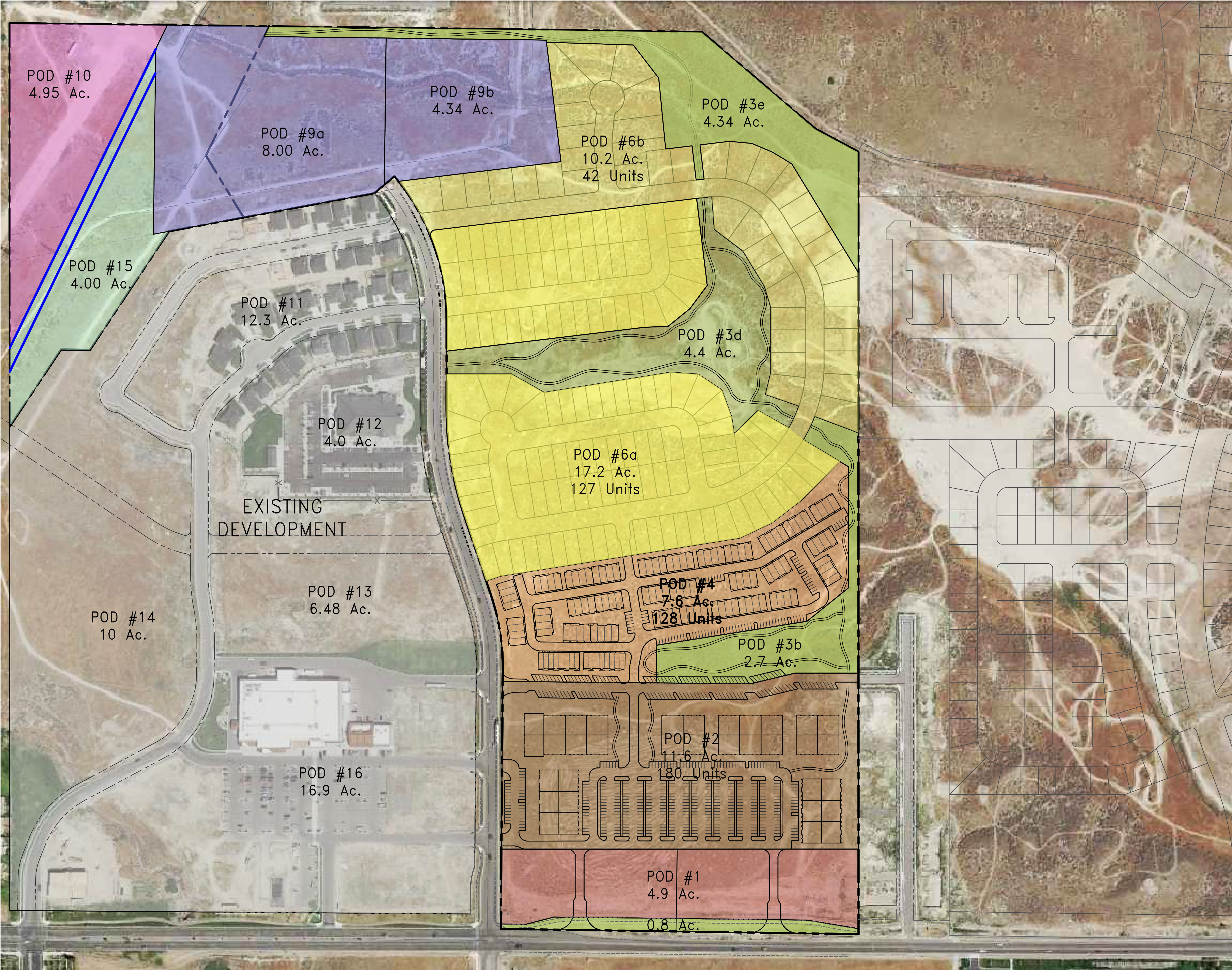
 30' Wide Trail Corridor
For Future Trail

GENERAL NOTES:

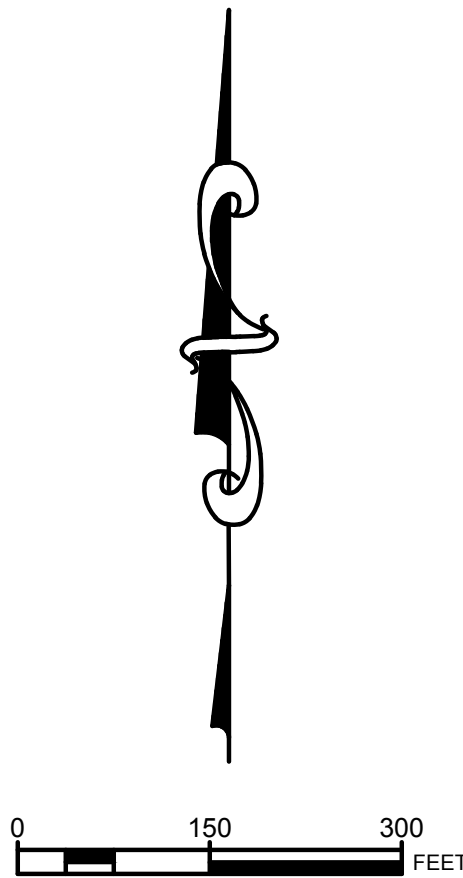
THE INFORMATION DEPICTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS SUBJECT TO MODIFICATION AND REVISION. ALL LAND USES, ACREAGE CALCULATIONS, DENSITY CALCULATIONS, LOT SIZES, ROAD WIDTHS AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN PARAMETERS.

SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA AMENITIES ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL PROCESSES.

UNIT TOTALS SHOWN FOR EACH PARCEL MAY SURPASS ALLOWABLE PROJECT DENSITY TO ALLOW FOR ADJUSTMENT IN DESIGN.



Porter's Crossing Village Center Plan

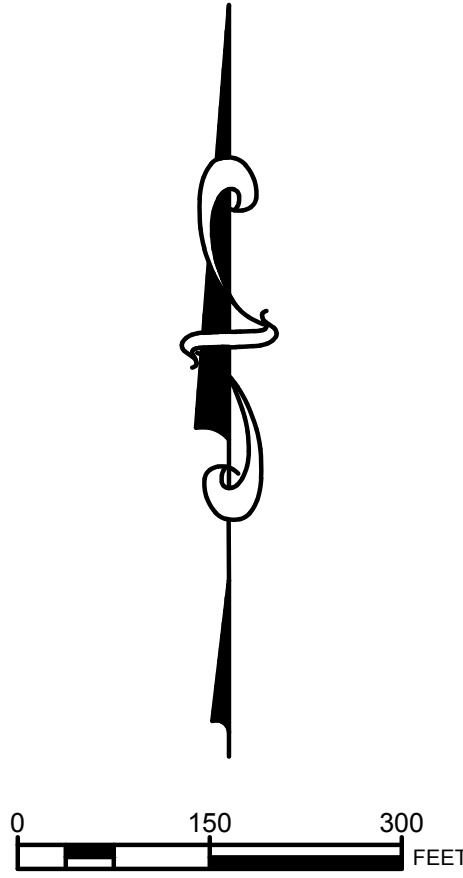
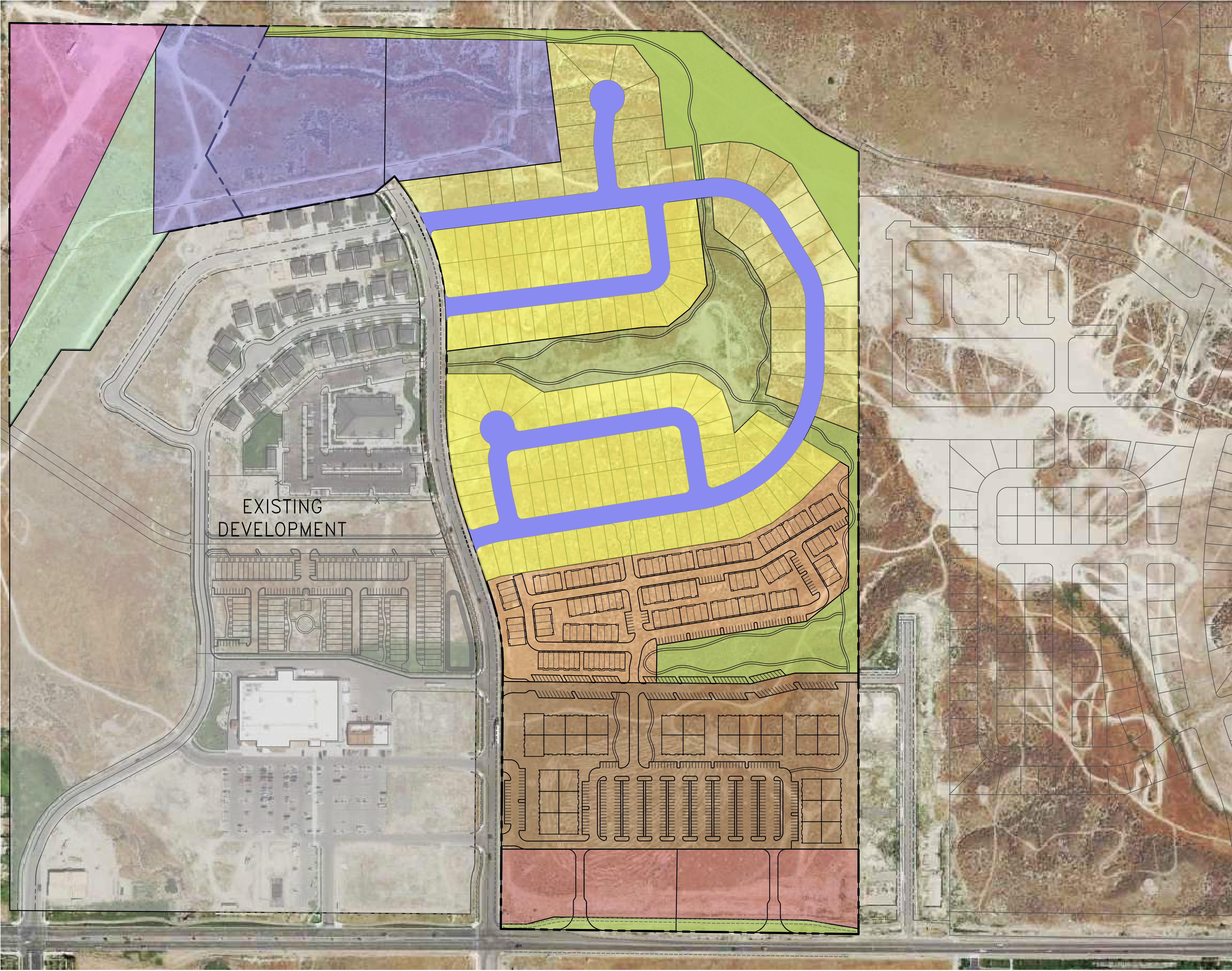


STREET PLAN
EXHIBIT 4A

ROAD DESIGNATIONS



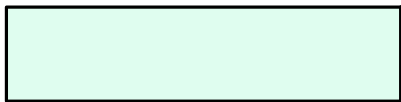
LOCAL NEIGHBORHOOD
STREET 53' ROW

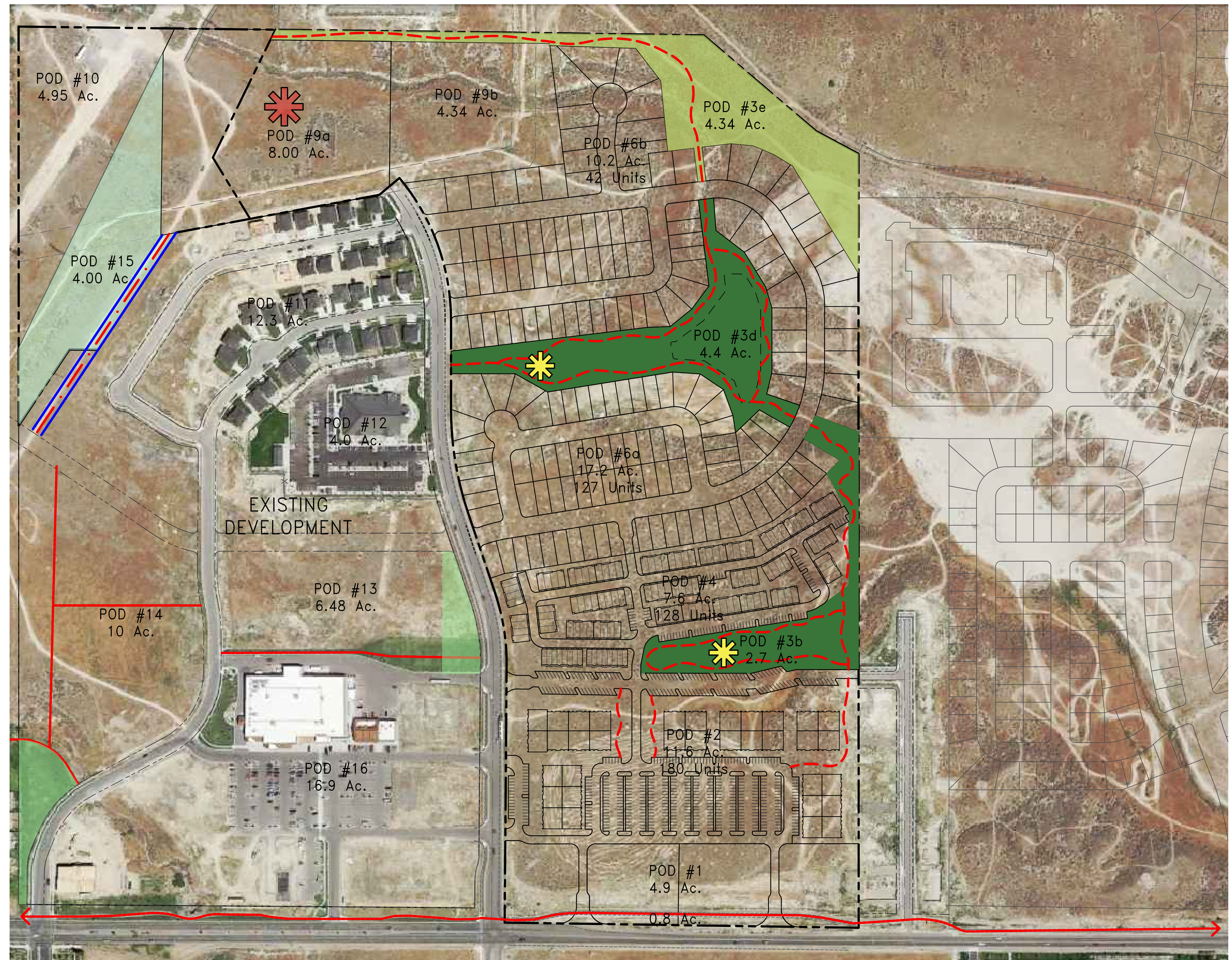


Porter's Crossing Village Center Plan

PARKS-RECREATION COMPONENTS

EXHIBIT 5A

-  Club Facility, Pool and or/spa
-  Recreational Feature
-  MULTI-USE WALK, PATH, OR TRAIL 7,038 LF
-  Future Pathway Construction (By Others) 699 LF
-  External Pathway Construction
-  Parks – Improved Open Space
-  Native Open Space
-  Open Space Within Utility Corridor
-  Previously Dedicated Open Space And Recreational Areas
-  10 Year Storm Basin Area 51,246 SF
-  30' Wide Trail Corridor For Future Trail



Porter's Crossing Village Center Plan

FUTURE LAND USE MAP AMENDMENTS

UPDATED: 7/2016

General location of the property: Pod #15, Pod #10, Pod #9a, Pod #9b, Pod #1 and Pod #2 See Exhibit 1.

Property identification number: Pods #10, #9a and Pod #15 is 58:034:0756; Pod 9b is 58:034:0757; Pods #1 and #2 is 58:034 0658-0661

Total acreage of the subject property: 34.50 + acres See Exhibit 1.

Current future land use designation:

Pod #10. The current Land Use Map designates this land as Neighborhood Residential One. See Exhibit 1.

The current MDA designates this land as Commercial or Institutional. See Exhibit 5.

Pod #9a. The current Land Use Map designates this land as Neighborhood Residential One. See Exhibit 1.

The current MDA designates this land for a Public Recreational Facility. See Exhibit 5.

Pod #9b. The current Land Use Map designates this as Neighborhood Residential One. See Exhibit 1.

The current MDA designates this land for Senior Housing, Assisted Living, Commercial or Institutional. See Exhibit 5.

Pod #15. The current Land Use Map designates this land as Open Space. See Exhibit 1.

The current MDA designates this land for a Nursery and RV Parking. See Exhibit 5.

Pod #1. The current Land Use Map designates this land as Civic Uses and Schools. See Exhibit 1.

The current MDA designates this land for Residential or Commercial or both. See Exhibit 5.

Pod #2. The current Land Use Map designates this land as Civic Uses and Schools. See Exhibit 1.

The current MDA designates this land as Residential or Commercial or Mixed use. See Exhibit 5.

Proposed future land use designation:

Pod #10. Neighborhood Residential Two and more particularly MF1 with some Open Space on the west southern portion. See Exhibits 2 and 3.

Pod #9a. Neighborhood Residential Three and more particularly MF2. See Exhibits 2 and 3.

Pod #9b. Neighborhood Residential Three and more particularly MF2. See Exhibits 2 and 3.

Pod #15. Open Space and more particularly by MDA designation a Nursery and RV Parking. See Exhibits 2 and 3.

Pod #1. Commercial Community. See Exhibit 4.

Pod #2. Commercial Community. See Exhibit 4.

GENERAL PLAN OR DEVELOPMENT CODE TEXT AMENDMENTS

Applicant is amending a Master Development Agreement. That separate application was previously filed on 7-12-2022. The proposed amendments to the Master Development Agreement are attached to this application and incorporated by reference herein.

AUTHORIZED AGENT INFORMATION	PROPERTY OWNER INFORMATION
Authorized Agent: _____	Property Owner: <u>Khosrow B. Semnani</u>
Address: _____	Address: <u>630 E. South Temple Street</u>
Phone: _____ Cell: _____	<u>SALT LAKE CITY, UTAH</u>
E-mail: _____	Phone: <u>801-321-7125</u> Cell: _____
	E-mail: <u>KSEMNIANI@SEHART.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	FOR OFFICE USE ONLY
1 digital/electronic PDF map on jump drive or through Dropbox identifying the parcels in which a land use classification is being proposed for an amendment. 1 digital/electronic copy of all other required materials is also required to be submitted on jump drive or through Dropbox. Correctly label these files.	Date: _____
	Application received by: _____
	Application complete? ☐ Yes ☐ No
	Anything missing: _____
	Fee: \$400.00
	Amount Paid: _____

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: _____

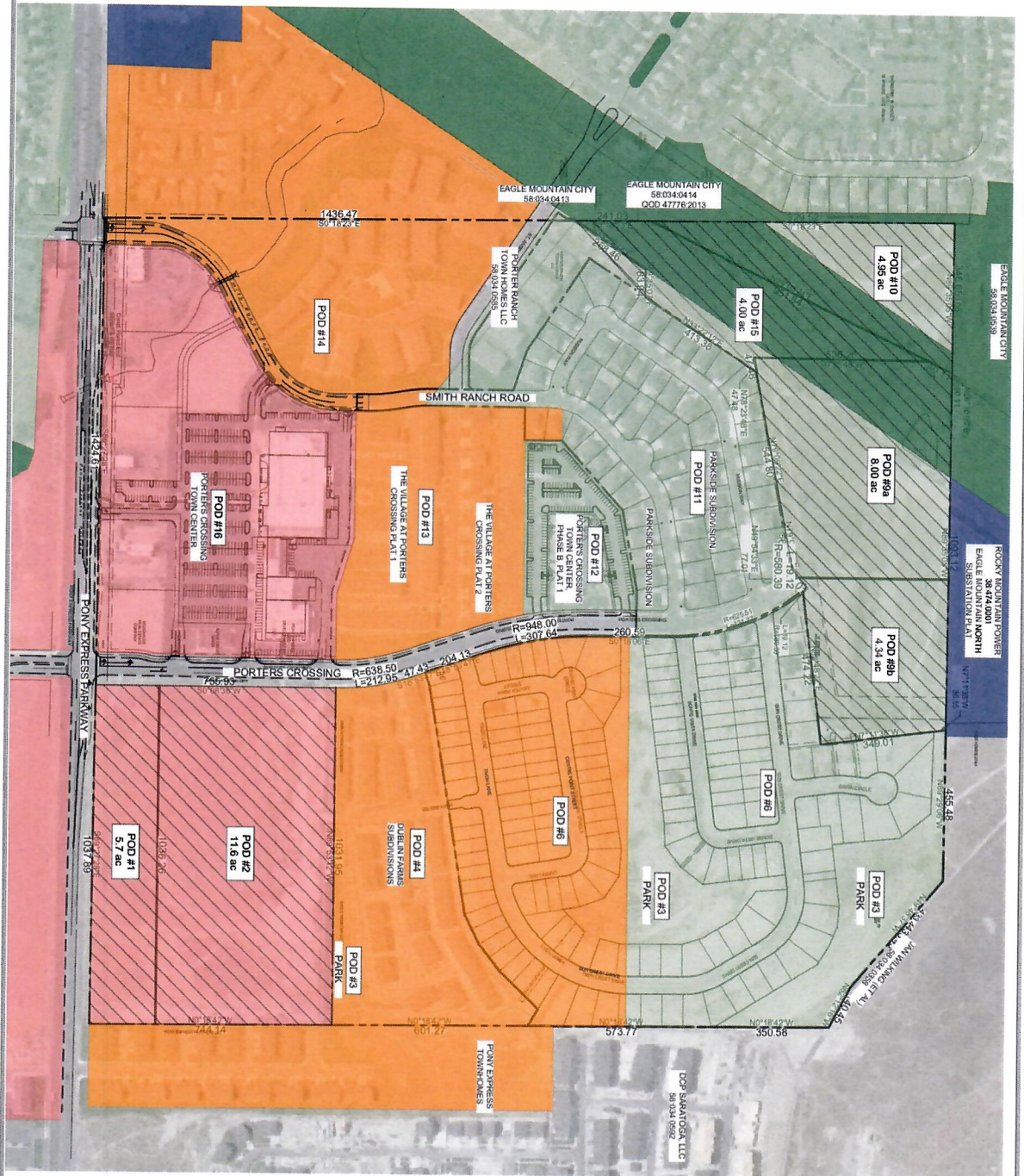
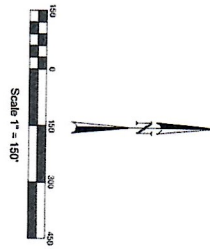
KHOSROW B. SEMNANI

Date: Sept 8, 2022

EXISTING EAGLE MOUNTAIN CITY FUTURE LAND USE MAP

LAND-USE DESIGNATIONS	
	NEIGHBORHOOD RESIDENTIAL 2
	CIVIC USES AND SCHOOL
	PARKS AND OPEN SPACE
	COMMERCIAL COMMUNITY
	NEIGHBORHOOD RESIDENTIAL 1

	SUBJECT PROPERTY
--	------------------



EX-01

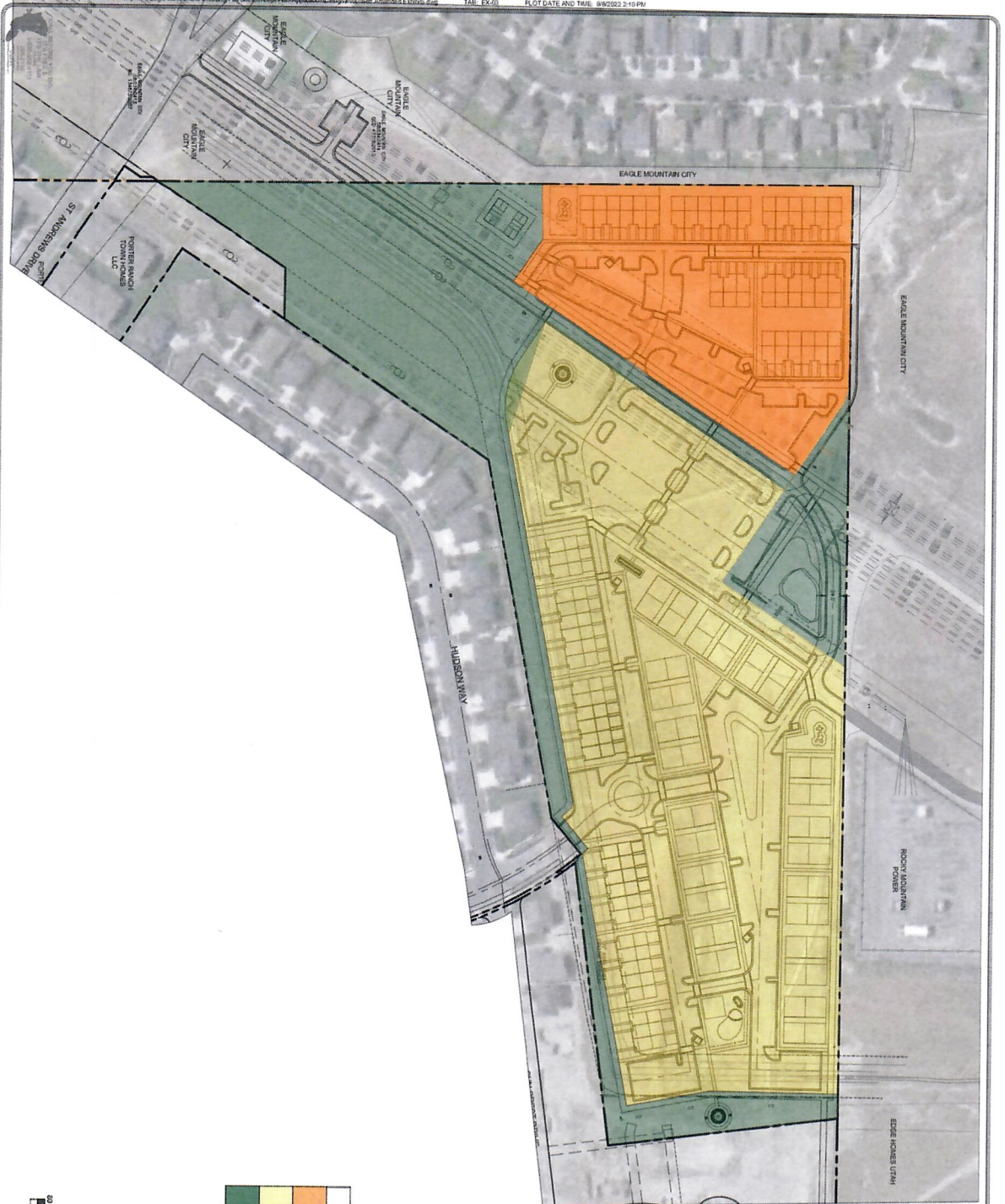
REVISIONS	

DRAWN BY: KP	CLIENT: SK HART MANAGEMENT
DESIGNED BY: KP	DWG. EXISTING AMENDED EXHIBIT DOW
CHECKED BY: JNT	DATE: 09/19/2022

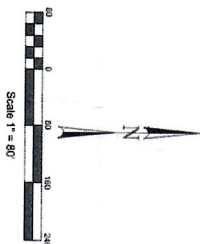
DATE: 09/19/2022	CLIENT: SK HART MANAGEMENT
	DWG. EXISTING AMENDED EXHIBIT DOW
	DATE: 09/19/2022

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
 Planning Engineering Surveying
 PH: 801.457.8040

**PORTER'S CROSSING
EAGLE MOUNTAIN, UT**
**EXISTING EAGLE MOUNTAIN CITY
FUTURE LAND-USE MAP**



ZONING DESIGNATION	
MF1	
MF2	
OS1	



EX-03

SHEET

REVISIONS	

DRAWN BY: JP
DESIGN BY: JP
CHECKED BY: SKT
DATE: 6/8/2022

CLIENT: SK HART MANAGEMENT
DVD: PROPOSED AMENDED PORTER'S CROSSING
JOB NO: 2ND AMENDMENT
REVISIONS: NO REVISIONS REQUIRED IN THIS SET



231 West 600 South Salt Lake City, Utah 84101
Ward Engineering Group
 Planning Engineering Surveying

PH: 801.457.6040

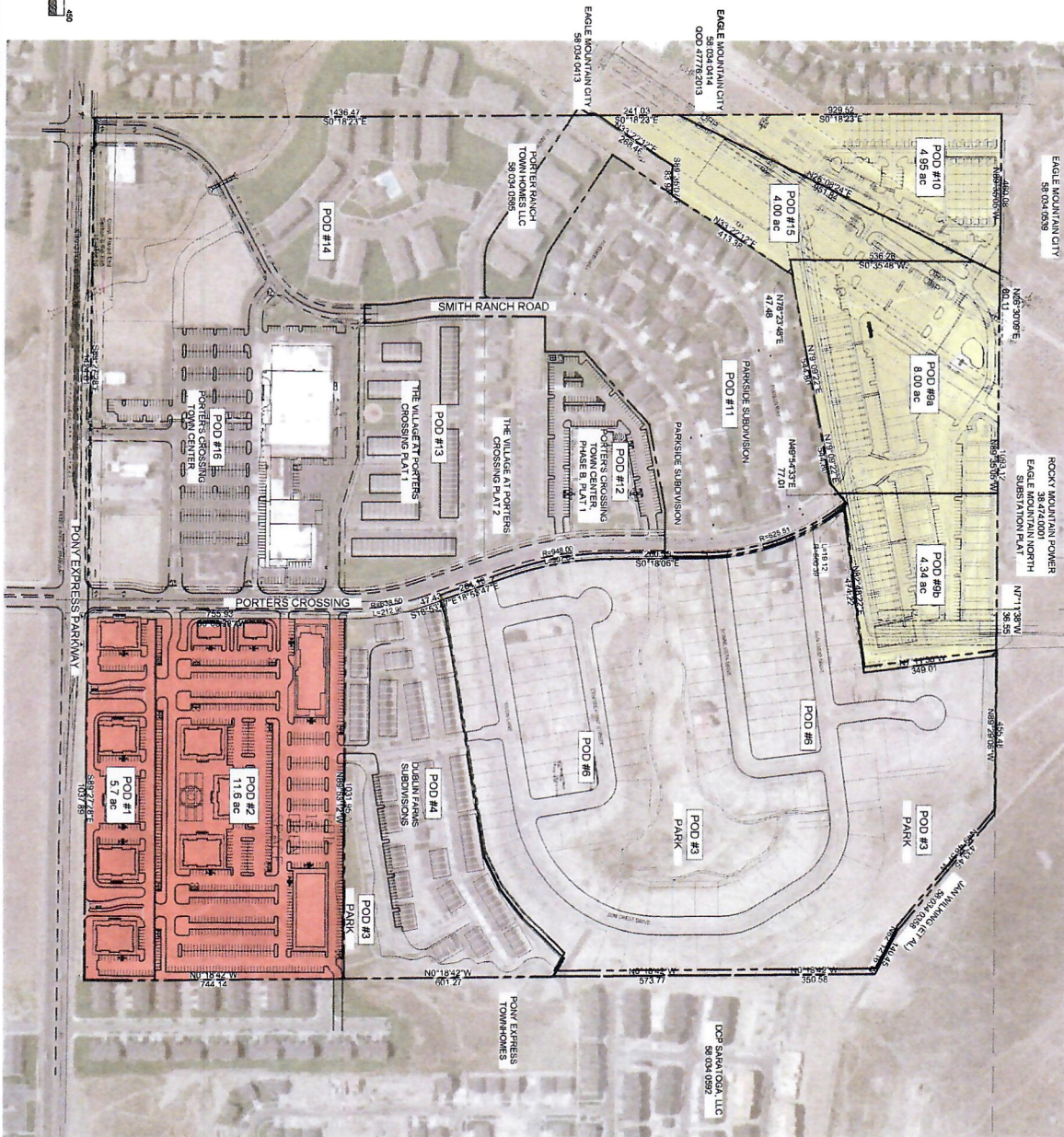
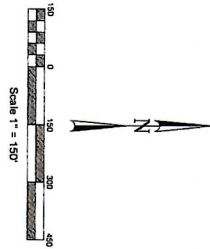
**PORTER'S CROSSING
 EAGLE MOUNTAIN, UT
 PROPOSED ZONING**

AMENDED LAND USE PLAN

ZONING DESTINATIONS

POD	LAND USE DESCRIPTION	ACREAGE	UNITS	DENSITY
1	COMMERCIAL RETAIL PARK	4.9 AC	NA	NA
2	MIXED USE RESIDENTIAL ABOVE RETAIL	11.9 AC	180	15.5 DU/AC
9a, 9b	SINGLE & MULTI-FAMILY RESIDENTIAL APARTMENTS & TOWN HOMES	12.3 AC	185	15 DU/AC
10	MULTI-FAMILY RESIDENTIAL ATTACHED TOWN HOMES	4.9 AC	33	6.7 DU/AC
15	COMMUNITY OPEN SPACE PARKS	4.0 AC	NA	NA

- GENERAL NOTES:**
1. THE INFORMATION PRESENTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION IS BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA ADJACENTS ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL. PROCESSES.
 2. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY, AND ARE NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION IS BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA ADJACENTS ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL. PROCESSES.
 3. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY, AND ARE NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION IS BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA ADJACENTS ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL. PROCESSES.
 4. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY, AND ARE NOT TO BE USED FOR CONSTRUCTION. THE INFORMATION IS BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA ADJACENTS ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL. PROCESSES.



When Recorded Return To:

EAGLE MOUNTAIN CITY
THIRD AMENDMENT AND RESTATEMENT TO
MASTER DEVELOPMENT AGREEMENT
DATED MARCH 23, 2016
FOR THE
PORTER'S CROSSING TOWN CENTER
MASTER DEVELOPMENT

This ~~THIRD~~SECOND AMENDMENT ("~~Third~~Second Amendment") to the Master Development Agreement for Porter's Crossing Town Center dated March 23, 2016 ("Prior Agreement") is entered into between Eagle Mountain City, a Utah municipal corporation ("City") and Pony Express Land Development, Inc. a Utah corporation ("Developer") as of the date last executed below.

This Amendment is made with reference to the following facts.

A. All of the capitalized terms in this ~~Third~~Second Amendment shall have the meanings specified in the Prior Agreement except as modified below.

B. The City and Developer have determined that it is in the best interest of the Parties to amend the Prior Agreement as set forth below.

NOW, THEREFORE, in consideration of the mutual covenants and promises of the parties contained herein, the parties agree as follows:

1 Definitions. Sections 1.19 and 1.25 of the Prior Agreement are hereby modified and new Sections 1.3 IA — 1.35A are added to read as follows:

1.19. Maximum Equivalent Residential Units (ERUs) means the development on the Property (not including Pods 9 and 9b) of up to four Hundred and Seventy-Seven (477) Equivalent Residential Dwelling Units.

1.25. Property means that approximately 85.05 acres of real property owned or controlled by Developer as Exhibit ~~1~~A.

1.3~~1~~A Assisted Living Housing means an apartment or housing unit that is designed for seniors who require regular medical attention from staff at the facility, or assistance with daily activities such as administration of medication, bathing and personal hygiene, housekeeping or transportation. Independent living units may include a kitchenette, but most meals are prepared and provided to residents from a central dining facility. Assisted living housing includes nursing homes and hospice care facilities.

1.32A. Commercial or Institutional Use means the use of a pod for a recreational facility, church, school (public, private or charter), daycare facility, medical or professional office, dance studio, library, municipal services facility or such other similar use.

1.33A. Minimum Amenities means those minimum amenities for the improvement of various Pods of Improved Open Space as specified in Exhibit "6A".

I .34A RV Storage means a secured outdoor surface lot for rentable storage of recreational vehicles, boats and trailers. Amenities include a road base storage lot, security fencing, operable gate with electronic security access. Prohibited activities include overnight camping, use of temporary power, water, sewer and maintenance or repairs of vehicles or equipment.

1.35A Senior Housing means an apartment or condominium style development, established in accordance with the Housing for Older Persons Act, 42 U.S.C. 53601, for use primarily for active and independent seniors who require little or no regular medical or personal care assistance from staff at the facility. Independent living units will typically include a full kitchen, parking for each unit, and amenities such as a washing machine and dryer.

2. New Exhibit and Prior Exhibits/References. To the extent they are covered by this Amendment, Exhibits 1 (Legal Description), 2 (Zoning Map), 3 (Land Use Plan), 4 (Street Plan) and 5 (Parks and Open Space Concept Plan) are hereby superseded by Exhibits IA, 2A, 3A, 4A, and 5A respectively. All references in the Prior Agreement to the Exhibits and the descriptions thereof are amended to refer to the corresponding new Exhibit (e.g., "Exhibit I (Legal Description)" shall be deemed to refer to "Exhibit IA (Amended Legal Description)". New Exhibits 6A (Development Costs Exhibit), 7A (Pod 2 Concept Plan), and 8A (Pony Express Expansion Area) are hereby added and incorporated by reference. A new Exhibits (Site Plan) are submitted with this Third Amendment as Exhibits 1, 2B, 3B, 4B, 5B and 6B.

3. Density. Section 4 of the Prior Agreement is hereby deleted.

4. Northwest Residential Area. Section 9 of the Prior Agreement is hereby deleted and replaced with the following Section 9A. ~~Section 9 of the Prior Agreement is hereby deleted and replaced with the following Section 9A.~~

9A. Pod 10. Pod 10 to be rezoned to Neighborhood Residential Two and more particularly MF1 Zone. - See Exhibit 2B. ~~Pod 10 shall be developed for Commercial or Institutional Uses. The development on Pod 10 shall not be required to have any Tier parks, trails,~~

~~open space or other amenities. Developer acknowledges that a portion of Pod 10 may be encumbered by easements and may be undevelopable due to these easements. Developer acknowledges and agrees that access to Pod 10 from the West will require development of City property for an access road, and City may withhold approval of access from the West due to traffic or other concerns of the City.~~

5. Density. Section 4 of the Prior Agreement is hereby deleted and replaced with the following Section 4A.

4A. ~~Density~~ Density and Dedication/Improvements ~~improvements~~ of Open Space. The City has approved the Amended Land Use Plan (attached as Exhibit 3A) providing for the development of the Project in Pods. For each Pod, Developer shall be vested with the right to develop up to the maximum Density as indicated on the Amended Land Use Plan for the respective Pod.

Developer acknowledges the maximum Density is a ceiling, and factors as parcel configurations, residential product specifications or building code requirements may limit the Developer's ability to build up to the maximum Density in any given Pod. Developer shall dedicate to the City and improve required open space and amenities as follows:

4A.1. Pod 9a. Shall be rezoned to Neighborhood Residential Three and more particularly MF2 Zone for the northern portion of the pod and Neighborhood Residential Two for the southern portion of the pod. (See Exhibit 2B) The City and Developer intend that Pod 9a will be dedicated to the City in accordance with Section 10A.4 below, for development of a regional trail and public recreational facility, and related parking and improvements, which may include concessions and retail facilities (the "Recreational Facility"). The exact details of the Recreational Facility are unknown at this time, but the anticipation of the Parties is more fully specified in new Section 10A, below. The development on Pod 9a for a recreational facility shall not require any Tier parks, trails, open space or other amenities. The deed of dedication shall contain a restrictive covenant limiting the use of Pod 9a for a Recreational Facility.

4A.2. Pod 15. Shall be rezoned Open Space and more particularly Developer desires to utilize Pod 15 for RV Storage a Nursery and RV parking and approximately 20 parking spaces for the residential units being built in Pod 9A. (See Exhibit 2B).

Developer acknowledges that City has concerns with the impact of the proposed RV Storage on neighboring properties, but Developer believes it can design the RV Storage to mitigate or eliminate such impacts. Accordingly, in order for the RV Storage to be reviewed for approval, Developer shall submit to the City a site plan for the proposed RV Storage which shall include detailed information regarding the visual impacts, the type and height of fencing, procedures to limit noise and disturbance to surrounding neighbors, lighting and security, and gate and security access. The City shall approve the RV Storage if the Developer is able to mitigate or eliminate all reasonable concerns of the Planning Commission and City Council related to impacts of the RV Storage.

4A.3. Pod 9b. Pod 9b Shall be rezoned to a Neighborhood Residential Three and more particularly a MF2 zone for the northern portion of the pod and Neighborhood Residential Two and more particularly an MF1 zone for the southern portion of the pod. See Exhibit 2B.

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4A.4. Pods 1 and 2. Pods 1 and 2 shall be developed for commercial uses and more particularly Commercial Community uses. (See Exhibit 2B). ~~residential or mixed use in accordance with the City's Vested Laws. No more than 180 ERUs shall be developed on Pod 2. Developer may construct as much commercial, retail or office uses in Pod 2 as may be allowed by the Vested Laws. No commercial uses are required as a condition of developing the ERUs, but Developer acknowledges that City would prefer that Developer includes commercial development in Pod 2, and Developer shall use commercially reasonable effort to include commercial uses in Pod 2. Developer has prepared a concept plan for Pod 2 that includes a central plaza area. A copy of the Pod 2 Concept Plan is attached hereto as Exhibit 7A. The parties acknowledge that the Pod 2 Concept Plan is only conceptual, but Developer acknowledges that the City would prefer the plaza concept over traditional road designs and Developer shall use commercially reasonable effort to develop Pod 2 with the plaza concept. The ERUs may be of any type of residential units in a "vertical" or "horizontal" mixed-use setting.~~

6. This paragraph is intentionally omitted.

7. This paragraph is intentionally omitted.

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8. Park and Improved Open Space. Sections 8 and 10 are hereby deleted and replaced with the following new sections:

8A. Improved Open Spaces and Trails.

8A.1. Park Plan. In accordance with the City's Vested Code and the City bonus density structure, Developer ~~shall~~ must provide sufficient Improved Open Space to meet the City's residential bonus density entitlements and improved open space points requirements for the number of ERUs in the Project, ~~(excluding Pod 9b).~~ Developer has submitted a proposed Park Plan that depicts the layout and proposed Minimum Improvements for Pods 3b, 3d and 3e. A copy of the Park Plan is attached hereto as Exhibit 5A. The City has reviewed the Park Plan and the City accepts the layout, design and improvements of the parks, trails and open space.

8A.1.1 Re-location of Minimum Improvements. The City acknowledges that some of the Minimum Improvements shown on Exhibit 5A and described in Exhibit 6A may be constructed on Pod 2.

8A.2 Dedication and Improvement of Improved Open Space.

8A.2.1 Park Dedication/Improvement Schedule.

- a. Pod 3b. Pod 3b shall be improved in accordance with the Park Plan and dedicated to the City along with the first recorded subdivision plat for Pod 4. In accordance with Chapter 16.35.105.A(10) of the Vested Laws, if Pod 3b is not fully improved at the time it is dedicated to the City, at the time of recording each plat Developer shall provide a cash bond, or other form of bond acceptable to the City, in the amount of 150% of the pro-rata cost of the anticipated improvements in Pod 3b to guarantee construction and installation of the required improvements. Pod 3b shall be completed no later than issuance of 80% of the approved building permits in Pod 4.

- b. Pod 3d. Pod 3d shall be improved in accordance with the Park Plan and dedicated to the City along with the first recorded subdivision plat for Pod 6a. In accordance with Chapter 16.35.105.A(10) of the Vested Laws, if Pod 3d is not fully improved at the time it is dedicated to the City, at the time of recording each plat Developer shall provide a cash bond, or other form of bond acceptable to the City, in the amount of 150% of the pro-rata cost of the anticipated improvements in Pod 3d to guarantee construction and installation of the required improvements. Pod 3d shall be completed no later than issuance of 80% of the approved building ~~permits~~^{permits} in Pod 6a.
- c. Pod 3e. Pod 3e shall be improved in accordance with the Park Plan and dedicated to the City along with the first recorded subdivision plat for Pod 6b. In accordance with Chapter 16.35.105.A(10) of the Vested Laws, if Pod 3e is not fully improved at the time it is dedicated to the City, at the time of recording each plat Developer shall provide a cash bond, or other form of bond acceptable to the City, in the amount of 150% of the pro-rata cost of the anticipated improvements in Pod 3e to guarantee construction and installation of the required improvements. Pod 3e shall be completed no later than issuance of 80% of the approved building permits in Pod 6b.

8A.3. Ongoing Maintenance. Upon the acceptance by the City of any improvements to Pods 3b, 3d, and 3e the City shall be responsible for all ongoing maintenance and operation thereof.

9. This paragraph has been intentionally omitted.

10. IOA. Contributions and Reimbursements for Recreational Facility.

IOA.1 In-Lieu Fee for Park and Open Space Improvements.

Developer agrees that the park and open space improvements, as detailed in the Park Plan, do not meet the City's required park and open space improvements for Pods 2, 4, 6a and 6b. Accordingly, Developer agrees to contribute to the City the amount of \$697,496.00 as explained on Exhibit 6A (the "Park In-Lieu Fee") towards completion of the Recreational Facility as detailed in Section IOA.4 below. Developer shall pay the Park In-Lieu Fee to the City prior to recording

any subdivision plat for Pods 2 or 4. City shall hold the funds in trust until disbursement of the funds in accordance with Section IOA.6. City acknowledges that Developer may construct additional park and open space amenities, in which case the Park In-Lieu Fee will be adjusted to reflect the cost of the additional amenities constructed by Developer. In addition, Developer shall be entitled to modify the Park In-Lieu Fee if Developer determines that the actual cost of constructing the facilities would have been less than \$697,496.00.

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IOA.2. In-Lieu Fee for Pool and Clubhouse Improvements.

Developer agrees that one or more pools or clubhouses would normally be required for development of Pods 2 and 4 based on the approved densities for each of those Pods. City and Developer agree that the Recreational Facility would meet the needs of the community with respect to the pool and clubhouse requirement. Accordingly, City agrees that Developer shall not be required to construct a pool or clubhouse in Pods 2 or 4 to meet the City bonus density requirements. In exchange, Developer agrees to contribute to the City the amount of \$900,000.00 as explained on Exhibit 6A (the "Pool/Clubhouse In-Lieu Fee") towards completion of the Recreational Facility as detailed in Section IOA.4 below. Developer shall pay the Pool In-Lieu Fee to the City prior to recording any subdivision plat for Pods 2 or 4. City shall hold the funds in trust until disbursement of the funds in accordance with Section IOA.6. City acknowledges that Developer may construct one or both of the pools/clubhouses, in which case the Pool/Clubhouse In-Lieu Fee will be adjusted to reflect the cost of the pool/clubhouse constructed by Developer. In addition, Developer may modify the Pool/Clubhouse In-Lieu Fee if Developer determines that the actual cost of constructing the facilities would have been less than \$900,000.00.

IOA.3. In-Lieu Fee for Senior Housing.

City agrees that the proposed Assisted Living Housing or Senior Housing on Pod 9b will benefit from the Recreational Facility, and that the City is waiving the requirement for a pool /clubhouse in the Assisted Living Housing and Senior Housing based on the proximity to the Recreation Facility. In addition, the City is waiving the requirement for the Assisted Living Housing to provide any improved park and open space. Accordingly, because it is unknown how many units of Senior Housing will be constructed, at the time of issuance of building permits for any Senior Housing (but not Assisted Living Housing) on Pod 9b, Developer shall contribute to the City an In-Lieu Fee towards completion of the Recreational Facility, as determined by the City's Vested Laws (the "Senior Housing Fee"), and as detailed in Section IOA.5 below. City shall hold the funds in trust until disbursement of the funds in accordance with Section IOA.6. City acknowledges that Developer may choose to install park and open space improvements in Pod 9b to serve the Senior Housing (such as a pickle ball court, courtyard/garden area, putting green, etc.) and to the extent that Developer provides such park and open space amenities, Developer shall be entitled to a credit against the Senior Housing Fee for the reasonable value of such amenities.

IOA.4. Donation of Pod 9a.

In order to facilitate the construction of the Recreational Facility, Developer agrees to dedicate to the City, free and clear of all financial liens or encumbrances, the approximately 8 acres of Pod 9a (the "Recreational Facility Parcel") if City requests in writing that Developer dedicate the Recreational Facility Parcel to City on or before January 1, 2020 unless the City and Developer have agreed in writing to a different date. The City and Developer agree that, in accordance with Section IOA.6, and as explained on Exhibit 6A the City shall reimburse the Developer for the Recreational Facility Parcel the amount of \$600,000.00 (the "Recreational Facility Parcel Reimbursement").

IOA.5. Additional Funding for Recreational Facility.

Developer acknowledges that in order for the City to complete the Recreational Facility, City

may require that Developer advance funds to the City, subject to reimbursement from the collection of impact fees or other sources of funds available to the City, for Development of the Recreational Facility. If requested in writing by City prior to January 1, 2020, Developer shall, within thirty (30) days of such request, contribute to the City the amount of ~~\$2,600,000.00~~, less any amounts already contributed for the Pool/Clubhouse In Lieu Fee, the Park In Lieu Fee, or the Senior Housing Fee (the "Additional Funding"). In other words, the total amount of cash contribution to City by Developer, including the Pool/Clubhouse In Lieu Fee, the Park In Lieu Fee, and the Senior Housing Fee, shall be \$2,600,000.00. City shall hold the funds in trust until disbursement of the funds in accordance with Section IOA.7.

IOA.6. Reimbursement for Contributions. Prior to City requesting dedication of the Recreation Facility Parcel or the Additional Funding, City shall enter into a reimbursement agreement with Developer to reimburse Developer for the Recreational Facility Parcel and the Additional Funding (the "Reimbursement Amount"). Exhibit 6A is a spreadsheet showing how the Reimbursement Amount is intended to be calculated based on the costs estimated by the Parties at the time of the execution of this Amendment. City and Developer acknowledge and agree that reimbursement agreement will provide for reimbursement to Developer for the total Reimbursement Amount from the collection of impact fees.

IOA.7. Use of Funds. In order to complete the Recreation Facility, City will need to obtain additional funding. If prior to January 1, 2021, City is able to obtain sufficient funds to complete and operate the first phase of a Recreational Facility, City may utilize the Pool/Clubhouse In Lieu Fee, the Park In Lieu Fee and the Additional Funds towards completion of the Recreation Facility. City shall, prior to use of the funds, provide to Developer a detailed plan With respect to development of the Recreational Facility.

IOA.8. Alternate Zoning / Development of Pod 9a and Use of Funds. If City fails to obtain the funding to construct the Recreational Facility by January 1, 2021, City shall notify Developer that it does not intend to construct the Recreational Facility. Upon such notice from the City, Pod 9a shall be automatically zoned either as Residential (with densities not to exceed the density in Pod 6b), or as Commercial or Institutional Use. Developer shall be required to meet the City Vested Code and City bonus density structure if Pod 9a is zoned as Residential. Any alternative zoning Pod 9a shall include, at a minimum, a one (1) acre park improved to the City's minimum standards. Any Pool/Clubhouse In Lieu Fee, Park In Lieu Fee, or Senior Housing Fee shall be utilized by Developer to make improvements in the Pod 9a Park, or additional improvements in Pods 2, 3b, 3d or 4.

9.11. Pony Express Road Reimbursement. A new Section 17A is added to read as follows:

17.A. Pony Express Road Reimbursement. In conjunction with the execution , of this Agreement, Developer shall dedicate to the City

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approximately 1.025 acres for the expansion of Pony Express Parkway, as shown on the attached Exhibit 8A. The City acknowledges that Developer will be seeking a tax benefit for this dedication pursuant to Section 14 of the Master Development Agreement and the City shall reasonably and lawfully cooperate in this effort.

~~10.~~ 12. Sewer Lift Station. A new section 18A is added to read as follows.

18A. Sewer Lift Station. Contemporaneously with the construction of the infrastructure for Pod 6b Developer shall, at its own cost, design and construct a sewer lift station to the specifications of the City at the location shown on Exhibit 3A. The City shall grant Developer all necessary rights to construct the sewer lift station on the location that is owned by the City as shown on Exhibit 3Aa After the City accepts ownership of the lift station the operation and maintenance of the lift station shall be the City's.

Dated this _____ day of _____, 2022.

ENT-62736:2018 Pg 9-43
STATE OF UTAH

COUNTY OF SALT LAKE

On the _____ day of _____, 2022, personally appeared before me, Khosrow B. Semnani, who did personally acknowledge to me that he had authority to and did execute the foregoing on behalf of Pony Express Land Development, Inc., a Utah corporation.

PONY EXPRESS LAND DEVELOPMENT, INC.

By: _____
Khosrow B. Semnani

Its: Manager

STATE OF UTAH

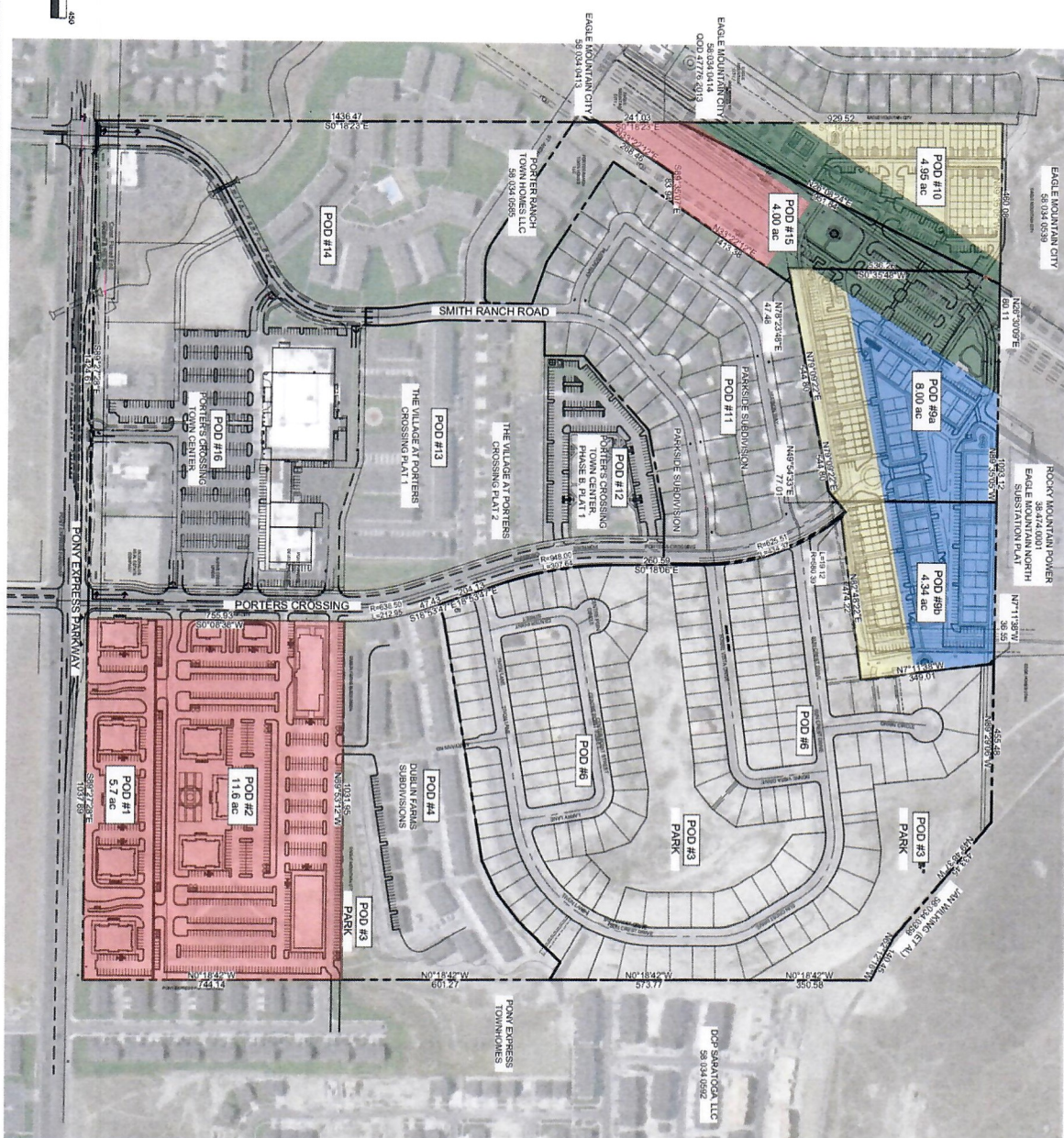
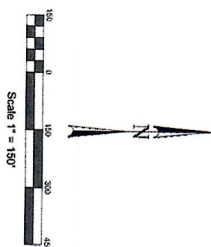
COUNTY OF SALT LAKE

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ZONING DESTINATIONS

ZONING DESTINATIONS	
	NEIGHBORHOOD RESIDENTIAL 2 (MF-1)
	NEIGHBORHOOD RESIDENTIAL 3 (MF-2)
	IMPROVED OPEN SPACE (OS-1)
	COMMERCIAL COMMUNITY

1. GENERAL NOTES:
THE INFORMATION DIRECTED ON THIS PLAN IS PRELIMINARY IN NATURE. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES, SUCH AS ADJUSTING, ADJUSTMENTS, CALCULATIONS, DESIGN CALCULATIONS, LOT SIZES, ROAD WIDTHS AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE SUBJECT TO THE PRELIMINARY DATA, PROGRAMS, REQUIREMENTS AND DESIGN SHEET LAYOUTS, INCLUDING: ROADS, PARKING, BUILDINGS, LOT AND DRIVE SPACES, ADVERTISEMENTS, ILLUSTRATIVE IN NATURE, AND SUBJECT TO ANY OTHER INFORMATION THAT MAY BE REQUIRED BY THE CITY OF CHICAGO.
2. THE PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSES, SUCH AS ADJUSTING, ADJUSTMENTS, CALCULATIONS, DESIGN CALCULATIONS, LOT SIZES, ROAD WIDTHS AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE SUBJECT TO THE PRELIMINARY DATA, PROGRAMS, REQUIREMENTS AND DESIGN SHEET LAYOUTS, INCLUDING: ROADS, PARKING, BUILDINGS, LOT AND DRIVE SPACES, ADVERTISEMENTS, ILLUSTRATIVE IN NATURE, AND SUBJECT TO ANY OTHER INFORMATION THAT MAY BE REQUIRED BY THE CITY OF CHICAGO.
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[illegible]

DRAWN BY: KP
DESIGN BY: KP
CHECKED BY: SNT
DATE: 08/18/1

CUSTOMER: SK HART MANAGEMENT
 DRAWING: AMENDED EXHIBITS DWG
 PROJECT: PORTERS CROSSING
 JOB No: 3RD AMENDMENT

DO NOT SCALE THIS DRAWING. DIMENSIONS ARE INDICATED BY LEADER
 LINE. DIMENSIONS SHALL BE TO FACE UNLESS NOTED. THIS DRAWING IS



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Ward Engineering Group
Planning Engineering Surveying

PH: 801.487.8040

**PORTER'S CROSSING
EAGLE MOUNTAIN, UT
ZONING MAP
3RD AMENDMENT**

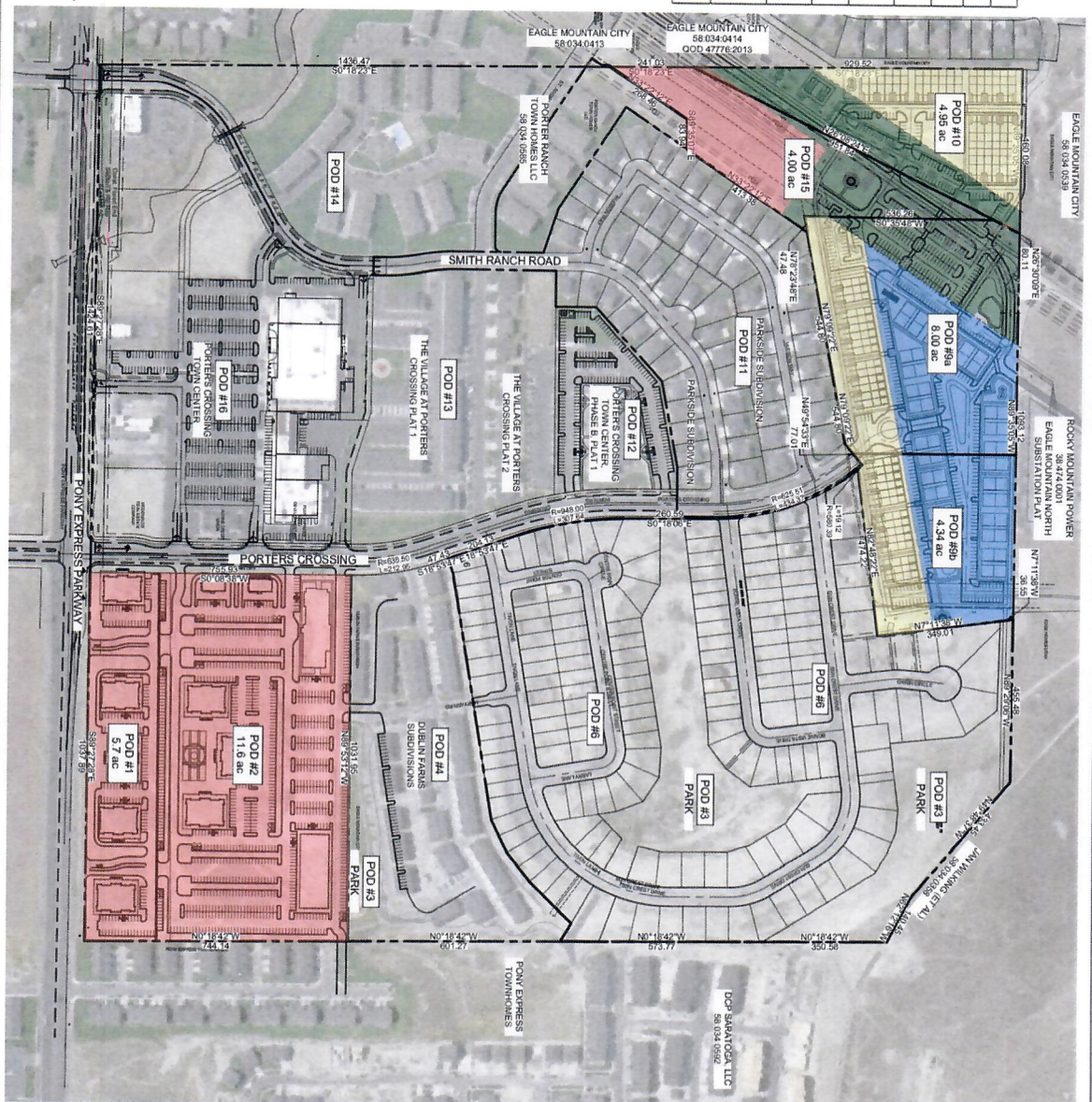
LAND-USE SUMMERY 3 RD AMENDMENT

POD	ACREAGE	CURRENT LAND USE DESCRIPTION	AMENDED LAND USE DESCRIPTION
1	5.70 AC	COMMERCIAL	COMMERCIAL COMMUNITY
2	11.60 AC	COMMERCIAL/180 UNIT APARTMENT	COMMERCIAL COMMUNITY
9a	8.00 AC	CITY RECREATION CENTER	NEIGHBORHOOD RESIDENTIAL 2/ IMPROVED OPEN SPACE
9b	4.34 AC	SENIOR LIVING APARTMENTS APPROX. 200 UNITS	NEIGHBORHOOD RESIDENTIAL 2/ NEIGHBORHOOD RESIDENTIAL 3
10	4.95 AC	INSTITUTIONAL	NEIGHBORHOOD RESIDENTIAL 2/ IMPROVED OPEN SPACE COMMERCIAL COMMUNITY
RESIDENTIAL DENSITY	300 APARTMENTS	TOTAL UNITS IN EXCESS OF 218 APARTMENTS/TOWNHOMES	TOTAL UNITS
15	4.00 AC	ROCKY MOUNTAIN POWER EASEMENT/STORAGE	IMPROVED OPEN SPACE COMMERCIAL COMMUNITY

ZONING SUMMERY 3RD AMENDMENT

ZONING DESTINATIONS	
NEIGHBORHOOD RESIDENTIAL 2 (MR1)	
NEIGHBORHOOD RESIDENTIAL 3 (MR2)	
IMPROVED OPEN SPACE (OS-I)	
COMMERCIAL COMMUNITY	

- GENERAL NOTES:
1. THE INFORMATION DEPICTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS NOT TO BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSES. ALL LAND USES, ACRES, CALCULATIONS, AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE BASED ON PRELIMINARY DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN. SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA, ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL SITE DESIGN AND MUNICIPAL APPROVAL PROCESSES.
 2. PROJECT LOTS SHOWN FOR EACH PARCEL MAY SURPASS ALL OVIABLE PROJECT LOTS AND ARE NOT TO BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSES.
 3. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY, AND ARE PLACEHOLDERS FOR FUTURE DEVELOPMENT. BUILDING TYPES AND PLACEMENTS ARE FOR CONCEPTUAL ILLUSTRATION AND ARE SUBJECT TO CHANGE.



EX-38

REVISIONS

DRAWN BY: KP
CHECKED BY: KP
DATE: 8/18/2022

CLIENT: SK MART MANAGEMENT
DWG: AMENDED EXHIBIT DWS
JOB NO: 2803 AMENDMENT
DATE: 8/18/2022



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Ward Engineering Group
Planning Engineering Surveying
PH: 801.467.8040

**PORTER'S CROSSING
EAGLE MOUNTAIN, UT**

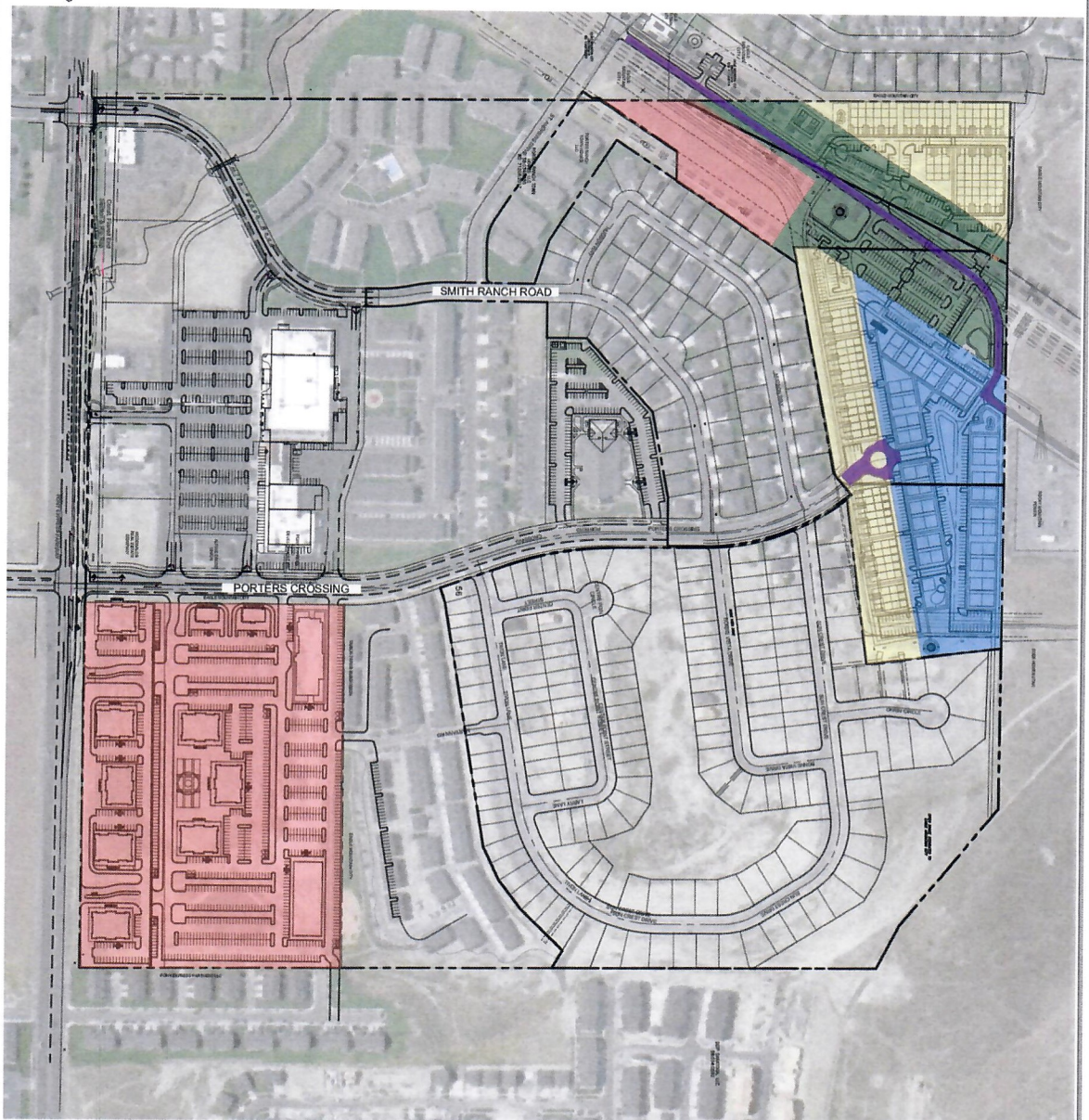
3RD AMENDED LAND USE PLAN

3RD AMENDMENT STREET PLAN

ROAD DESIGNATIONS

PROPOSED ROADS

- GENERAL NOTES:
1. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY. THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION. BUILDING TYPES REPRESENTED ARE FOR CONCEPTUAL LAYOUT ONLY AND ARE SUBJECT TO CHANGE.



EX-4B

SHEET

REV	DATE	DESCRIPTION

DRAWN BY: **KP**
 DESIGN BY: **KP**
 CHECKED BY: **BNT**
 DATE: **8/18/2022**

CLIENT: **SK HART MANAGEMENT**
 DWG: **AMENDED EXHIBIT DWG**
 PROJECT: **PORTER'S CROSSING**
 JOB NO.: **3RD AMENDMENT**
THESE PLANS ARE PRELIMINARY AND ARE NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THESE PLANS SHALL BE MADE BY THE ENGINEER.



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PH: 801.487.8040

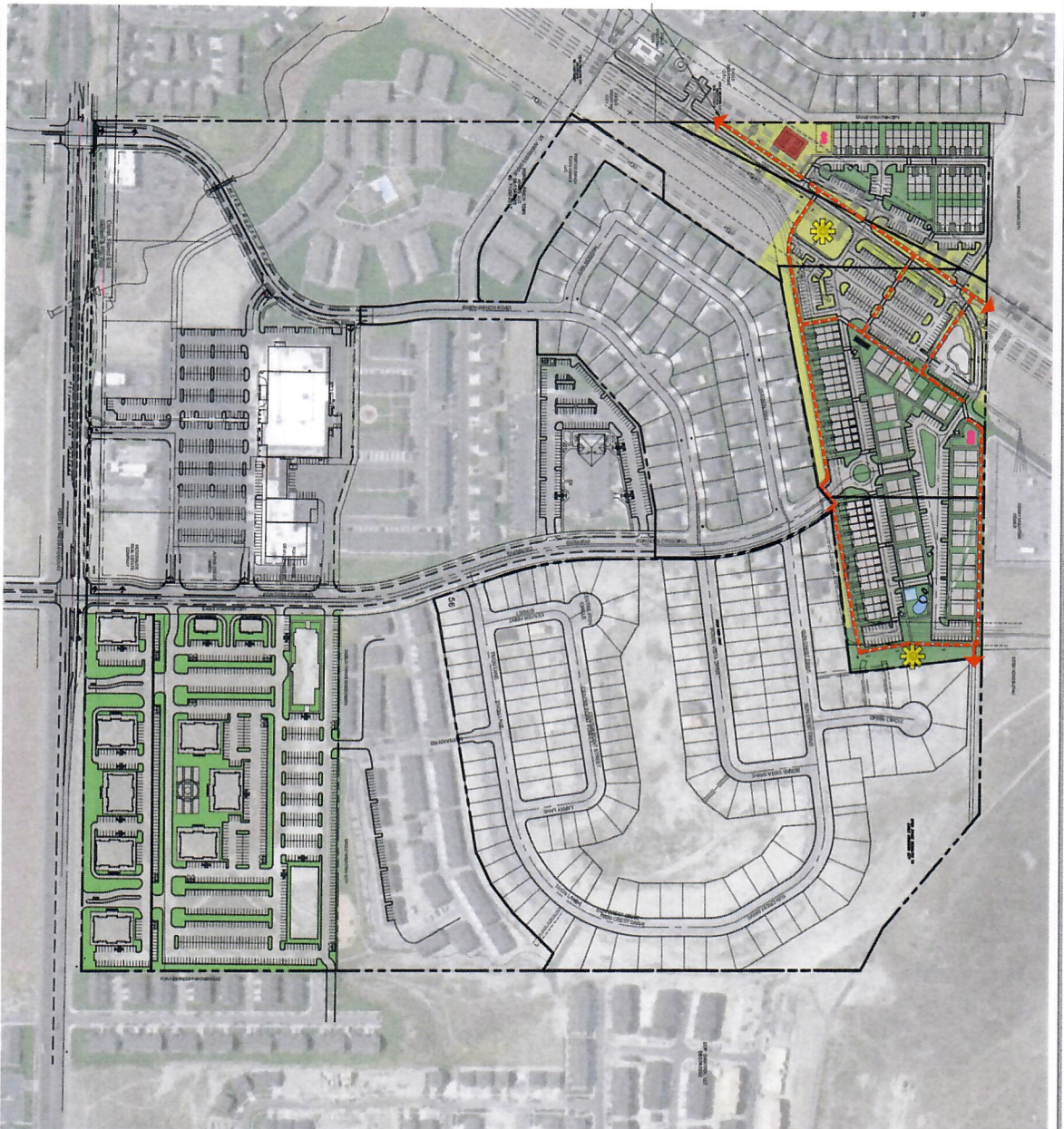
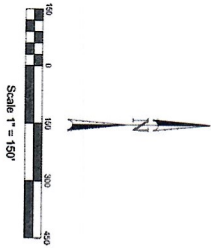
PORTER'S CROSSING
EAGLE MOUNTAIN, UT
3RD AMENDED STREET PLAN

OPEN SPACE SUMMERY 3 RD AMENDMENT

LEGEND

	CLUB HOUSE, POOL FACILITY
	NEIGHBORHOOD PARK
	PICKLE BALL COURT
	PLAY GROUND
	MULTI-USE WALK, PATH, OR TRAIL
	IMPROVED LANDSCAPE
	NATIVE LANDSCAPE

GENERAL NOTES:
1. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION. ALL TYPES REPRESENTED ARE FOR FUTURE DEVELOPMENT BUILDING AND ARE SUBJECT TO CHANGE.



EX-5B

SHEET

REVISIONS

DRAWN BY: **KP**
DESIGN BY: **KP**
CHECKED BY: **DMT**
DATE: 09/12/2022

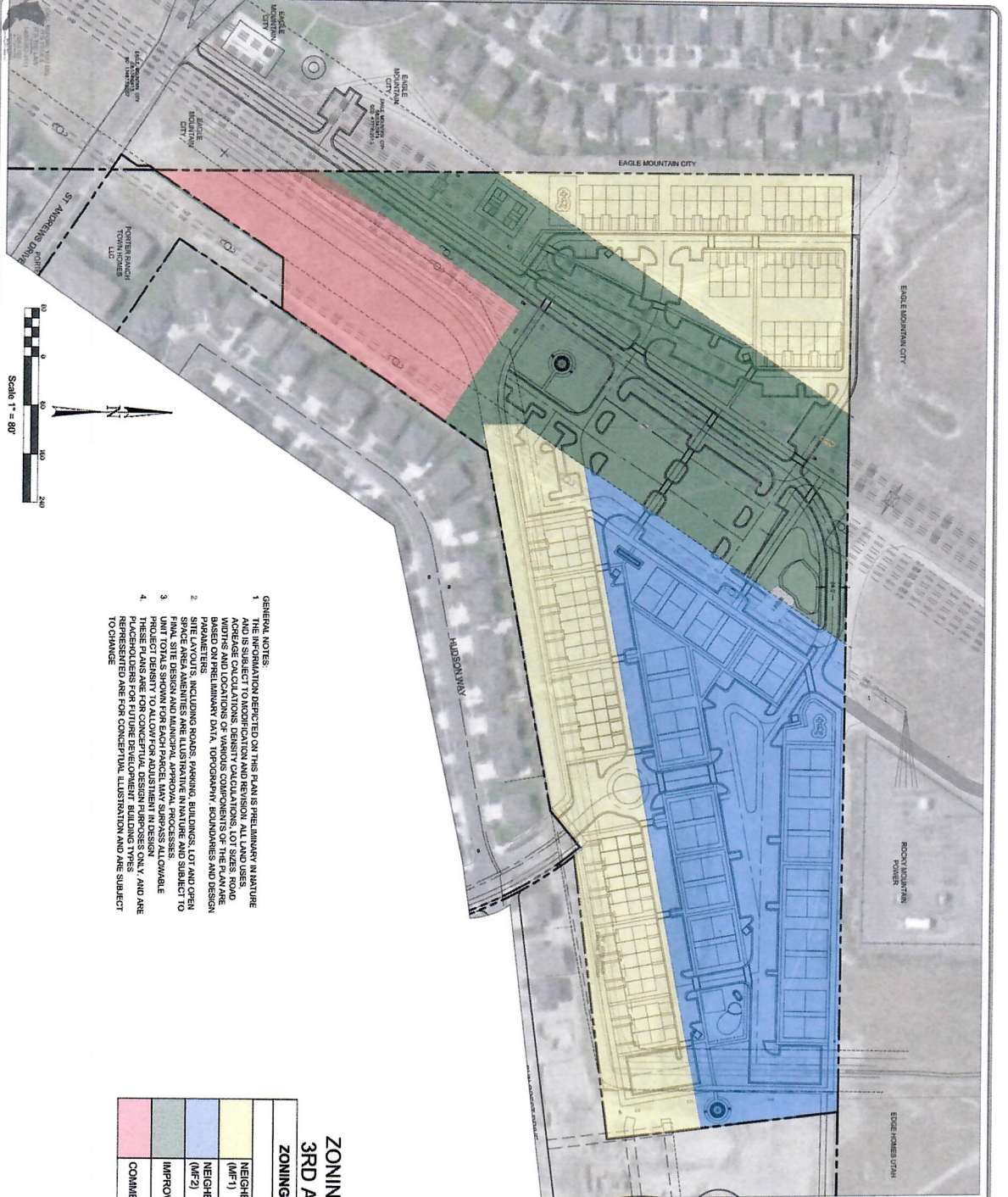
CLIENT: **SK HART MANAGEMENT**
DWG: **AMENDED EXHIBIT DWS**
JOB NO: **PORTER'S CROSSING 3RD AMENDMENT**
DATE: 09/12/2022



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Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

**PORTER'S CROSSING
EAGLE MOUNTAIN, UT
OPEN SPACE PLAN
3 RD AMENDMENT**



- GENERAL NOTES**
1. THE INFORMATION REPORTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS SUBJECT TO MODIFICATION AND REVISION. ALL LAND USES, ACRESAGE CALCULATIONS, DENSITY CALCULATIONS, LOT SIZES, ROAD RIGHTS AND LOCATIONS OF VARIOUS COMPONENTS OF THE PLAN ARE BASED ON ESTIMATED DATA, TOPOGRAPHY, BOUNDARIES AND DESIGN PARAMETERS.
 2. SITE LAYOUTS, INCLUDING ROADS, PARKING, BUILDINGS, LOT AND OPEN SPACE AREA MEASURES ARE ILLUSTRATIVE IN NATURE AND SUBJECT TO CHANGE. THE INFORMATION REPORTED ON THIS PLAN IS PRELIMINARY IN NATURE AND IS SUBJECT TO MODIFICATION AND REVISION.
 3. THESE PLANS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION. ANY CHANGES TO THE PLANS SHALL BE REPRESENTED AS SUCH FOR CONCEPTUAL LAYOUT AND ARE SUBJECT TO CHANGE.
 4. PROJECT DENSITY TO ALLOW FOR ADJUSTMENT IN DESIGN.

ZONING SUMMARY 3RD AMENDMENT

ZONING DESTINATIONS	
NEIGHBORHOOD RESIDENTIAL 2 (MF1)	
NEIGHBORHOOD RESIDENTIAL 3 (MF2)	
IMPROVED OPEN SPACE (OS-I)	
COMMERCIAL COMMUNITY	

EX-6B

REVISIONS	

DRAWN BY: **XP**
 DESIGN BY: **XP**
 CHECKED BY: **SNT**
 DATE: **08/18/2022**

CLIENT: **SK HART MANAGEMENT**
 DWG: **AMENDED EXHIBIT 2 DWS**
 PORTER CROSSING
 3RD AMENDMENT
 (THIS DRAWING IS THE PROPERTY OF WARD ENGINEERING GROUP AND IS NOT TO BE REPRODUCED OR USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF WARD ENGINEERING GROUP)



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Ward Engineering Group
 Planning Engineering Surveying
 PH: 801-487-8040

**PORTER'S CROSSING
EAGLE MOUNTAIN, UT
ZONING MAP
3RD AMENDMENT**



REZONE APPLICATION

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

PROJECT INFORMATION

UPDATED: 6/2015

Official Project Name: Porter's Crossing Town Center (Amendment to Master Development Agreement March 23, 2016)

Proposed Zoning:

- : **Pod #10.** Neighborhood Residential Two and more particularly MF1. See Exhibit 3.
- : **Pod #9a.** Neighborhood Residential Three for the northern portion and more particularly MF2. See Exhibit 3. Neighborhood Two for the southern portion and more particularly MF1. See Exhibit 3.
- : **Pod #9b.** Neighborhood Three for the northern portion and more particularly MF2. See Exhibit 3. Neighborhood Two for the southern portion and more particularly MF1. See Exhibit 3.
- : **Pod #15.** Open Space and more particularly a Nursery and RV Parking. See Exhibit 3.
- : **Pod #1.** Commercial Community. See Exhibit 3.
- : **Pod #2.** Commercial Community. See Exhibit 3.

Surrounding Zoning: Neighborhood Residential One

General Location of the Property: See Exhibit 3.

Surrounding Land Uses: Residential as to Pods 10, 9a, 9b, and 15 as Open Space.
Commercial as to Pods 1 and 2.

Total Acreage of the Subject Property: 34.50 + acres

Does the proposed zoning require an amendment to the City's General Map? ☒ Yes ☐ No

AUTHORIZED AGENT INFORMATION

Authorized Agent: _____

Address: _____

Phone: _____ Cell: _____

E-mail: _____

PROPERTY OWNER INFORMATION

Property Owner: Khosrow B. Semnani

Address: 630 E. South Temple Street
SALT LAKE CITY, UTAH 84102

Phone: 801-321-7725 Cell: _____

E-mail: ksemanani@skhant.com

****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, regardless of whether they have been previously submitted to Eagle Mountain City. 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

- 1 digital/electronic PDF copy of all plans & other required materials is required on 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.

FOR OFFICE USE ONLY

Date:	Received By:	Application Complete? ☐ Yes ☐ No Anything Missing:
Fees: \$1,350.00 (Not Required as rezone is included in amendment to MDA see Section 16.10.090 (2)) 3 rd Amendment to MDA filed 7-12-2022.		
Total Amount Due: N/A _____		Total Amount Paid: N/A _____

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: _____

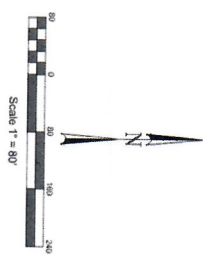
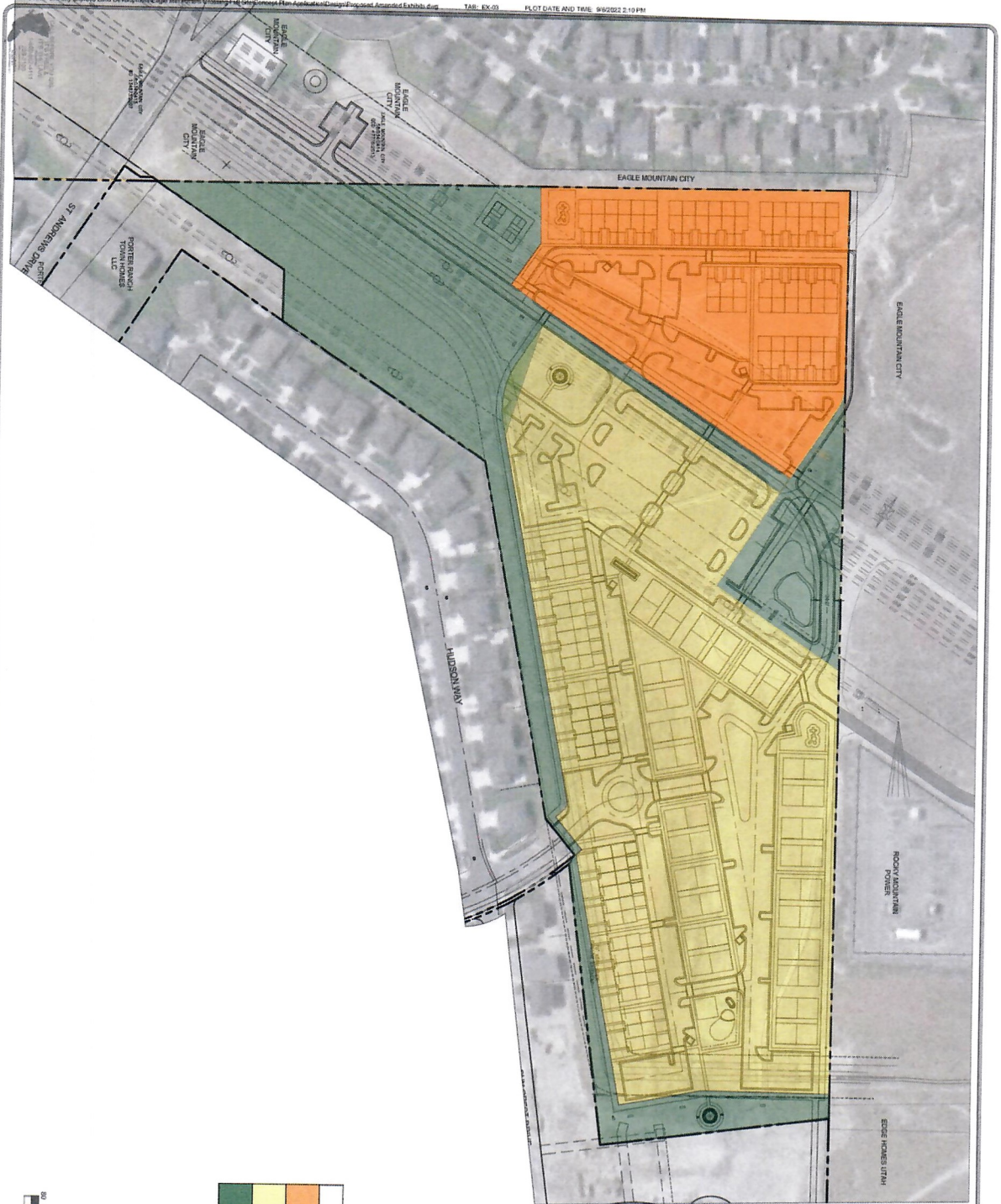
KHOSROW B. SEMNANI

Date: _____

Sept 8, 2022

Documents to attach to application:

- Rezoning Application Requirements/Checklist



ZONING DESIGNATION	
MF1	
MF2	
OS-1	

EX-03

REVISIONS	

DRAWN BY	RP
DESIGNED BY	RP
CHECKED BY	JNT
DATE	2019-09-22

CLIENT	SK HART MANAGEMENT
DWG	PROPOSED AMENDED
JOB No.	2019-09-22
DATE	2019-09-22

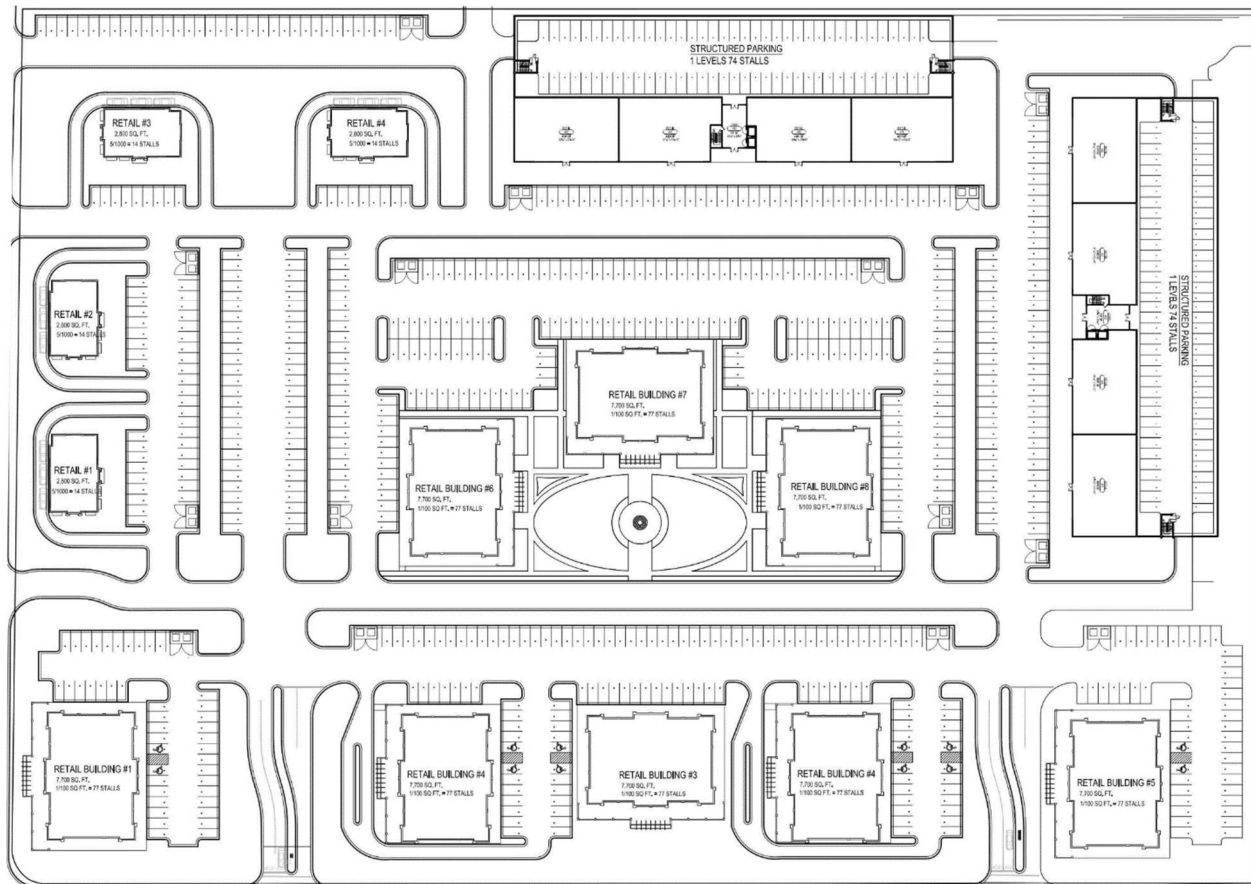
231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
 Planning Engineering Surveying

**PORTER'S CROSSING
 EAGLE MOUNTAIN, UT
 PROPOSED ZONING**

REZONE APPLICATION REQUIREMENTS/CHECKLIST

- ☒ LEGAL DESCRIPTION: A legal description of the property.
- ☒ VICINITY MAP: A vicinity map showing the approximate location of the subject parcel with relation to the other major areas of the City.
- ☒ EXISTING CONDITIONS: A map showing the existing physical characteristics of the site including waterways, geological information, fault lines, general soil data and contour data in two foot intervals.
- ☒ LAND USE MAPS: A map with a general description of the proposed development indicating the general development pattern, land uses, densities, intensities, open spaces, parks and recreation trails and any other important elements of the project.
- ☒ ZONING DISTRICTS: A compatibility statement in an acceptable format that demonstrates compliance with the zoning district that exists on the subject property or the zoning district that is being proposed for the subject property.
- ☐ PUBLIC NOTICE FEE: \$1 per mailed notice, calculated and prepared by City Staff, shall be paid in full prior to a Planning Commission Date being assigned. (Rezoning requires multiple public hearings requiring additional notices)
- ☐ FEE: The processing fee of \$1,350.00 shall be paid in full.

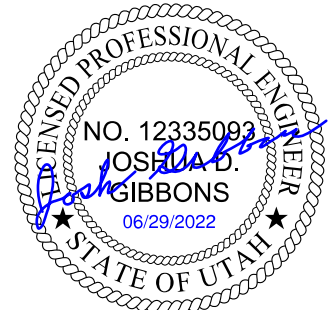
Porter's Crossing Commercial Traffic Impact Study



Eagle Mountain, Utah

June 29, 2022

UT22-2248



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Porter's Crossing Commercial development located in Eagle Mountain, Utah. The development is located northeast of the Porters Crossing / Pony Express Parkway intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2027) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Evening Peak Hour Level of Service Results

Intersection	Level of Service					
	Existing (2022)			Future (2027)		
	BG	PP	PP MIT	BG	PP	PP MIT
1 Gazelle Run / Pony Express Parkway	A	B	A	B	B	B
2 Porters Crossing / Pony Express Parkway	C	C	C	C	D	C
3 Ridley's Southeast Access / Porters Crossing	b	f	e	c	f	f
4 Ridley's Middle Access / Porters Crossing	a	b	b	b	c	c
5 Ridley's Northeast Access / Porters Crossing	a	a	a	a	a	a
6 St. Andrews Drive / Porters Crossing	a	a	a	a	a	a
7 Prestwick Lane / St. Andrews Drive	a	a	a	a	a	a
8 SE Project Access / Pony Express Parkway	-	c	c	-	e	d
9 SW Project Access / Pony Express Parkway	-	c	c	-	f	c
10 West Project Access / Porters Crossing	-	b	b	-	b	b

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic), MIT = Mitigated Scenario
Source: Hales Engineering, June 2022

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
2 Porters Crossing / Pony Express Parkway	100	-	100	-	100	125	-	125	200	-	-	-	100	225	-	200
3 Ridley's Southeast Access / Porters Crossing	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8 SE Project Access / Pony Express Parkway	-	-	-	-	-	100	-	-	-	100	-	-	-	-	-	100
9 SW Project Access / Pony Express Parkway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
Source: Hales Engineering, June 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of various fast-food and coffee drive-throughs, sit-down restaurants, commercial/retail, and multi-family housing
- The project is anticipated to generate approximately 8,476 (+5,568 pass-by) weekday daily trips, including 676 (+529 pass-by) trips in the morning peak hour, and 628 (+441 pass-by) trips in the evening peak hour
- Auxiliary right-turn deceleration lanes are recommended for the southeast and southwest project accesses along Pony Express Parkway, as well as a left-turn deceleration lane for the southeast access
- Only the southern commercial component of the Porter's Crossing development is being analyzed in this traffic impact study
- There were also changes to the land uses for the northern pods (pods 9/10) to the Porter's Crossing development, but the trip generation differences were negligible
 - Land use changes include going from a charter school, assisted living facility, and a recreation center to residential townhomes and apartments
 - Trip generation for the peak hours was lower with these new land uses

2022	Background	Plus Project
Assumptions	• Porters Crossing wide enough to allow for left-turn queuing without impeding through-traffic at most accesses	• Full access at all project access points
Findings	• Acceptable LOS • SB queues at Porters Crossing / Pony Express Parkway intersection back up past SE Ridley's access	• Poor LOS at SE Ridley's & south project access / Porters Crossing
Mitigations	• None	• Porters Crossing / Pony Express Parkway: ◦ Install dual southbound left-turn lanes
2027	Background	Plus Project
Findings	• Acceptable LOS	• Poor LOS at: ◦ SE Ridley's & south project access / Porters Crossing ◦ SE project access / Pony Express Parkway ◦ SW project access / Pony Express Parkway • WB queues at Porters Crossing / Pony Express Parkway intersection back up past SW project access
Mitigations	• None	• Porters Crossing / Pony Express Parkway: ◦ Install SB right-turn pocket ◦ Install WB right-turn pocket • SE Ridley's Access / Porters Crossing: ◦ Stripe NB left-turn pocket • SW Project Access / Pony Express Parkway: ◦ Restrict to right-in/right-out turning movements only

Eagle Mountain Porters Crossing TIS Update
Mitigated Roadway Network



Figure ES-1

FILENAME: O:\Pony Express Land Development\Eagle Mtn Porter Crossing Full Site Concept Plan Application\Design\SitePlan\2022-06-05-Site Plan.dwg TAB: SITE PLAN PLOT DATE AND TIME: 9/9/2022 2:25 PM



UTILITY COMPANY NOTES:

KERN RIVER GAS TRANSMISSION COMPANY (KERN RIVER)

1. THE DEVELOPER WILL FOLLOW REQUIREMENTS OF THE EXHIBIT B - KERN RIVER ENCROACHMENT SPECIFICATIONS AS SHOWN IN THE PLAN SHEET EX-05.
2. THE LATEST VERSION OF THE DEVELOPER'S HANDBOOK WILL BE USED IN DESIGN OF THE IMPROVEMENTS SHOWN IN THIS PLAN SHEET.
3. THE WALKING PATH (TRAIL) WILL BE PLACED BETWEEN THE TWO PIPELINES AND WILL NOT BE PLACED ON THE TOP OF ONE PIPELINE. DEVELOPER WILL BE RESPONSIBLE TO RESTORE/REPLACE THE TRAIL IN THE EVENT WORK IS DONE ON THE PIPELINES.
4. THE ROADWAY, PARKING LOT, RV STORAGE, NURSERY AND OTHER USES SHOWN IN THIS PLAN SHEET WILL BE ALLOWED AS LONG AS ALL KERN RIVER ENCROACHMENT SPECIFICATIONS ARE MET AND AN AGREEMENT IS SIGNED PRIOR TO WORK COMMENCING.
5. NO PLAYGROUND EQUIPMENT WILL BE INSTALLED WITHIN THE KERN RIVER EASEMENT.
6. ALL WORK ASSOCIATED WITH THE POOL, DECKING, FENCING, WILL BE OUTSIDE OF THE EASEMENT FOR THE KERN RIVER PIPELINES.
7. NO IMPROVEMENTS ASSOCIATED WITH TOWNHOMES DEVELOPMENT INCLUDING THE BUILDING ITSELF, FENCES, TREES, DECKS AND ANY OTHER IMPROVEMENTS WHICH REQUIRES FOOTING AND FOUNDATION WILL BE ALLOWED WITHIN THE KERN RIVER EASEMENT SHALLOW ROOTED SHRUBBERIES AND NON-STRUCTURAL(NO FOOTING/ FOUNDATION)IMPROVEMENTS SUCH AS MASONRY BLOCKS, PLANTING POTS WILL BE ALLOWED IN THE EASEMENT AREA TO HELP DESIGNATE THE BOUNDARY BETWEEN UNITS.
8. THERE WILL NOT BE ANY IRRIGATION SYSTEM, SPRINKLER HEADS, ETC.ALLOWED WITHIN THE KERN RIVER EASEMENT.

ROCKY MOUNTAIN POWER COMPANY(RMP)

1. ALL WORK IN THE RPM EASEMENT WILL BE REVIEWED AND APPROVED BY THE ENGINEERING STAFF OF RMP COMPANY PRIOR TO ANY WORK COMMENCING.
2. A DETAILED GRADING PLAN WILL BE PREPARED BY THE DEVELOPER WHICH WILL DEMONSTRATE SIMILAR GRADES FOR EXISTING AND FINISHED AROUND CONDITIONS IN THE RMP EASEMENT.THE GRADING PLAN WILL BE REVIEWED BY THE RMP COMPANY PRIOR TO ANY WORK IN THE EASEMENT COME BEGIN.

NOTES:

1. FOR CROSS SECTIONS ILLUSTRATION OF KERN RIVER GAS EASEMENT AND PROPOSED LOCAL STREET REFER TO SHEET EX-04.
2. FOR DETAILED INVENTORY OF THE AMENITIES REFER TO SHEET EX-02.

PORTER'S CROSSING
EAGLE MOUNTAIN, UT
NORTHWEST AREA PLAN
APARTMENTS AND TOWN HOMES

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

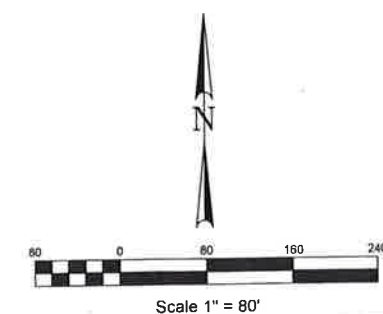
CLIENT: SK HART MANAGEMENT
DWG: 2022-06-05 SITE PLAN DWG
JOB NO: 2022-06-05
DATE: 09/18/2022

DRAWN BY: KP
DESIGNED BY: KP
CHECKED BY: SNT

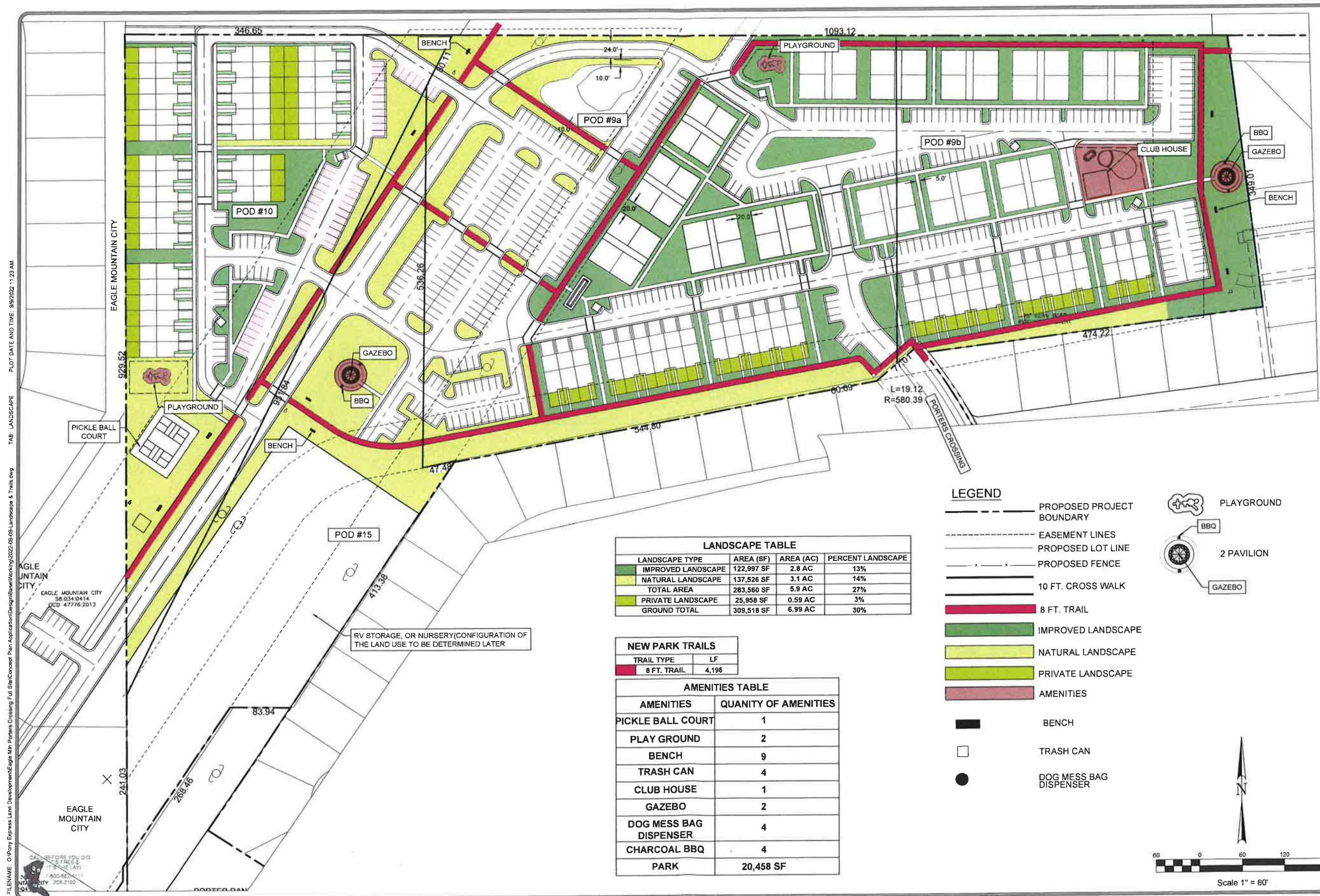
REVISIONS

SHEET

EX-01



FILENAME: O:\Pony Express Land Development\Eagle Mtn Porters Crossing Full Site Concept Plan Application\Design\Working\2022-06-09-Landscape & Trails.dwg
PLOT DATE AND TIME: 9/9/2022 11:23 AM
TAB: LANDSCAPE



LANDSCAPE TABLE			
LANDSCAPE TYPE	AREA (SF)	AREA (AC)	PERCENT LANDSCAPE
IMPROVED LANDSCAPE	122,997 SF	2.8 AC	13%
NATURAL LANDSCAPE	137,526 SF	3.1 AC	14%
TOTAL AREA	260,523 SF	5.9 AC	27%
PRIVATE LANDSCAPE	25,958 SF	0.59 AC	3%
GROUND TOTAL	309,518 SF	6.99 AC	30%

NEW PARK TRAILS	
TRAIL TYPE	LF
8 FT. TRAIL	4,196

AMENITIES TABLE	
AMENITIES	QUANTITY OF AMENITIES
PICKLE BALL COURT	1
PLAY GROUND	2
BENCH	9
TRASH CAN	4
CLUB HOUSE	1
GAZEBO	2
DOG MESS BAG DISPENSER	4
CHARCOAL BBQ	4
PARK	20,458 SF

LEGEND

PROPOSED PROJECT BOUNDARY

EASEMENT LINES

PROPOSED LOT LINE

PROPOSED FENCE

10 FT. CROSS WALK

8 FT. TRAIL

IMPROVED LANDSCAPE

NATURAL LANDSCAPE

PRIVATE LANDSCAPE

AMENITIES

BENCH

TRASH CAN

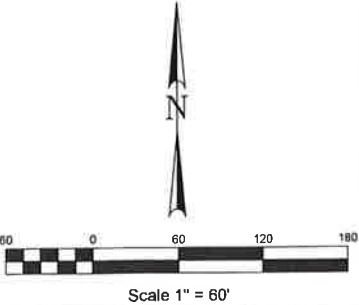
DOG MESS BAG DISPENSER

PLAYGROUND

BBQ

2 PAVILION

GAZEBO

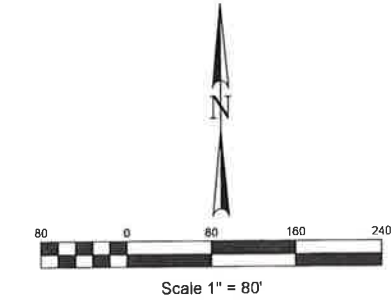
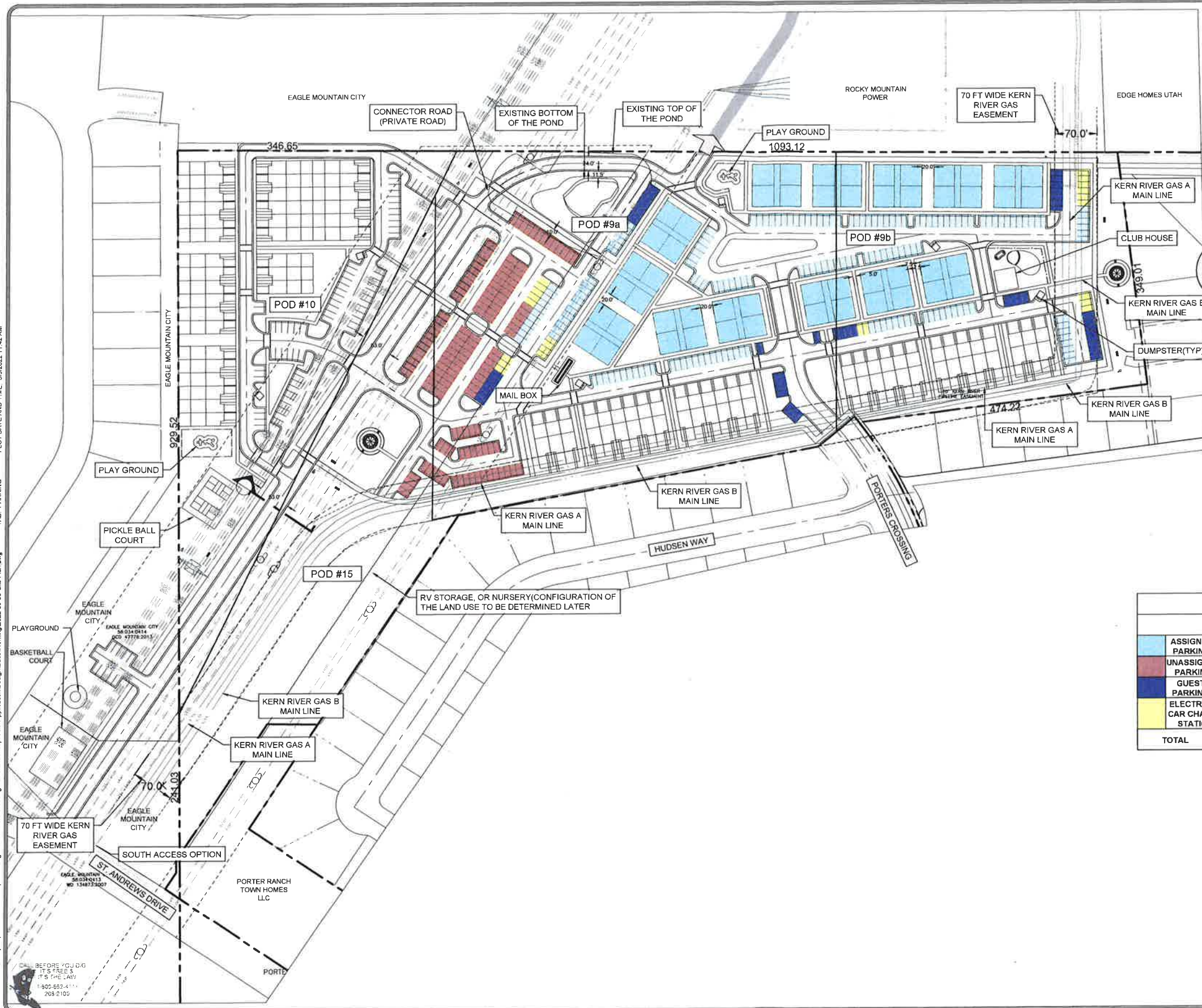


PORTER'S CROSSING
EAGLE MOUNTAIN, UT
LANDSCAPE EXHIBIT

CLIENT: SK HART MANAGEMENT
DWG: 2022-06-09-LANDSCAPE & TRAILS
JOB NO: 2022-06-09-01
DATE: 09/09/2022
DRAWN BY: KP
DESIGN BY: KP
CHECKED BY: SNT
DATE: 09/09/2022

REVISIONS

FILENAME: O:\Pony Express Land Development\Eagle Mtn Porters Crossing Full Site Concept Plan Application\Design\Basis\Working\2022-09-09-Site Plan.dwg PLOT DATE AND TIME: 9/9/2022 11:42 AM TAB: PARKING



- LEGEND**
- PROPOSED PROJECT BOUNDARY
 - EASEMENT LINES
 - EXISTING OVERHEAD POWER LINES
 - PROPOSED LOT LINE
 - PROPOSED FENCE
 - 10 FT. CROSS WALK
 - ASSIGNED PARKING
 - UNASSIGNED PARKING
 - GUEST PARKING
 - ELECTRICAL CAR CHARGE STATION
 - 3 STORY APARTMENTS BUILDING(12 TOTAL APARTMENTS)

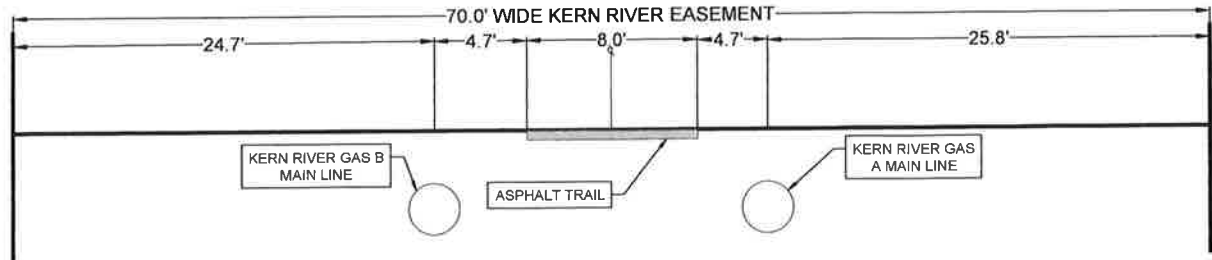
PARKING TABLE			
	NUMBER OF PARKING STALLS	PARKING STALLS PER UNIT	PERCENTAGE
ASSIGNED PARKING	169	1.1	46%
UNASSIGNED PARKING	133	0.9	36%
GUEST PARKING	45	0.3	12%
ELECTRICAL CAR CHARGE STATION	23	0.15	6%
TOTAL	368	2.3	100%

PORTER'S CROSSING
EAGLE MOUNTAIN, UT
APARTMENT PARKING

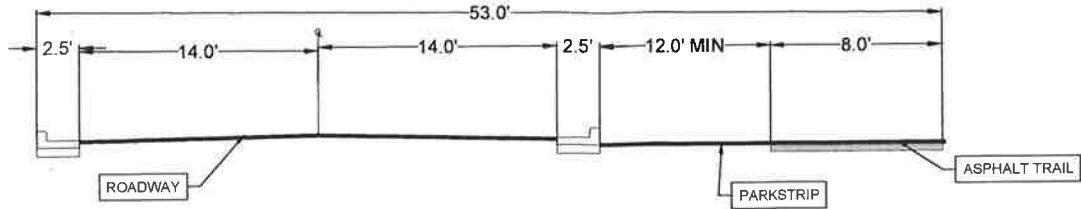
CLIENT: SK PART MANAGEMENT
DWC: 2022-09-09 SITE PLAN DWG
DESIGNED BY: KPT
CHECKED BY: SNT
DATE: 09/09/2022

DRAWN BY: KPT
DESIGN BY: KPT
CHECKED BY: SNT
DATE: 09/09/2022

REVISIONS



2 KERN RIVER GAS PIPELINES AND 8 FT WIDE TRAIL SECTION
NTS



1 MODIFIED LOCAL STREET(PUBLIC ROAD) SECTION
NTS



231 West 800 South Salt Lake City, Utah 84101
PH: 801.487.8040

CLIENT: SK HART MANAGEMENT
DWS: 2022-09-09 SITE PLAN DWS
JOB No.: 2022-09-09 SITE PLAN
DATE: 09/09/2022

DRAWN BY: KP
DESIGN BY: KP
CHECKED BY: SNT
DATE: 09/09/2022

REVISIONS

EXHIBIT B – Encroachment Specifications

KERN RIVER GAS TRANSMISSION COMPANY, hereinafter called 'KERN RIVER' is an interstate transporter of natural gas which is regulated by the Department of Transportation Office of Pipeline Safety. The following specifications are designed to comply with applicable state and federal regulations, to assure the safety of the public and to protect the pipeline.

The following specifications are minimum requirements for most proposed encroachments to avoid conflict with the existing easement rights. These are not the only types of activities permitted. Additional specifications may be required depending upon the proposed encroachments. Encroachments will be at PERMITTEE'S cost. Please contact the nearest KERN RIVER office to review your individual situation. Because easements run with the land and are subject to KERN RIVER'S rights, encroaching parties will need to pass along to subsequent landowners the restrictions contained herein which shall be covenants running with the land and be binding upon PERMITTEE, its heirs, legal representatives and successors in title.

GENERAL REQUIREMENTS FOR SURFACE ALTERATIONS

- Most states laws require 48 hours' notice be given to utility companies prior to beginning excavation. This may be accomplished by contacting a 'One Call' or 'Dig Alert' system.
- KERN RIVER'S easement restricts the placement of a structure or any part of a structure within the right of way, except as may be expressly permitted herein.
- An authorized KERN RIVER representative must be on site during any work performed on or across the right of way.
- The KERN RIVER representative will determine the existing cover over the pipeline. Any change in the amount of existing cover material (soil) on and over the right of way must be approved in advance and shall be no less than that required by the U.S. Department of Transportation.

1) FENCES

- Fences installed parallel to the pipeline shall not be installed within the KERN RIVER easement. For fences installed across the Right of Way, the first post either side of the pipe shall be set at least 5 feet from the center of the pipeline in a hand dug hole.
- PERMITTEE shall provide access through or around fence(s) crossing the right of way to allow performance of normal right of way maintenance.
- Installer shall adhere to provisions A and C of GENERAL REQUIREMENTS FOR SURFACE ALTERATIONS.
- Walls will be evaluated on a case by case basis and may require additional approval or provisions to protect the facilities.

2) LANDSCAPING (plantings that require excavating deeper than 1 foot)

- Flower beds and shrubs are permitted within the right of way, but may be damaged by required annual surveys, if planted directly over the pipeline. Heavy maintenance may require total clearing of the right of way.
- No trees or deep rooted shrubs are allowed within the easement.
- Lawns and vegetable gardens are acceptable.
- Provisions A and C of the GENERAL REQUIREMENTS FOR SURFACE ALTERATIONS pertain to this type of planting.

3) STREETS, ROADS, PAVED PARKING LOTS AND DRIVEWAYS

- Residential driveways intended for light vehicle access to a single family dwelling must have a minimum of 5.5 feet of cover over the pipeline or an alternative engineered solution.
- Driveways shall not run lengthwise within the right of way and must cross on an angle, which when measured between the proposed drive and the right of way is not less than 45 degrees.
- An opportunity for KERN RIVER to make a pipe inspection must be given prior to the start of any construction.
- Provisions A, C, D and E of the GENERAL REQUIREMENTS FOR SURFACE ALTERATIONS pertain to driveway crossings.
- Street or road construction may require a specific encroachment agreement from the Right of Way and Land Department, and plans for such crossings shall be submitted 90 days prior to work commencement to allow time for project impact review by the local KERN RIVER office.
- KERN RIVER may require leak detection access points through concrete or asphalt surfaces.

4) TEMPORARY EQUIPMENT CROSSINGS

- To protect KERN RIVER'S pipeline from external loading, KERN RIVER must perform an engineering evaluation to determine the effects of any proposed equipment use. KERN RIVER reserves the right to approve or deny the use of certain types of equipment. Make/model of equipment, maximum axle weight as applicable, and crossing location will need to be provided. Mats, timber bridges, or other protective materials deemed necessary by KERN RIVER shall be placed over KERN RIVER facilities for the duration of any loading. Protective materials shall be purchased, placed, and removed at no cost to KERN RIVER. The right of way must be restored to its original condition.
- KERN RIVER may require markings to identify specific areas where equipment use is authorized. Vibratory equipment is not permitted on the right-of-way.

5) OPEN WATERWAYS

- Open waterways smaller than 3 feet wide at the bottom are defined as "ditches" and must have a minimum of 3.5 feet of cover from the top of the pipe to the bottom of the ditch, or the ditch must be lined using an approved method and material. Larger open waterways are defined as "canals" and are considered on an individual basis.
- Anyone altering (clearing, regarding or changing alignment) a waterway must obtain approval from KERN RIVER prior to making changes and shall meet Provisions A and C of the GENERAL REQUIREMENTS FOR SURFACE ALTERATIONS.
- An opportunity will be provided for KERN RIVER to install casing and/or other structural protection prior to canal installation.

6) EXCAVATION

- Plans for any excavation on the right of way must be approved prior to commencing work. Excavating within 5 feet of the pipeline shall be done by hand until the pipeline is exposed and shall be done only in the presence of an authorized KERN RIVER representative. When excavating for crossing a ditch line, after the pipe has been exposed, the excavation equipment must be positioned such that it will not reach within 2 feet of the pipeline. Final stripping on sides and top of the pipeline shall be by hand.
- When a backhoe is used, the bucket teeth should be curled under each time it is brought back into the ditch to reduce the chance of teeth contacting the pipe.
- In certain circumstances, KERN RIVER representative may require bucket teeth to be bared and side cutters to be removed.

GENERAL REQUIREMENTS FOR BURIED LINE CROSSINGS

- All buried lines crossing KERN RIVER'S right of way shall be installed in accordance with all applicable codes and requirements governing such installations.
- All foreign lines shall cross KERN RIVER'S right of way at an angle as close to 90 degrees as possible. Parallel occupancy of KERN RIVER'S right of way shall not be allowed unless specifically permitted by KERN RIVER.
- All buried lines should cross under the pipeline. However, when obstructions or unfavorable soil conditions are encountered, or when the KERN RIVER pipeline is located at a depth greater than 4 feet, approval to cross over the line may be granted.
- To avoid unexpected service interruptions of buried lines crossing over KERN RIVER pipeline, a minimum of 24 inches of cover (or local minimum required depth) must be provided over the crossing line.
- All buried lines crossing the KERN RIVER pipeline shall maintain a minimum separation of 24 inches between the two facilities, with the same depth carried across the entire right of way.
- A joint trench is the recommended method for multiple utility crossings. Under normal circumstances this requires that only one permit be obtained by the excavating company.
- No foreign appurtenances (meters, poles, drop boxes, collection basins, etc.) shall be located on the right of way, except as may be permitted herein.
- A buried warning tape shall be placed 12 to 18 inches above the crossing line and extend across the entire right of way, as a protective measure.
- An authorized KERN RIVER representative must be on-site during all excavation, backfill and clean-up work performed on the right of way.

7) COMMUNICATION LINES (TELEPHONE, TV, OTHER DATA LINES)

- Communication lines shall meet all provisions of the GENERAL REQUIREMENTS - BURIED LINE CROSSINGS
- Communication lines shall be encased in a rigid nonmetallic conduit across the full width of the right of way.
- Signs shall be placed by the encroaching party at each edge of the right of way to mark the underground cable angle and path of crossing. If the underground cable crosses above the pipeline, the signs shall so indicate. These signs are to be furnished by the power company or the encroaching party.

8) POWER LINES

- Power lines shall meet all of the above GENERAL REQUIREMENTS FOR BURIED LINE CROSSINGS and shall be installed in accordance with the National Electrical Safety code.
- Power lines shall have minimum clearances between lines of 24 inches for 0 to 600 volts; 30 inches for 601 to 22,000 volts; 36 inches for 22,001 to 40,000 volts; and 42 inches for 40,001 volts and above.
- Power lines shall be encased in rigid nonmetallic conduit.
- Signs shall be placed by the encroaching party at each edge of the right of way to mark the underground cable angle and path of crossing. If the underground cable crosses above the pipeline, the signs shall so indicate. These signs are to be furnished by the power company or the encroaching party.
- In the event a power line crosses over the pipeline, it will be necessary to cover the crossing in red dye concrete (6 inches thick) across the full width of the right of way.

9) SEWER AND WATER LINES

- Sewer and water lines shall meet all above GENERAL REQUIREMENTS FOR BURIED LINE CROSSINGS. Nonmetallic water lines are required.
- Sewer line crossings are limited to tight lines only. Septic tanks and leach areas are not permitted in the right-of-way.
- Septic tanks and drain fields are not permitted within the right of way.

10) SUBSURFACE DRAINAGE TILE (NONMETALLIC)

- Drainage tile shall meet provisions A, B, E, G, H and I of GENERAL REQUIREMENTS - FOR BURIED LINE CROSSINGS.

11) METALLIC PIPE CROSSINGS

- All 4 inch and larger metallic pipes crossing KERN RIVER'S pipeline, or any metallic pipe transporting hazardous materials (petroleum, natural gas, etc.), shall have two cathodic protection test leads installed on the KERN RIVER pipeline(s) and two on the crossing pipe at the point of intersection. The test leads shall be terminated in an above-ground test post.
- KERN RIVER personnel must install the leads on KERN RIVER'S pipeline(s).
- Metallic pipe crossings shall have a permanent protective coating for the full width of the right of way.
- Additional interference mitigation may be required, and shall be installed at PERMITTEE'S expense.

12) ABOVE GROUND LINE CROSSINGS

- Shall maintain a minimum of 30 feet of vertical clearance across the right of way.
- Shall have no poles or appurtenances located on the right of way.
- Above ground crossings shall not be above or closer than 25 feet horizontally to any gas escape vent (e.g., relief valve vent, station blow down vent, block valve vent, etc.).
- High voltage AC, DC or DC traction systems may require additional studies and mitigation as detailed.

13) BLASTING

- Blasting for grade or ditch excavation shall be utilized only after all other reasonable means have been used and are unsuccessful in achieving the required results.
- Blasting plans shall be submitted to KERN RIVER for approval at least 4 days prior to the anticipated start of any blasting activities.
- All blasting shall be done with the KERN RIVER authorized representative present.

PORTER'S CROSSING
EAGLE MOUNTAIN, UT
KERN RIVER ENCROACHMENT
SPECIFICATIONS

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying

PH: 801-487-8040

CUSTOMER: SK HART MANAGEMENT
DWG: 2022-09-09-SITE PLAN DWG
JOB NO: PORTER'S CROSSING
ENCROACHMENT
DATE: 09/09/2022

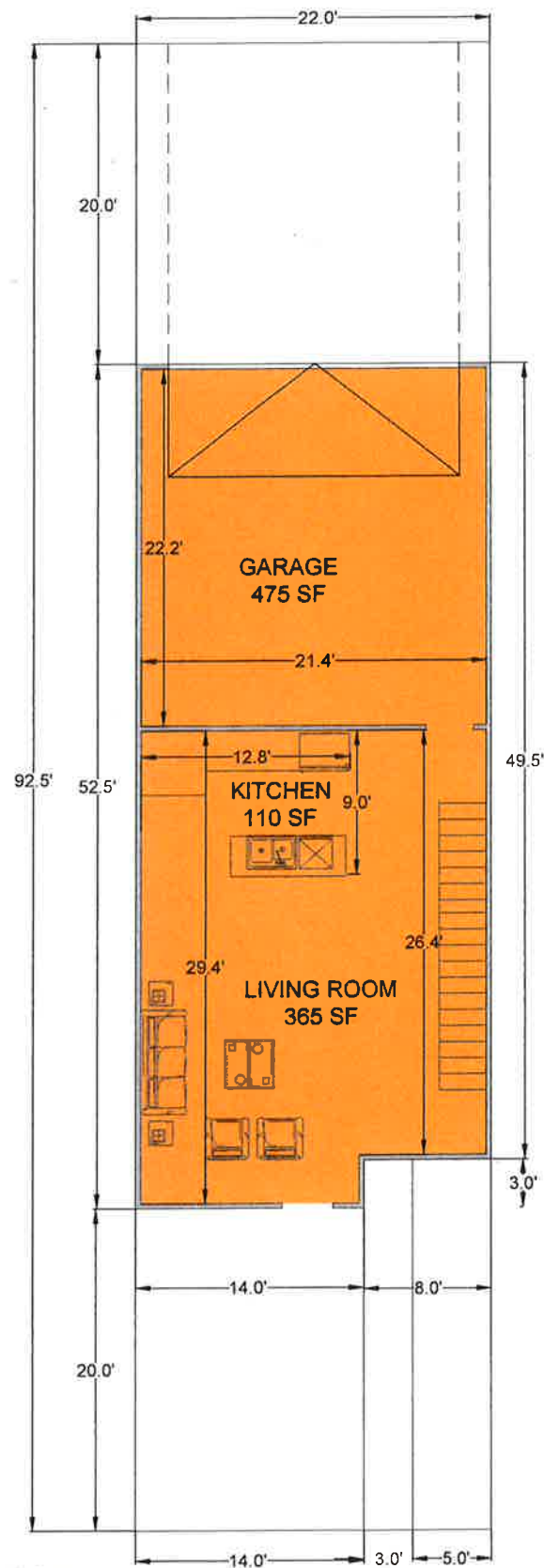
DRAWN BY: KP
DESIGN BY: KP
CHECKED BY: SNT
DATE: 09/09/2022

REVISIONS

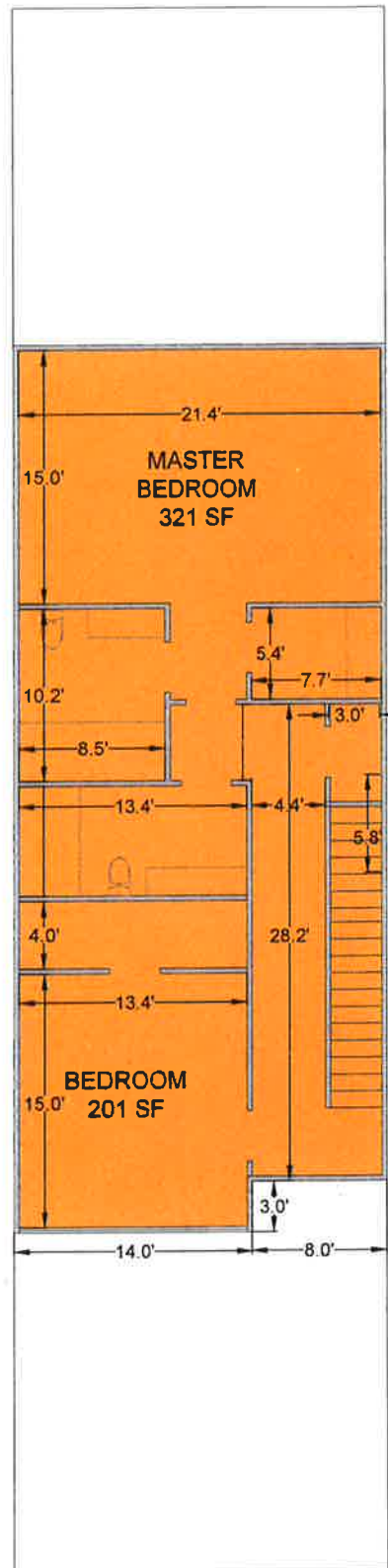
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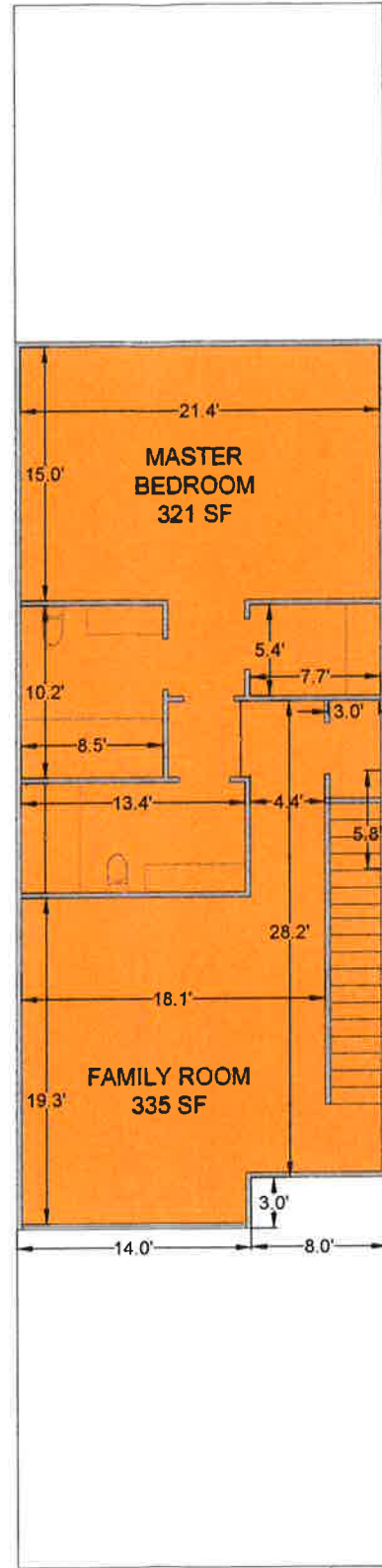
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1 ST FLOOR PLAN
1"=5'



2 ND FLOOR PLAN
1"=5'



3RD FLOOR PLAN
1"=5'



VIEW 1
NTS



VIEW 2
NTS

PORTER'S CROSSING
EAGLE MOUNTAIN, UT
TOWNHOME TYPE A
(2 CAR GARAGE, ALLEY LOADED)

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning Engineering Surveying



CLIENT: SK-HART MANAGEMENT
DWG: 2022-09-05 SITE PLAN DWG
JOB NO: 2022-09-05 SITE PLAN
JOB NO: 2022-09-05 SITE PLAN
JOB NO: 2022-09-05 SITE PLAN

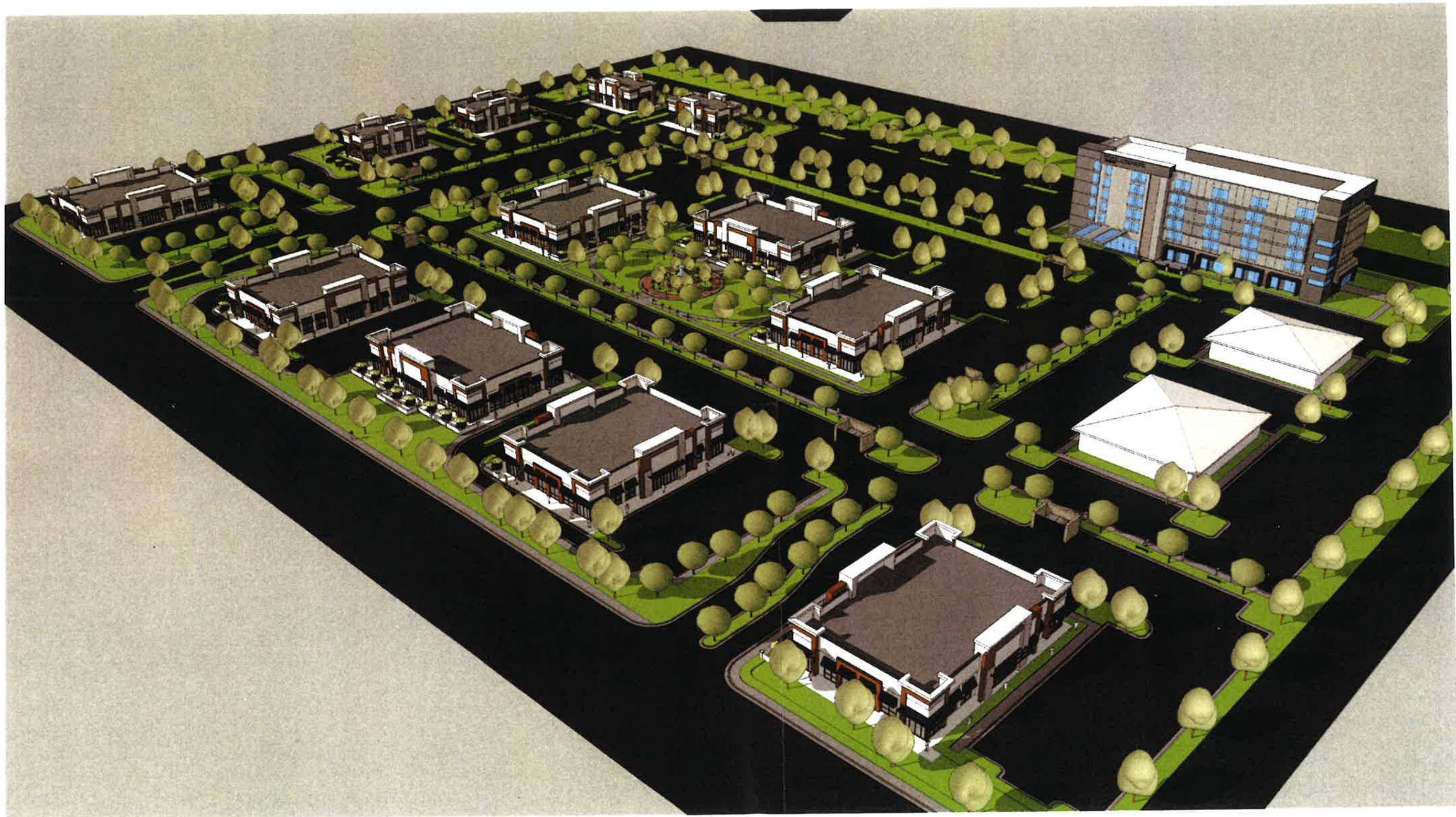
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DATE: 9/6/2022

REVISIONS

SHEET

EX-06

This drawing is an artistic rendering of a proposed development. It is not intended to be used for any other purpose other than to provide a general impression of a proposed development. It is not intended to be used for any other purpose other than to provide a general impression of a proposed development. It is not intended to be used for any other purpose other than to provide a general impression of a proposed development.



A PORTERS CROSSING CONCEPT IMAGE
306 / NO SCALE

MARK	ISSUE DESCRIPTION	ISS DATE	REV DESCRIPTION	REV DATE

Porters Crossing Retail
Saratoga Springs, Utah


BWA
ARCHITECTS
T 801 436 9500
F 801 436 9501
3115 EAST LION LANE, #200
HOLLADAY, UTAH 84121
BEECHERWALKER.COM

PROJECT NUMBER	
####	
DWN BY	CHKD BY
####	####
PROJECT PHASE	

DRAWING NUMBER
A906



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
SEPTEMBER 13, 2022

TITLE: ACTION ITEM / PUBLIC HEARING - Transportation Master Plan Update

ITEM TYPE: Motion

APPLICANT: Eagle Mountain City

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 and affect the ability of residents and visitors to effectively navigate throughout the City. This plan must incorporate the goals of Eagle Mountain City 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 specifies 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 are caused by new growth as a basis for impact fees to be charged at building permit.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

Please consider the proposed transportation master plan update and

make a positive recommendation, along with any recommended changes, to the City Council.

Recommended Motion: I move that the Planning Commission recommend approval to the City Council of the Transportation Master Plan (as proposed or with the following changes).

ATTACHMENTS:

[EAGLE MOUNTAIN TMP - Updated](#)



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

Public Involvement

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

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

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

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

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



Roadway Network Conditions

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

Functional Classification and Level of Service

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

- **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

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

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

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>.

Other Policies and Guidelines

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



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Eagle Mountain Transportation Master Plan (TMP)

September 2022



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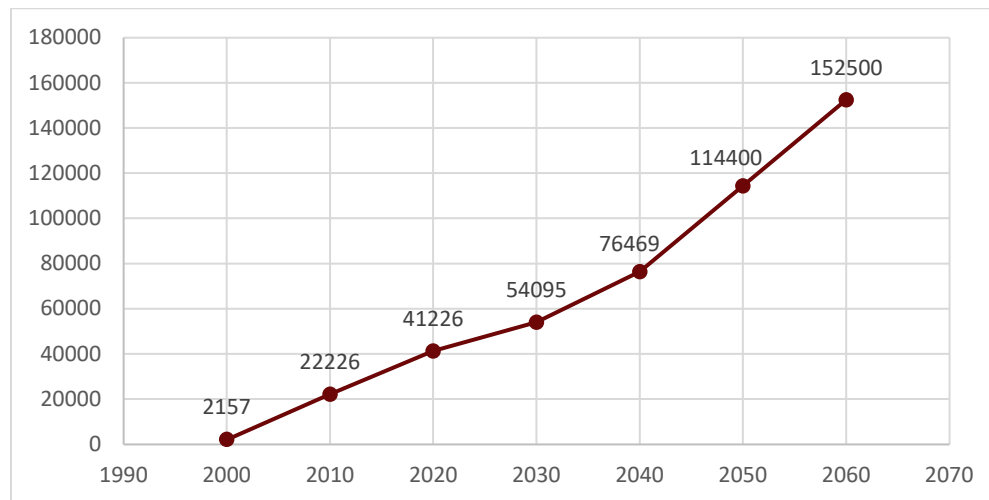
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INTRODUCTION

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.

Eagle Mountain as a City

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

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

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

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

Public Involvement

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

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

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

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

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

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

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



ROADWAY NETWORK CONDITIONS

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

Travel Demand Modelling

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.

Land Use and Zoning

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

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



FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

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

Mixed Use/Commercial Categories:

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

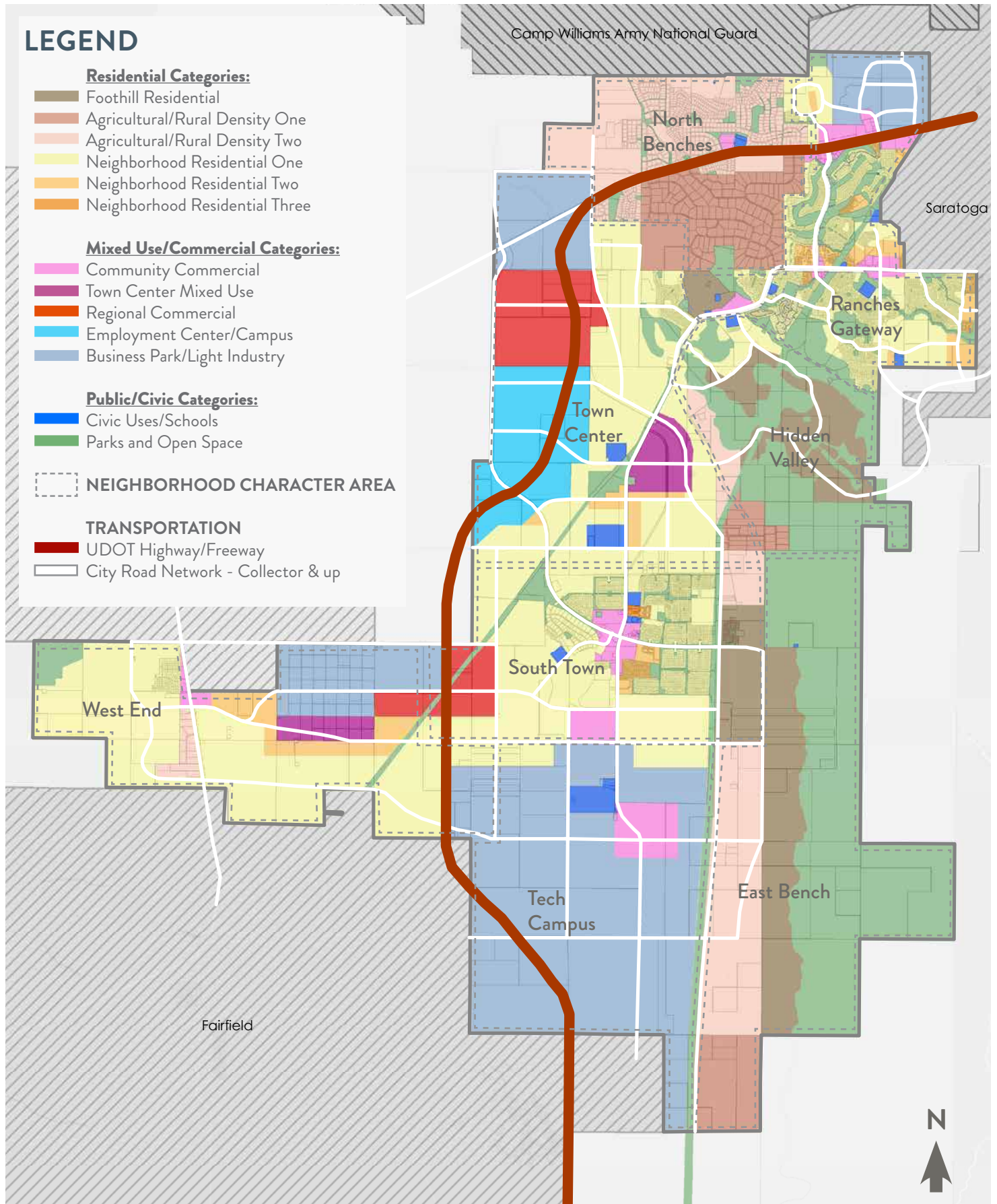
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

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



Socioeconomic Conditions

Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (a 105.75% increase). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The population is estimated to be 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

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

Travel Demand Model Precautions

Eagle Mountain aims to plan for and encourage responsible and sustainable growth in the city. 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

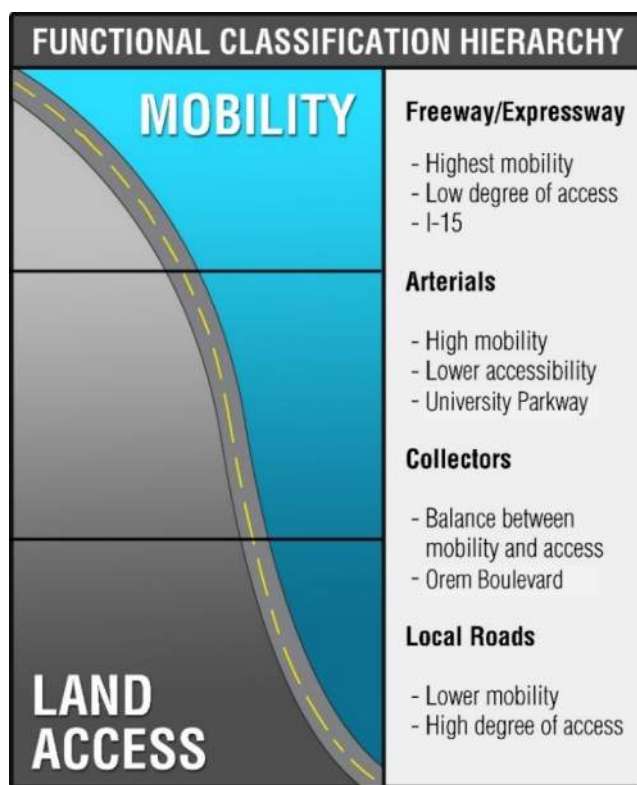


Table 1: Street Functional Classification

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

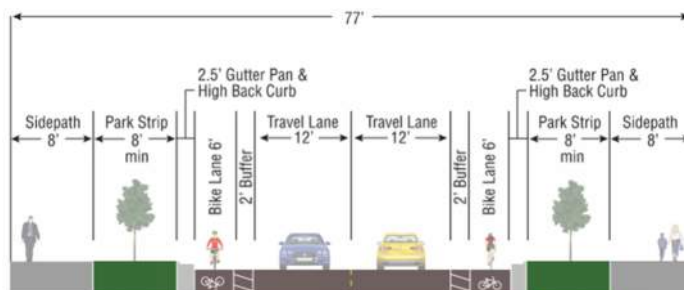
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain 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.

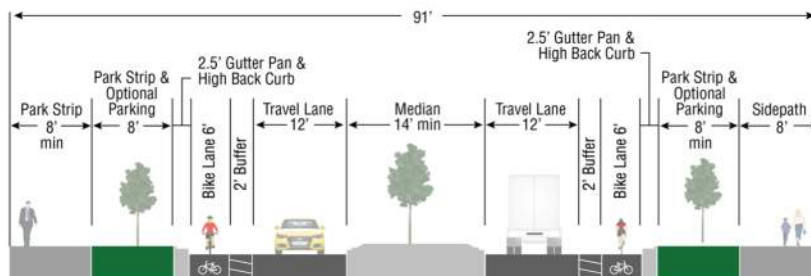
The city has delineated two types of urban collectors. Each type has two travel lanes and two buffered bike-lanes; however, one has a 14-foot planted median. Arterial streets are defined by larger ROW's, with buffered bike lanes. The city has two types of arterials, the minor has 4 travel lanes, while 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

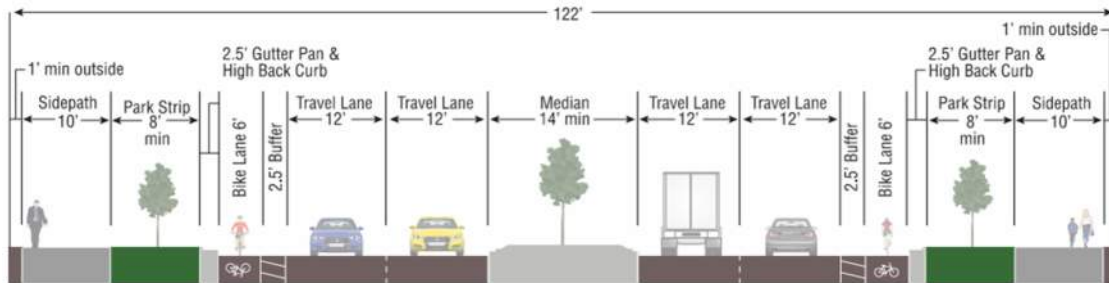
MINOR COLLECTOR STREET (77' RIGHT OF WAY)



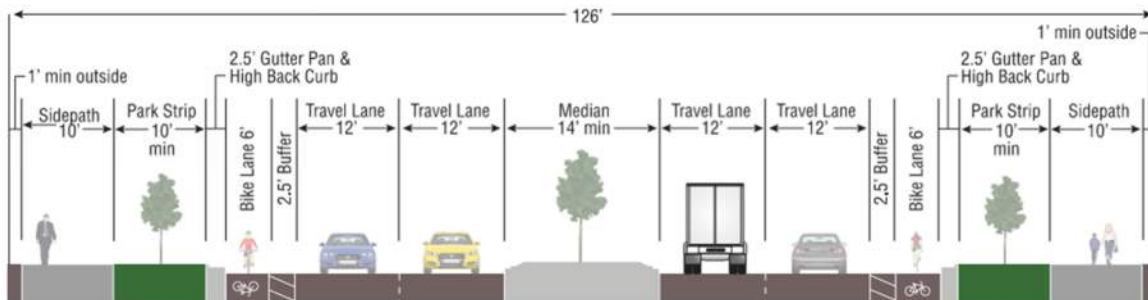
MAJOR COLLECTOR STREET (91' RIGHT OF WAY)



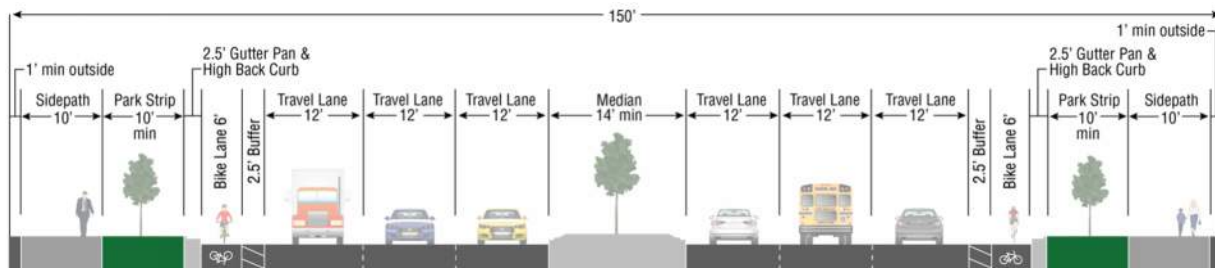
MINOR ARTERIAL STREET (122' RIGHT OF WAY)



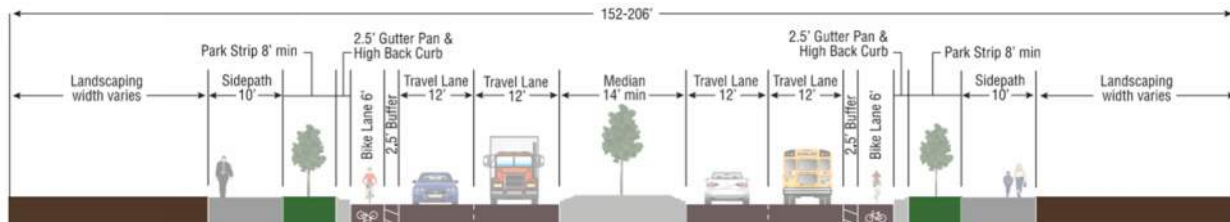
MAJOR ARTERIAL STREET (126' RIGHT OF WAY) – FIVE LANES



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



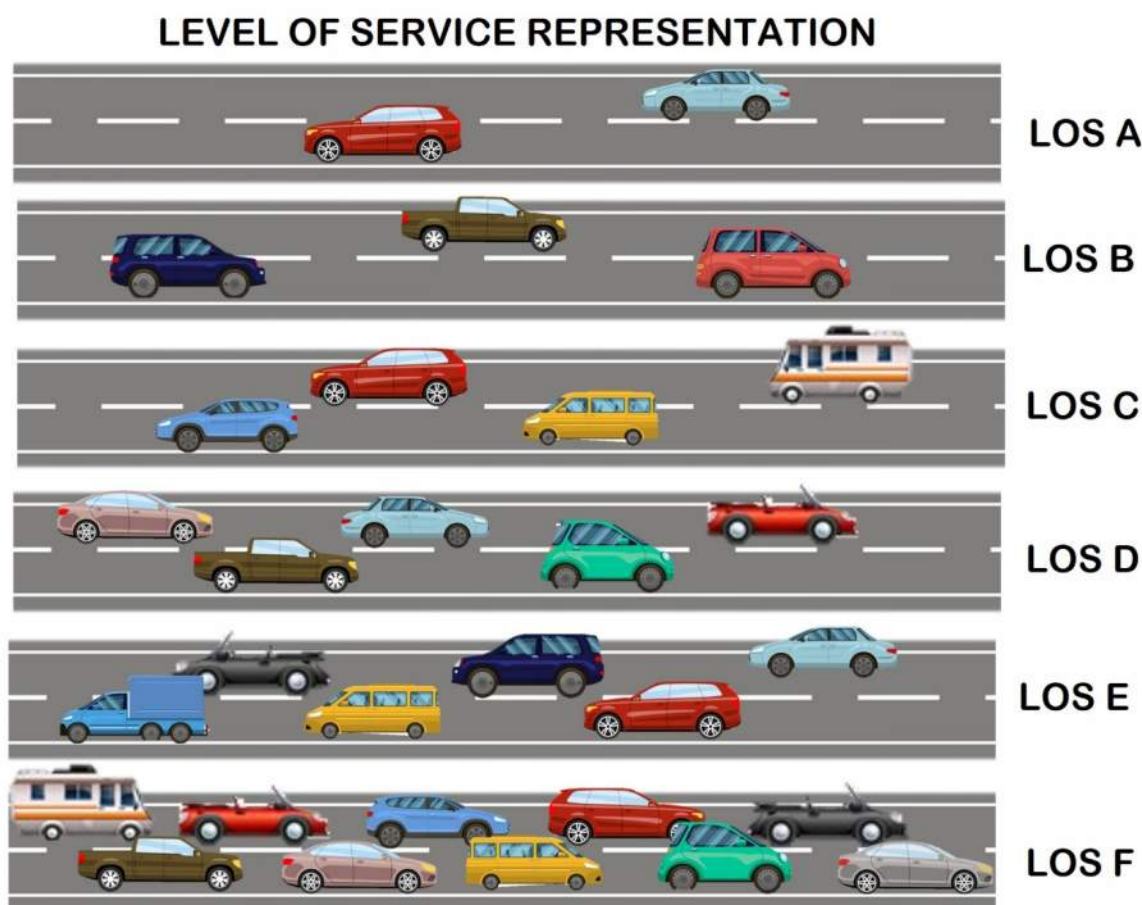
PARKWAY (152'-206' RIGHT OF WAY)



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.

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

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

Existing Roadway and Intersection Level of Service

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

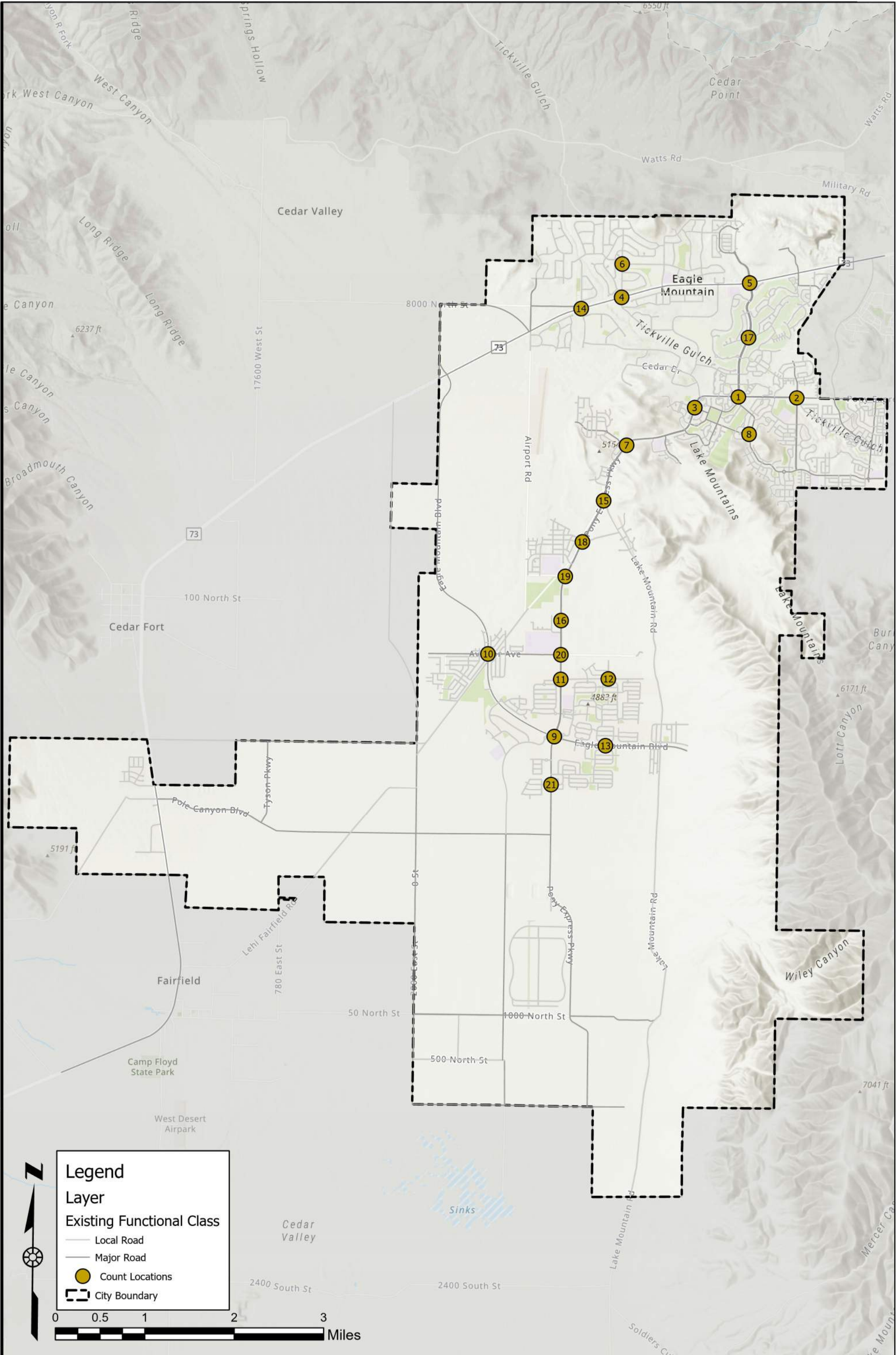
Roadway Segments

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

Mitigations to Existing Capacity Deficiencies

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.

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

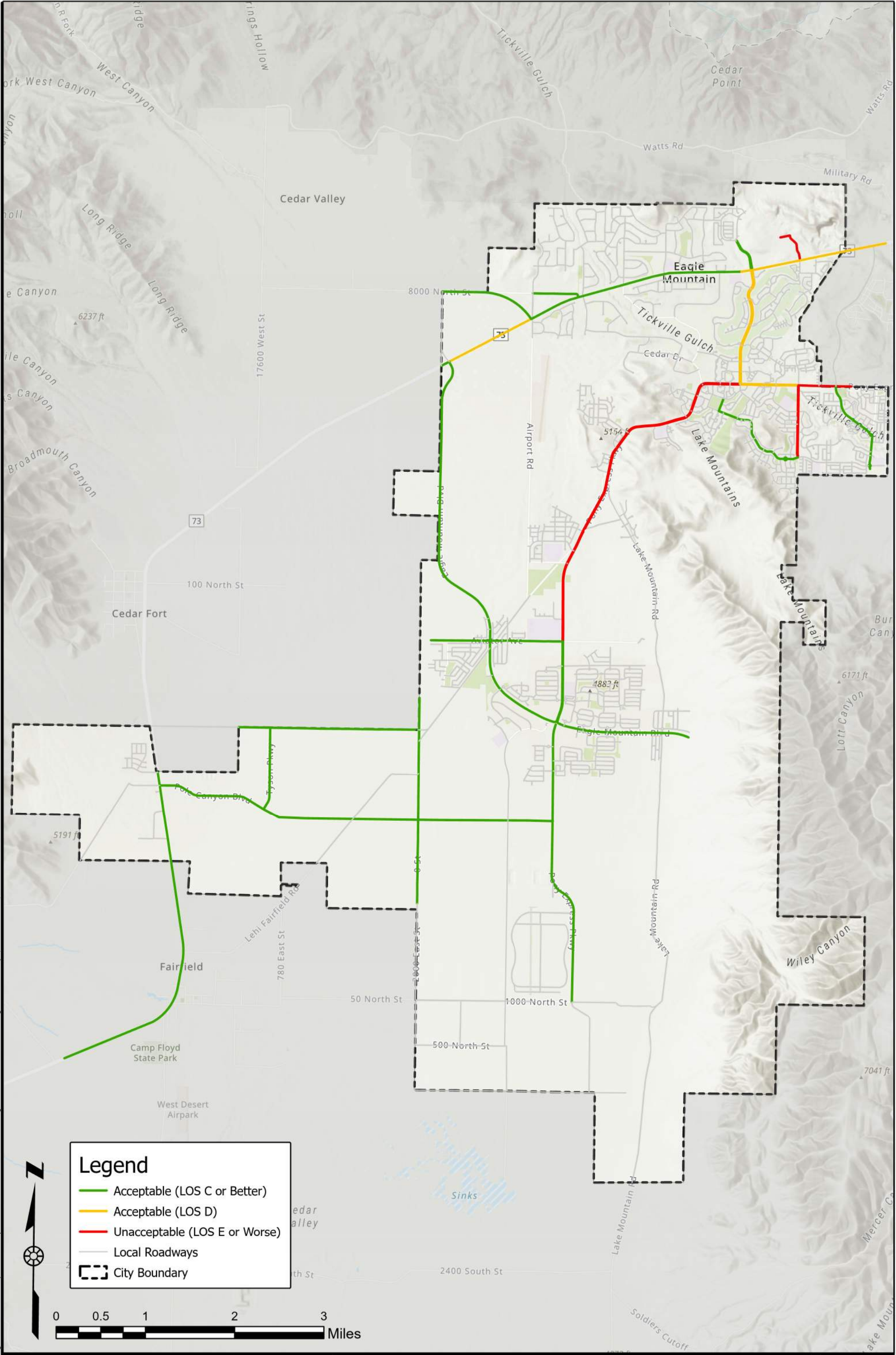
Eagle Mountain is not alone in improving the roadway network. MAG, in cooperation with UDOT, provides financial assistance for eligible projects on roadways with regional significance. Some of these projects are already included in the Regional Transportation Plan (RTP). Projects not included on the 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
- **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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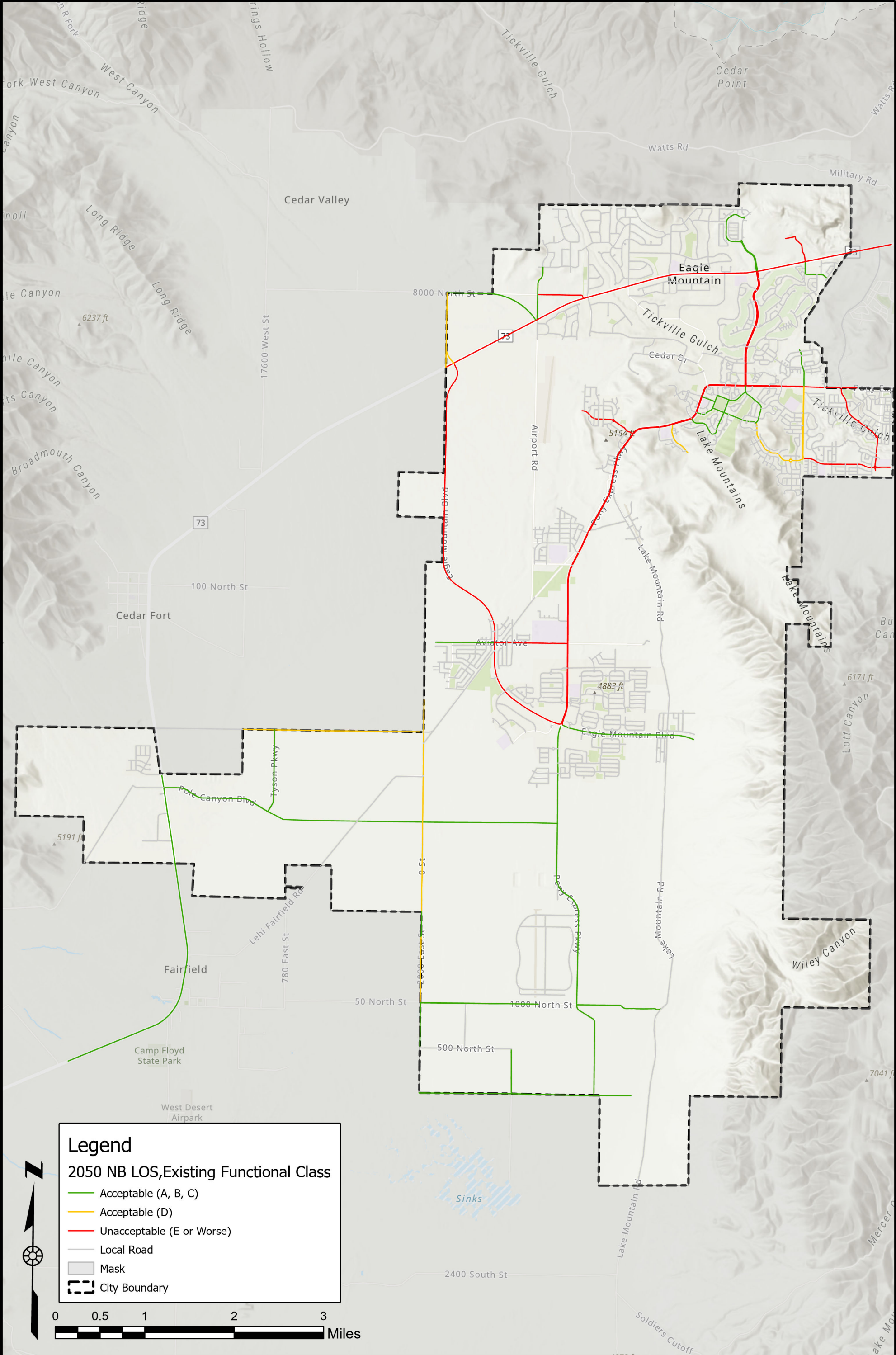
2050 Roadway Improvements

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

No Build Level of Service

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

- **Cory B Wride Highway** (western border to eastern border)
- **8000 North** (Six-Mile Cutoff Road to Cory B Wride Highway)
- **Valley Drive** (Cory B Wride Highway to North Crest Road)
- **North Crest Road** (Valley Drive to North Cedar Drive)
- **North Cedar Drive** (North Crest Road to Pony Express 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

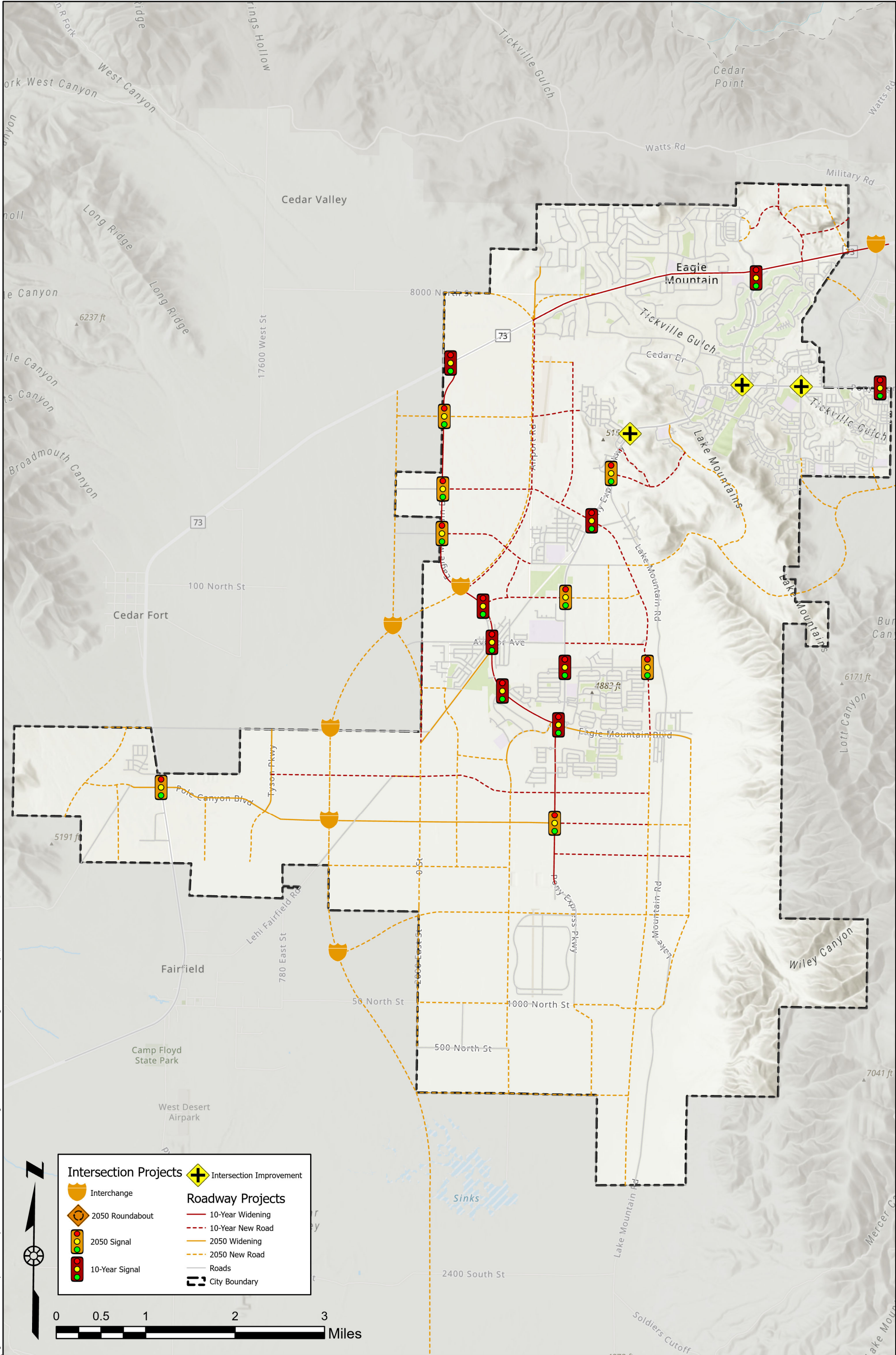
Phase 3: 2040-2050

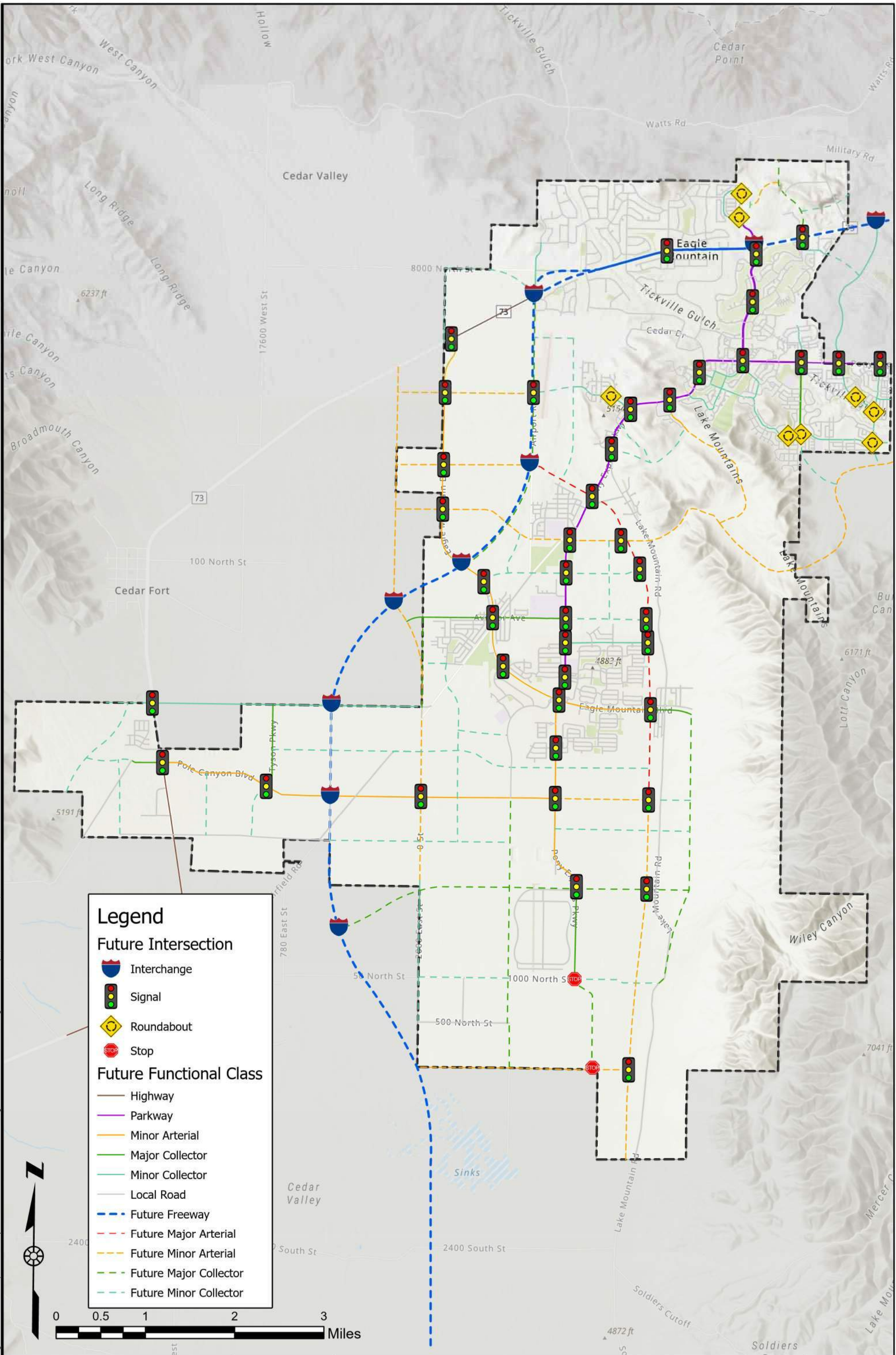
- **Aviator Ave** (Eagle Mountain BLVD to Cedar Fort RD) – New 3 lane road
- **Cedar Valley FWY** (East Expressway to UC 4000 N) – New Freeway
- **Central Valley Rd** (UC 2400 N to Mid Valley Rd) – New 3 lane road
- **Hidden Valley Rd** (East Expressway to Redwood Rd) – New 5 lane road
- **Mid Valley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

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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

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

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 not be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

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

Cost to Implement 2030 and 2050 Projects

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

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

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

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1.224 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
Total		\$193,208,000				\$192,865,000



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.

Transit

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

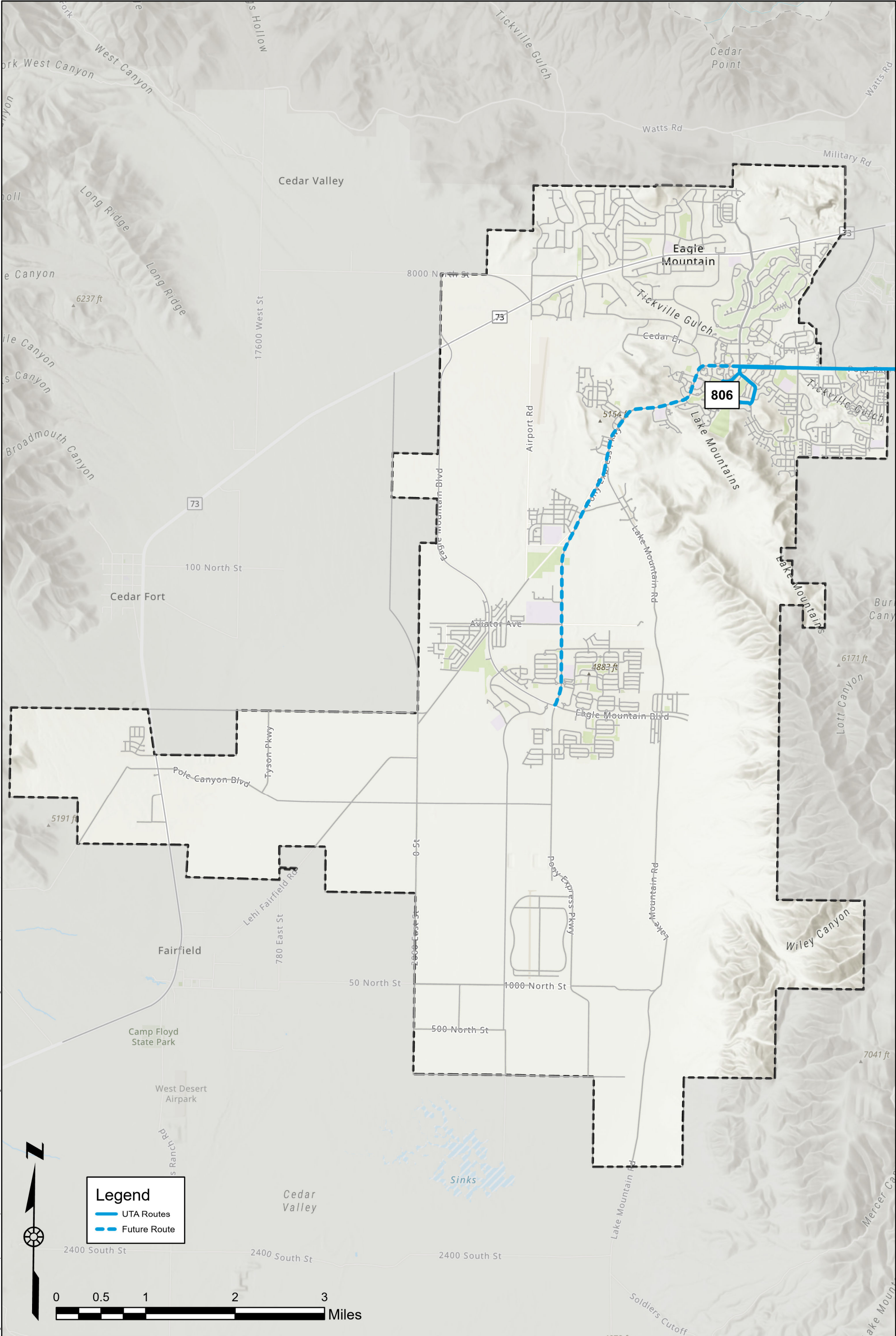
In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolan Park in Eagle Mountain (western terminus) and the Lehi FrontRunner station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain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

Improvements to Transit System

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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HORROCKS

ENGINEERS

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

UTA Transit Routes

Eagle Mountain Transportation Master Plan

DATE	9/8/2022
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Figure 15	

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.

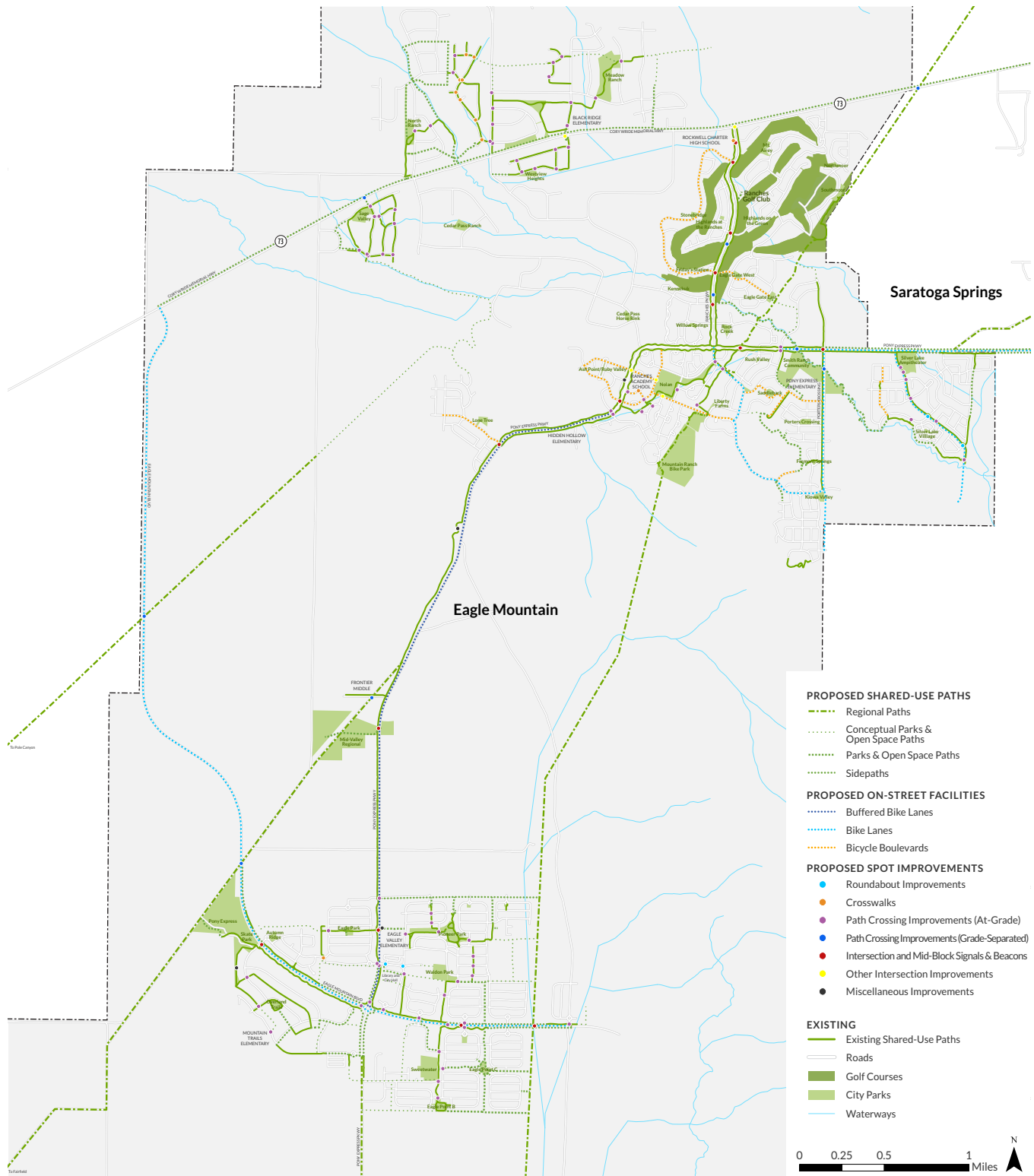
- **Bikeway** - A thoroughfare suitable for bicycles that may either exist within the right-of-way of other modes of transportation, such as highways, or along a separate and independent corridor.
- **Bicycle Facilities** - A general term denoting improvements and provisions to accommodate or encourage 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.



EagleMountain UTAH

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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.

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



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
SEPTEMBER 13, 2022**

TITLE:	ACTION ITEM -- Master Development Agreement (MDA) for Eagle Quest East
ITEM TYPE:	Master Development Agreement
APPLICANT:	Kurt Ostler representing Eagle Quest LLC

ACTION ITEM:

Yes

PUBLIC HEARING:

No

PREPARED BY:

Steve Mumford, Planning

BACKGROUND:

On April 5, 2022 the City Council approved a rezone of the Eagle Quest East property, and on April 19, 2022 the Council approved the Eagle Quest East Master Development Plan (which also serves as the Eagle Quest East Preliminary Plat). The MDP and preliminary plat approvals are contingent upon the approval of an MDA, as described in EMMC 16.10. The master development agreement was drafted by the City Attorney and planning staff, and reviewed/negotiated with the applicant, and is now presented for review by the Planning Commission.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER

- Old Airport Road
 - The MDA requires that the developer dedicate the Old Airport Road ROW (152' wide) to the City, as shown on Exhibit B, along with a plat that contains any lots adjacent to the planned road or within 60 days of a request by the City (in case the City obtains funding to construct the road before development occurs adjacent to the roadway). City will reimburse the owner for the cost of the land, exempting the land for the road crossing between the two development areas. The value will be based on the agricultural pre-development value of the land as of the date of this MDA.
- External Access Roads
 - Developer is responsible to obtain right-of-way sufficient to construct a minimum of a 24-foot wide asphalt portion of one or more of the offsite roads from Pony Express Parkway to access the property prior to

construction of any portion of the project. Developer shall not be allowed to access the project through the Sunset Flats development to the south of the project for construction of the project. City may choose to assist the developer in obtaining the road dedications and may utilize impact fees to construct a portion of the roads, but City's determination of how and when to construct the roads shall be in the sole discretion of the City.

- Aviator Avenue
 - Developer is providing an extra twelve feet of right-of-way on Aviator Avenue. The City will reimburse developer for the value of the land under the upsized portion of the road along with the reimbursable costs of the road (upsized portion).

REQUIRED FINDINGS:

The criteria for approval of an MDA are found in EMMC 16.10.080 and are detailed below.

- Development Rights and Responsibilities
 - Vesting granted to the property. Paragraph 4 includes vested rights. Developer is entitled to develop the project in accordance with the densities and lot locations as depicted on the master plan. Developer may not transfer density within the project and may not transfer density due to a school, church, or other non-residential use.
 - Phasing of the development. Paragraph 5.2 addresses phasing of the development. Exhibit B shows the intended phasing of the project. The road and infrastructure construction, including collector roads along the exterior of the project, shall correspond with adjoining residential development. Minor variations are permitted with review/approval by the City.
 - Construction and maintenance of public improvements. The agreement addresses construction of roads and utilities.
 - Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the property. There are no special conditions relating to lot design. The agreement addresses the parks. Utilities are

discussed in section 6.3. Offsite roads and utilities are addressed in the agreement. The cost for upsizing beyond the size required by the development will be reimbursed by the City to Developer through an Impact Fee Reimbursement Agreement.

- Any other conditions or methodologies necessary for the master development's buildout. We believe the agreement adequately addresses the buildout of the property.
- Benchmarks
 - A set time limit to apply for the first site plan and/or preliminary plat. Paragraph 7.1 addresses this benchmark.
 - A set time limit from the approval of the first site plan and/or preliminary plat to begin site work. Paragraph 7.1 addresses this benchmark.
 - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of curb, gutter, and road completion. We feel that paragraph 7.1 addresses this requirement.
 - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of open space, park, and/or trail completion. Paragraph 7.2 addresses this item.
- Expiration of the Master Development.
 - Paragraph 3 includes a 6-year expiration from the "effective date" of the agreement. It will also expire upon buildout of the project.
- General Plan Compliance.
 - The zoning of the property was approved in compliance with the General Plan.
- Amendments and Extensions of Time.
 - Although no amendment or extension language is detailed in the agreement, paragraph 18 indicates that the agreement is complete unless a written amendment is signed by both parties.

RECOMMENDATION:

As required by EMMC 16.10.060 the Planning Commission must review the MDA in a public meeting and provide a recommendation to the City Council.

ATTACHMENTS:

[Eagle Quest East MDA 9-8-22](#)

[Eagle Quest East MDA Exhibits](#)

**MASTER DEVELOPMENT AGREEMENT
FOR
EAGLE QUEST EAST**

This *Master Development Agreement for Eagle Quest East* (this “**Agreement**” or “**MDA**”) is entered into as of this _____ day of _____, 2022 (the “**Effective Date**”) between Eagle Quest LLC of Utah, a Utah limited liability company (“**Developer**”) and Eagle Mountain City, a Utah municipal corporation (“**City**” or “**Eagle Mountain**”).

RECITALS

A. Developer owns or controls certain real property within the City’s boundaries that is legally described in Exhibit A (“**Property**”);

B. Developer intends to develop the Property as a master planned community known as Eagle Quest East (“**Project**”), in accordance with the Land Use, Concept Site & Phasing Plan (“**Master Plan**”) attached hereto as Exhibit B. On April 5, 2022, the Eagle Mountain City Council approved the rezone of the Property. On April 19, 2022, the Eagle Mountain City Council approved the Master Plan (which serves as the Eagle Quest East Preliminary Plat);

C. The parties intend that Developer vest in certain uses, zoning designations, and densities under the terms of this Agreement as more fully set forth below;

D. The parties desire to enter into this Agreement to specify Developer’s rights and responsibilities with regard to development of the Project, and to specify the rights and responsibilities of City to allow and regulate such development pursuant to the requirements of this Agreement.

E. Acting pursuant to its authority under the Utah Municipal Land Use and Development Management Act, Utah Code § 10-9a-101, *et seq.*, the City Council of Eagle Mountain City, in exercising its legislative discretion, has determined that entering into this Agreement generally furthers the purposes of the Utah Municipal Land Development and Management Act, the City’s General Plan, and Eagle Mountain City.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer hereby agree as follows:

1. DEFINITIONS. As used in this MDA, the words and phrases specified below shall have the following meanings:

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq.*

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project.

- 1.4. **Council** means the elected City Council of Eagle Mountain.
- 1.5. **Default** means a breach of this MDA as specified herein.
- 1.6. **Development** means the development of a portion of the Property pursuant to an approved Development Application.
- 1.7. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from Eagle Mountain required for development of the Project.
- 1.8. **Eagle Mountain** means Eagle Mountain City, a political subdivision of the State of Utah.
- 1.9. **Eagle Mountain's Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this MDA.
- 1.10. **Eagle Mountain's Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA.
- 1.11. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by Eagle Mountain, effectuating a subdivision of any portion of the Project.
- 1.12. **Developer** means Eagle Quest LLC of Utah, a Utah limited liability company, and its successors in interest or assignees as permitted by this MDA.
- 1.13. **MDA** means this Master Development Agreement including all of its Exhibits.
- 1.14. **Notice** means any notice to or from any Party to this MDA that is either required or permitted to be given to another party.
- 1.15. **Notice of Decision** means the Rezone and Master Development Plan Notice of Decision and the Preliminary Plat Notice of Decision for Eagle Quest East, which include certain terms and conditions for development of the Project. A copy of the Notices of Decision is attached hereto as Exhibit C.
- 1.16. **Party/Parties** means, in the singular, Developer or Eagle Mountain; in the plural Developer and Eagle Mountain.
- 1.17. **Phasing Plan** means the phasing plan included in the Master Plan (Exhibit B).
- 1.18. **Project** means the Eagle Quest East project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.19. **Property** means the approximately 163 acres of real property owned by and to be developed by Developer more fully described in Exhibit A.

1.20. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.21. **Reimbursable Costs** means the cost of upsizing system improvements. Reimbursable Costs are subject to the foregoing: (a) all Reimbursable Costs must be procured through arms-length transactions; (b) Developer, or its principals or affiliates, may not own or have any interest in any of the contractors, engineering firms, or other individuals or entities that provided any services or materials that are included in the Reimbursable Costs; (c) Developer shall provide a notarized certification that all invoices for Reimbursable Costs are true and accurate invoices for the actual cost incurred by Developer; (d) Developer shall provide a notarized certification that Developer has not requested or been provided any kickbacks or reimbursements related to the Reimbursable Costs; (e) the Reimbursable Costs may not include any administrative fees, construction management fees, insurance costs, Developer markups, licensing fees or attorney fees; and (f) Reimbursable Costs may only include the additional cost to construct the upsized improvements, and shall not include a proportionate share of cost that would have been otherwise incurred by Developer, such as mobilization costs.

1.22. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as single-family residences as illustrated on the Site Plan / Preliminary Plat.

1.23. **Zoning Map** means the zoning map for the Project approved by the Eagle Mountain Council, which is included in Exhibit B.

2. **ZONING**. As of the Effective Date, the Property is zoned by the City in accordance with the Land Use, Concept Site, & Phasing Plan, attached hereto as Exhibit B.

3. **TERM OF AGREEMENT**. In accordance with Section 16.10.080 of Eagle Mountain's Vested Law, this MDA shall expire and terminate six (6) years from the Effective Date unless extended in accordance with Section 16.10.100 of Eagle Mountain's Vested Law. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA. Developer acknowledges and agrees that upon termination of this Agreement, any vesting of the zoning or densities in this Agreement shall terminate, and the City shall be entitled to rezone any undeveloped portion of the Project.

4. **VESTED RIGHTS**.

4.1. **General Vesting**. The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA and Eagle Mountain's Vested Laws, except as specifically provided herein. The Parties specifically intend that this MDA grants to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

4.2. **Unit Density.** Developer shall be entitled to develop the Project in accordance with the densities and lot locations as depicted on the Master Plan. Developer may not transfer density within the Project, and Developer shall not be allowed to transfer density or lots due to a school, church or other non-residential use.

4.3. **Exceptions.** The vested rights set forth in Sections 4.1 and 4.2, and restrictions on the applicability of Eagle Mountain's Future Laws to the Project, are subject to the following exceptions:

4.3.1 Master Developer Agreement. Eagle Mountain's Future Laws or other regulations to which the Developer agrees in writing;

4.3.2. State and Federal Compliance. Eagle Mountain's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

4.3.3. Codes. Any of Eagle Mountain's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

4.3.4 Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

4.3.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

4.3.6 Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*;

4.3.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2022).

5. **DEVELOPMENT OF THE PROJECT.**

5.1 **General Development.** Development of the Project shall be in accordance with Eagle Mountain's Vested Laws, Eagle Mountain's Future Laws (to the extent they are applicable as specified in this MDA), and this MDA.

5.2 **Phasing.**

5.2.1 Developer shall develop the Project in accordance with the Master Plan attached hereto as Exhibit B. Unless otherwise shown on Exhibit B, the project's road and infrastructure construction, including the collector roads along the exterior of the project (except for Old Airport Road), shall correspond with adjoining residential development.

5.2.2 Minor variations from the Phasing Plan with respect to the sequence of each phase or the development of property within a phase shall be approved by City Planning Director, upon consideration of the timing and sequence of infrastructure construction, the development of a variety of housing product types, and economic or other practical considerations that make variances from the Phasing Plan advisable. Variations from the Phasing Plan that, in the opinion of City Planning Director, are not minor variations, shall be approved in accordance with Section 16.10.090 of Eagle Mountain's Vested Laws.

5.3 **Standard for Approval.** All subdivision plats must be approved in accordance with Eagle Mountain City Code and must conform to applicable requirements of Eagle Mountain's Vested Laws, State and Federal Law, and this Agreement.

5.4 **Site Preparation.** Developer shall not commence construction of any Project improvement on the Property until such time as a final subdivision plat or plats have been approved by City in accordance with the terms and conditions of this Agreement.

5.5 **Changes to Project.** No material modifications to approved subdivision plats shall be made after approval by City without City Council's written approval of such modification. Developer may request approval of material modifications to the Master Plan from time to time as Developer may determine necessary or appropriate. For purposes of this Agreement, a material modification shall mean any modification which (i) increases the number of lots in a subdivision plat, or (ii) changes the location of public roads. Modifications to a subdivision plat which do not constitute material modifications may be made with the consent of City Planning Director prior to plat recording.

5.6 **Time of Approval.** Any approval required by this Agreement shall not be unreasonably withheld or delayed and shall be made in accordance with applicable procedures set forth in Eagle Mountain's Vested Laws.

6. **INFRASTRUCTURE.**

6.1 **Roads.**

6.1.1 **Internal Roads.** Developer shall be required to construct all roads within the Project and shown on the Master Plan with the exception of Old Airport Road. The Master Plan includes three minor collector roads (Aviator Avenue), unnamed collector road on the west property line, and a collector road on the north property line (Desert Willow Drive), and a major arterial (Old Airport Road). Developer is providing an extra twelve feet (12') of right-of-way on Aviator Avenue. Upon completion of Aviator Avenue, the City shall enter into an Impact Fee Reimbursement Agreement with Developer to reimburse developer for the Reimbursable Costs of the road, which reimbursement amount shall include the value of the land under the upsized

portion of the road. For example, Aviator Avenue is shown as a 77' road, and the applicant is dedicating 50.5'. Therefore, City would enter into a reimbursement agreement for the Reimbursable Costs to upsize the road from a 53' road to a 77' road and for the value of the additional 12' of land. For the other two collector roads (west and north) Developer shall dedicate a minimum of 38.5 feet to the City and, as required by EMMC 15.10.270, shall improve a half-width of a standard residential road plus an additional 10 feet of asphalt, for a total of 24 feet of asphalt.

6.1.2 Old Airport Road. Developer shall dedicate the Old Airport Road land (152 feet wide) to the City, as shown on Exhibit B, along with a plat that contains any lots adjacent to the planned road or within 60 days of a request by the City. City and Developer agree to enter into a reimbursement agreement for the cost of the land for the Old Airport Road, exempting the land for the road crossing shown on the plan. Developer acknowledges and agrees that the value of the land for Old Airport Road shall be based on the agricultural (i.e. pre-development) value of the land as of the date of this MDA.

6.1.3. External Access Roads. The three primary access roads for the Project (Old Airport Road, Aviator Avenue, and Desert Willow Drive) all cross property that is currently not owned by the City. Developer acknowledges and agrees that it is the responsibility of Developer to obtain right-of-way sufficient to construct a minimum of a 24-foot wide asphalt portion of one or more of the roads and construct a sufficient portion of one of those roads from Pony Express Parkway to access the property, prior to construction of any portion of the Project. Developer shall not be allowed to access the Project through the Sunset Flats development to the south of the Project. City may, in City's sole discretion, assist Developer in obtaining the road dedications and City may utilize impact fees to construct a portion of the roads, but City's determination of how and when to construct roads shall be in the sole discretion of the City.

6.2 Parks and Open Space.

6.2.1 Developer shall construct parks and open spaces in the locations shown on the Park & Open Space Map, attached as Exhibit D, and Developer shall include the amenities as shown on Exhibit D, allowing for minor modifications to be approved by the City Parks Director. Developer shall receive approval for the specific playground equipment, benches, pavilions, and other equipment by the City Parks Director prior to construction of the parks. It is anticipated that the City will own and maintain the two park areas in the Project.

6.3 Utilities.

6.3.1 Offsite Sewer. The sanitary sewer for the project will need to connect to Pony Express Parkway, to the southwest of the project. This is anticipated to extend within the Aviator Avenue right-of-way. Upsizing of this sewer line will be necessary. The cost for any upsizing beyond the size required by the development will be reimbursed by the City to Developer through an Impact Fee Reimbursement Agreement.

6.3.2 Offsite Water. Some upsizing of water lines will be required of Developer in accordance with the City's master utilities plans. Developer shall receive approval of utility plans by the City Engineer prior to plat approval. The cost for any upsizing

beyond the size required by the development will be reimbursed by the City to Developer through an Impact Fee Reimbursement Agreement.

6.3.3 **Water Rights.** Developer agrees that prior to approval of a final plat for any parcel of property that is included in the Project, the owner of the subject parcel shall either dedicate to or purchase water rights from the City sufficient to serve that portion of the Project in accordance with the provisions of applicable law. The City shall not be required to approve any plat until such requirements are fully satisfied.

6.4 **Easements.** Developer shall grant to the City, at no cost to the City, all easements necessary for the operation, maintenance, and replacement of all utilities located within the Project as the City determines to be necessary.

6.5 **Agreement to Cooperate.** Developer and the City agree to cooperate in good faith with respect to continued planning of the Project and implementation of such plan(s) consistent with the public interest.

6.6 **Reimbursement for Uncontemplated Upsizing.** City may reasonably request or require Developer to upsize infrastructure facilities not otherwise contemplated in this Agreement in excess of the size needed for the Project. If City requires upsizing not contemplated in this Agreement, City shall enter into an Impact Fee Reimbursement Agreement to compensate Developer for the Reimbursable Costs.

7. **BENCHMARKS.** As required by Section 16.10.080(B) of Eagle Mountain's Vested Law, the following development benchmarks shall occur.

7.1. **First Preliminary Plat or Site Plan.** The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall occur within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as noted in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

7.2. **Parks and Open Space.** In accordance with 16.35.105(A)(10) of Eagle Mountain's Vested Law, the parks and open spaces shall be fully improved prior to recording of the first plat, or a separate cash escrow of \$3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = \$75,000 (\$3,750 x 20). It is anticipated that Developer will improve each park area along with the adjacent plat.

8. **DEFAULT.**

8.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

8.2 **Contents of the Notice of Default.** The Notice of Default shall:

8.2.1 **Specific Claim.** Specify the claimed event of Default;

8.2.2 **Applicable Provisions.** Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA that is claimed to be in Default; and

8.2.3 **Optional Cure.** If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) days duration.

8.3 **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

8.4 **Public Meeting.** Before any remedy in Section 10.4.3 may be imposed by Eagle Mountain the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

8.5 **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.

9. **DEVELOPER'S EXCLUSIVE REMEDY.** Developer's sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this Agreement and Eagle Mountain's obligations under this Agreement. IN NO EVENT SHALL EAGLE MOUNTAIN CITY BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

10. **EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT.** Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

11. **ASSIGNABILITY.** Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein.

11.1 **Sale of Lots.** Developer's selling or conveying lots to residential purchasers or to unrelated, third-party homebuilders shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

11.2 **Notice.** Developer shall give Notice to Eagle Mountain of any proposed assignment and provide such information regarding the proposed assignee that Eagle Mountain

may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing Eagle Mountain with all necessary contact information for the proposed assignee.

11.3. **Partial Assignment.** If any proposed assignment is for less than all of Developer's rights and responsibilities, then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

11.4. **Assignees Bound by MDA.** Except as contemplated in section 11.1, above, Developer's assignees shall be bound by the terms of this MDA.

12. **RECORDING OF AGREEMENT.** If City approves the Project and all Conditions Precedent have been met, the provisions of this Agreement shall constitute real covenants, contracts and property rights, and equitable servitudes which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each of the Parties hereto and all successors in interest to the Parties hereto. This Agreement (without exhibits), or a notice concerning this Agreement, shall be recorded as a covenant running with the Property herein described to put prospective purchasers or other interested parties on notice as to the terms and provisions hereof.

13. **SEVERABILITY.** If any paragraph of this Agreement, or portion thereof, is declared by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement will not be affected and each paragraph of this Agreement will be valid and enforceable to the fullest extent permitted by law.

14. **TIME OF PERFORMANCE.** Time shall be of the essence with respect to the duties imposed on the parties under this Agreement. Unless a time limit is specified for the performance of such duties each party shall commence and perform its duties in a diligent manner in order to complete the same as soon as reasonably practicable.

15. **CONSTRUCTION OF AGREEMENT.** This Agreement shall be construed so as to effectuate its public purpose of ensuring the Property is developed as set forth herein to protect health, safety, and welfare of the citizens of City. This Agreement has been reviewed and revised by legal counsel for each of the Parties and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement.

16. **STATE AND FEDERAL LAW.** The parties agree, intend and understand that the obligations imposed by this Agreement are only such as are consistent with state and federal law. The parties further agree that if any provision of this Agreement becomes, in its performance, inconsistent with state or federal law or is declared invalid, this Agreement shall be deemed amended to the extent necessary to make it consistent with state or federal law, as the case may be, and the balance of the Agreement shall remain in full force and effect. If City's approval of the Project is held invalid by a court of competent jurisdiction, this agreement shall be null and void.

17. **NO WAIVER.** Failure of a party hereto to exercise any right hereunder shall not be

deemed a waiver of any such right and shall not affect the right of such party to exercise at some future time said right or any other right it may have hereunder.

18. ENTIRE AGREEMENT. This Agreement shall supersede all prior agreements with respect to the subject matter herein, and all prior agreements and understandings are merged herein. This Agreement shall not be modified or amended except in written form mutually agreed to and signed by each of the parties.

19. APPLICABLE LAW. This Agreement and the construction thereof, and the rights, remedies, duties, and obligations of the parties which arise hereunder, are to be construed and enforced in accordance with the laws of the State of Utah.

20. NOTICES. Any notices required or permitted to be given pursuant to this Agreement shall be in writing and shall be deemed to have been sufficiently given or served for all purposes when presented personally, or four (4) days after being sent by registered or certified mail, properly addressed to the parties as follows:

To the Developer:

To the City:

City Recorder
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

21. EXECUTION OF AGREEMENT. This Agreement may be executed in multiple parts as originals or by facsimile copies of executed originals; provided, however, if executed and evidence of execution is made by facsimile copy, then an original shall be provided to the other party within seven (7) days of receipt of said facsimile copy.

22. HOLD HARMLESS. Developer shall hold City, its officers, agents, employees, consultants, special counsel, and representatives harmless from liability for damages or equitable relief arising out of claims for personal injury or property damage arising from direct or indirect operations of Developer or its contractors, subcontractors, agents, employees or other persons acting on its behalf, in connection with the Project.

23. RELATIONSHIP OF PARTIES. This Agreement is not intended to create any

partnership, joint venture or other arrangement between City and Developer. This Agreement is not intended to create any third party beneficiary rights for any person or entity not a party to this Agreement. It is specifically understood by the parties that: (i) all rights of action and enforcement of the terms and conditions of this Agreement shall be reserved to City and Developer, (ii) the Project is a private development; (iii) City has no interest in or responsibilities for or duty to third parties concerning any improvements to the Property; and (iv) Developer shall have the full power and exclusive control of the Property subject to the obligations of Developer set forth in this Agreement.

24. CERTIFICATE OF COMPLIANCE. Upon fifteen (15) business days prior written request by Developer, the City will execute a certificate of compliance to any third party seeking to purchase all or a portion of the Property or lend funds against the same, certifying that Developer is not in default of the terms of this Agreement.

25. TITLE AND AUTHORITY. Developer expressly warrants and represents to City that it is a limited liability company in good standing and that such company owns or controls all right, title and interest in and to the Property and that no portion of the Property, or any right, title or interest therein has been sold, assigned or otherwise transferred to any other entity or individual. Developer further warrants and represents that no portion of the Property is subject to any lawsuit or pending legal claim of any kind. Developer warrants that the undersigned individual has full power and authority to enter into this Agreement on behalf of Developer. Developer understands that City is relying on such representations and warranties in executing this Agreement.

26. FURTHER ASSURANCES, DOCUMENTS, AND ACTS. Each of the Parties agrees to cooperate in good faith with the other and to execute and deliver such further documents, and to take all further acts reasonably necessary in order to carry out the intent and purposes of this Agreement and the actions contemplated hereby. All provisions and requirements of this Agreement shall be carried out by each party as allowed by law.

27. ELECTRONIC TRANSMISSION AND COUNTERPARTS. Electronic transmission (including email and fax) of a signed copy of this Agreement, any addenda, and any exhibits, and the retransmission of any signed electronic transmission, shall be the same as delivery of an original. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original but only all of which together shall constitute one instrument and execution.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

DATED this ____ day of _____, 2022.

EAGLE QUEST LLC OF UTAH

By: _____

Title: _____

STATE OF UTAH)
)
) ss.
COUNTY OF _____)

NOTARY PUBLIC

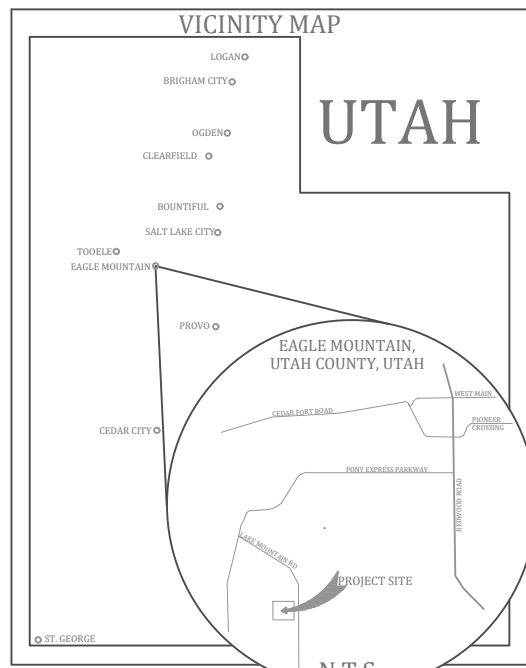
Tom Westmoreland, Mayor

Fionnuala Kofoed, City Recorder

City Attorney

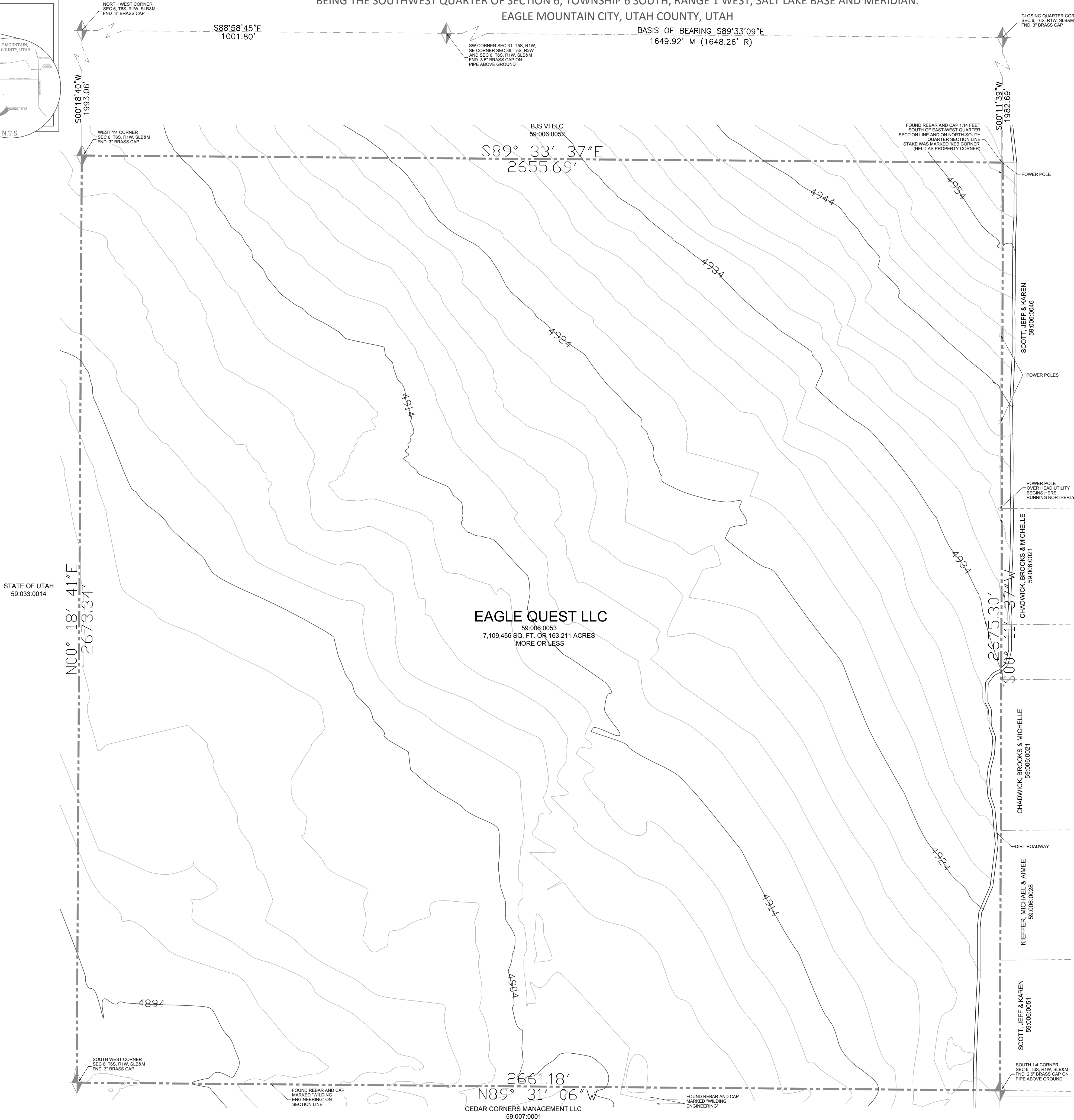
Exhibit List

- Exhibit A – Legal Description
- Exhibit B - Land Use, Concept, and Phasing Plan
- Exhibit C - Notices of Decision
- Exhibit D - Parks and Open Space Plans



BOUNDARY AND TOPOGRAPHY SURVEY

BEING THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN.
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH



SURVEYOR'S CERTIFICATE

I, MATTHEW STONES, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 7176711 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, I FURTHER CERTIFY THAT UNDER THE AUTHORITY OF THE OWNERS HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND AS DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

11-12-2018
DATE

Matthew C. Stones
MATTHEW C STONES, PLS
NO. 7176711



ORIGINAL BOUNDARY DESCRIPTION

COMMENCING SOUTH 1972.08 FEET FROM THE NORTHWEST CORNER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, THENCE EAST 2640.00 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 6, THENCE SOUTH 2632.08 FEET, THENCE WEST 2640.00 FEET TO THE WEST LINE OF SAID SECTION 6, THENCE NORTH 2632.08 FEET TO THE POINT OF BEGINNING.

AS SURVEYED BOUNDARY DESCRIPTION

BEGINNING AT THE WEST QUARTER CORNER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, THENCE SOUTH 89°33'37" EAST 2655.69 FEET TO THE SOUTH EAST CORNER OF THE PARCEL KNOWN AS 59:006:0052 IN THE UTAH COUNTY RECORDER OFFICE AND MARKED WITH A REBAR AND CAP MARKED "KEB CORNER"; THENCE SOUTH 00°11'37" WEST 2675.30 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 6; THENCE NORTH 89°31'06" WEST 2661.18 FEET TO THE SOUTH WEST CORNER OF SAID SECTION 6; THENCE NORTH 00°18'41" EAST WEST 2673.34 FEET TO THE POINT OF BEGINNING.

CONTAINING 7,109,456 SQ. FT. OR 163.211 ACRES MORE OR LESS.

SURVEYOR NARRATIVE

IT IS THE INTENT OF THIS SURVEY TO OBTAIN TOPOGRAPHICAL AND BOUNDARY INFORMATION FOR CONCEPTUAL DESIGN AND PLANNING. THE BASIS OF BEARING IS SOUTH 89°33'09" EAST ALONG THE NORTH SECTION LINE OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, BETWEEN FOUND MONUMENTS REPRESENTING THE SOUTH WEST CORNER OF SECTION 31, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, AND THE NORTH QUARTER OF CORNER OF SAID SECTION 6. THE BOUNDARY IS DETERMINED BY HOLDING THE FOUND SECTION CORNERS OF SAID SECTION 6. THE NORTH EAST CORNER WAS DETERMINED TO BY A FOUND REBAR AND CAP WITH A LATHE THAT MARKED "KEB CORNER". THE REBAR COINCIDES WITH THE CALL FOR THE CORNER ACCORDING TO SURVEYS ON FILE IN THE UTAH COUNTY SURVEYOR OFFICE.

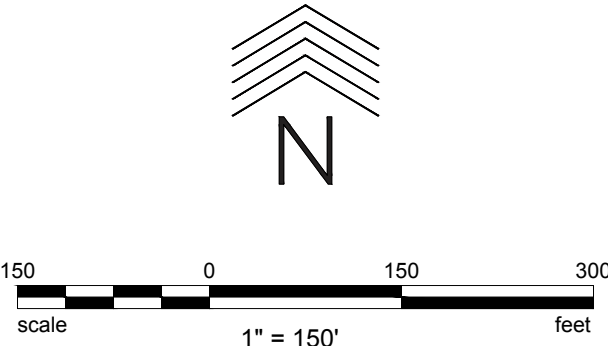
THE CONTOUR INTERVAL IS 2'

DOCUMENTS USED

SURVEYS AS RECORDED IN THE UTAH COUNTY SURVEYOR OFFICE:
97-207; 98-247; 00-114; 01-427; 02-260; 04-295; 07-420; 07-422; 07-427; 07-433; 07-434; 15-195; 16-128
DEEDS AS RECORDED IN THE UTAH COUNTY RECORDER OFFICE:
ENTRY NUMBER: 1352-2014 A PLAT
ENTRY NUMBER: 131957-2008 RESOLUTION
ENTRY NUMBER: 56210-2004 AFFIDAVIT
ENTRY NUMBER: 101064-2000 AFFIDAVIT OF CORRECTION
ENTRY NUMBER: 101062-2000 WD
ENTRY NUMBER: 96181-2000 WD
ENTRY NUMBER: 70434-2000 SUBORDINATION AGREEMENT
ENTRY NUMBER: 64356-2000 DOR
ENTRY NUMBER: 51699-2000 WD
ENTRY NUMBER: 51698-2000 WD
ENTRY NUMBER: 41630-2017 WD
ENTRY NUMBER: 14631-2016 DOR
ENTRY NUMBER: 141428-2002 WD
ENTRY NUMBER: 1578-2001 WD
ENTRY NUMBER: 66446-2009 SWD
ENTRY NUMBER: 81031-2008 WD
ENTRY NUMBER: 131995-2006 WD
ENTRY NUMBER: 54745-2006 WD
ENTRY NUMBER: 19071-2005 PATENT NO. 19679

LEGEND:

- BOUNDARY
- MAJOR CONTOUR
- OVERHEAD POWER
- ROAD WAYS
- OTHER PROPERTIES
- MONUMENT LINE
- FOUND MONUMENT



REVISIONS:

EAGLE QUEST, LLC

6616 WEST 10760 NORTH
HIGHLAND, UTAH 84003

avenue CONSULTANTS

Avenue Consultants, Inc.
6575 South Redwood Road, Suite 101
Taylorsville, UT 84123
801-207-7660
www.avenueconsultants.com

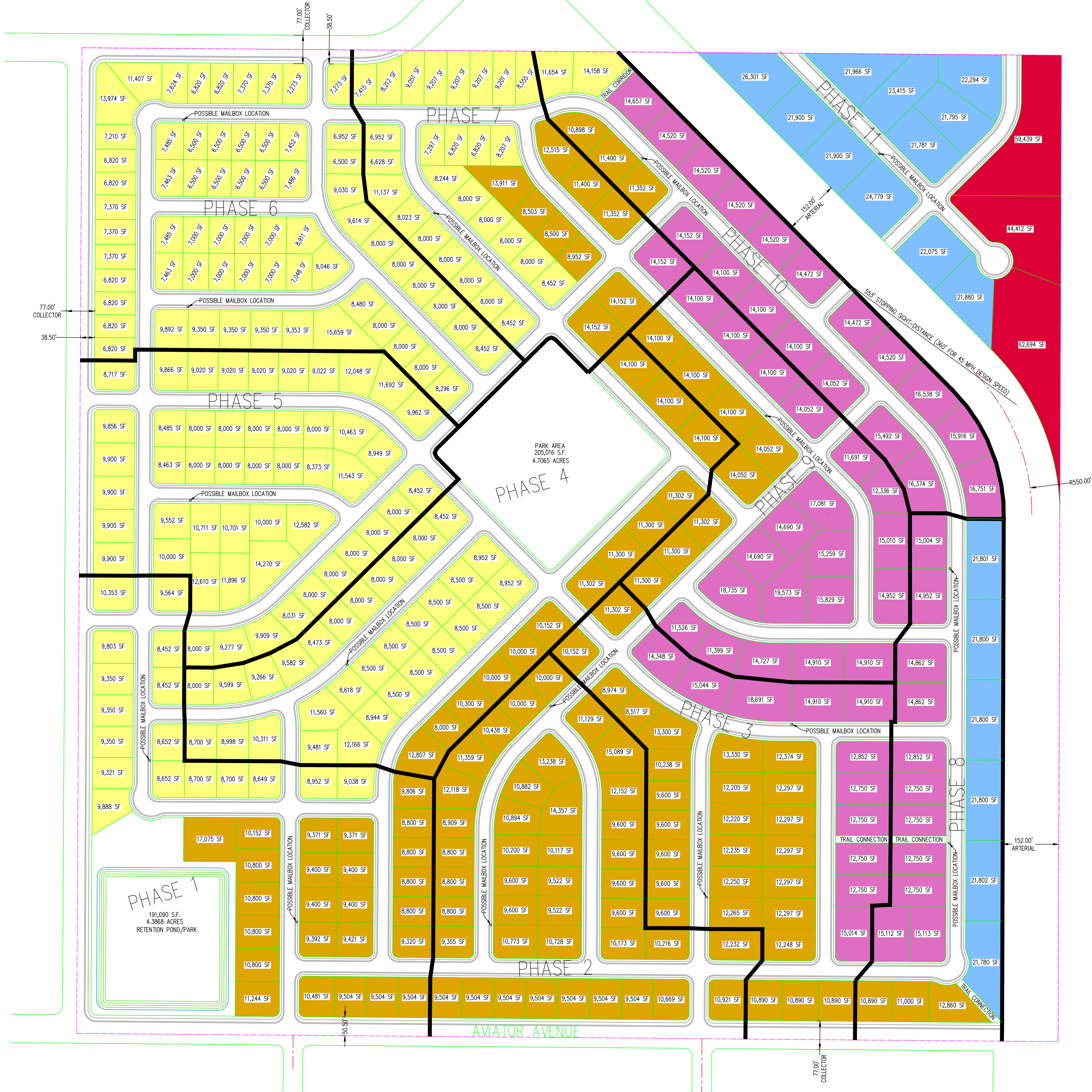
BOUNDARY AND TOPOGRAPHY

BEING THE SOUTH WEST QUARTER
OF SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN

Drawn by MCS
Detailer CJC
Checker MCS

SUBSET NO.

SHEET NO.
1 of 1



RELIGIOUS MEETINGHOUSE LOCATION NOTE
FUTURE CHURCH BUILDINGS TO BE
LOCATED IN R2 OR R3 ZONE ONLY.

TABULATIONS

TOTAL ACREAGE OF OVERALL PROJECT:	163.211 ACRES	=	100%
OPEN SPACE AREA:	9.3564 ACRES	=	5.7%
ROADWAY AREA:	50.8930 ACRES	=	31.2%
RD1 ZONE LOT AREA: (55,505 S.F. LOT AVERAGE)	3.8233 ACRES	=	2.4%
RD2 ZONE LOT AREA: (22,404 S.F. LOT AVERAGE)	8.7435 ACRES	=	5.3%
R1 ZONE LOT AREA: (14,527 S.F. LOT AVERAGE)	20.3425 ACRES	=	12.4%
R2 ZONE LOT AREA: (10,890 S.F. LOT AVERAGE)	32.2521 ACRES	=	19.8%
R3 ZONE LOT AREA: (8,620 S.F. LOT AVERAGE)	37.8002 ACRES	=	23.2%

PARK TABULATIONS

17 LOTS (500 S.F./LOT)
61 LOTS (750 S.F./LOT)
129 LOTS (900 S.F./LOT)
191 LOTS (1,000 S.F./LOT)

TOTAL REQUIRED PARK AREA = 361,350 S.F. = 8.2955 ACRES

TOTAL PROVIDED PARK AREA:
SOUTHWEST PARK AREA TOTAL AREA = 191,090 S.F.
SOUTHWEST PARK RETENTION AREA (75%) =
(137,283 S.F.)(0.75) = 102,962 S.F.
SOUTHWEST PARK NET AREA = 156,769 S.F.

CENTRAL PARK AREA = 205,016 S.F.

TOTAL PROVIDED PARK AREA = 361,785 S.F. = 8.3054 ACRES

LOT NUMBER PER ZONE

RD1 LOTS = 3
RD2 LOTS = 17
R1 LOTS = 61
R2 LOTS = 129
R3 LOTS = 191

TOTAL LOTS = 401

AVERAGE LOT AREA FOR TOTAL PROJECT = 11,185 S.F.

ZONING LEGEND

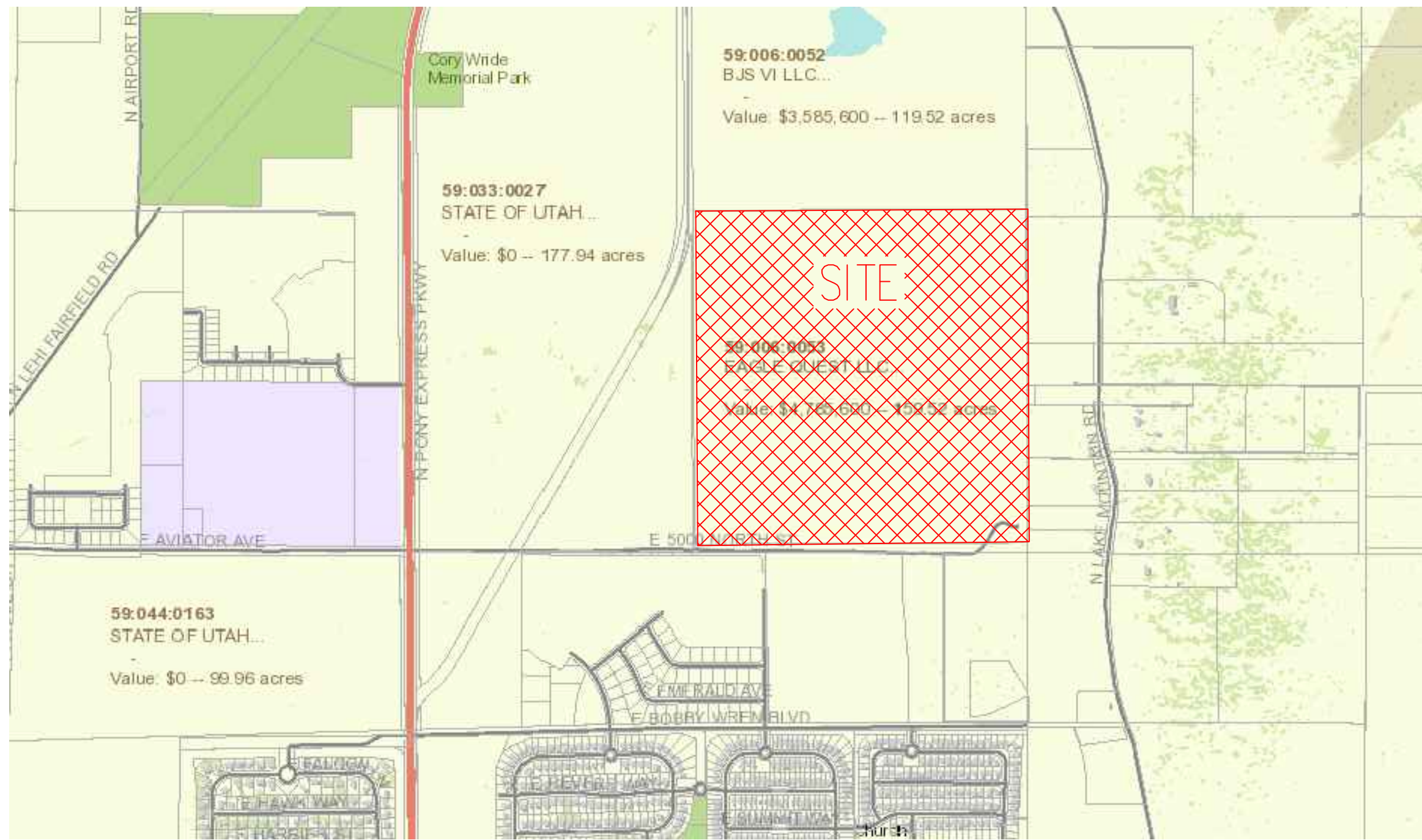
RD1
RD2
R1
R2
R3

SETBACK NOTE

SETBACKS VARY BY LOT SIZE. THE SETBACK
EXHIBIT WILL BE PROVIDED AS PART OF THE
PRELIMINARY AND FINAL PLAT DESIGN PLANS.

FENCING NOTE

COLLECTOR/ARTERIAL ROAD FENCING IS REQUIRED ON
ALL LOTS AROUND THE ENTIRE PERIMETER SINCE THEY
ALL BACK AGAINST A COLLECTOR OR ARTERIAL ROAD.



VICINITY MAP

REVISIONS

Rev.	Date	Description
1	11/30/21	REVISED PER DRC REVIEW COMMENTS
2	02/04/22	REVISED PER CITY COUNCIL COMMENTS
3	03/25/22	REVISED PER DRC REVIEW COMMENTS
4	04/07/22	REVISED PER CITY COUNCIL COMMENTS

EAGLE QUEST

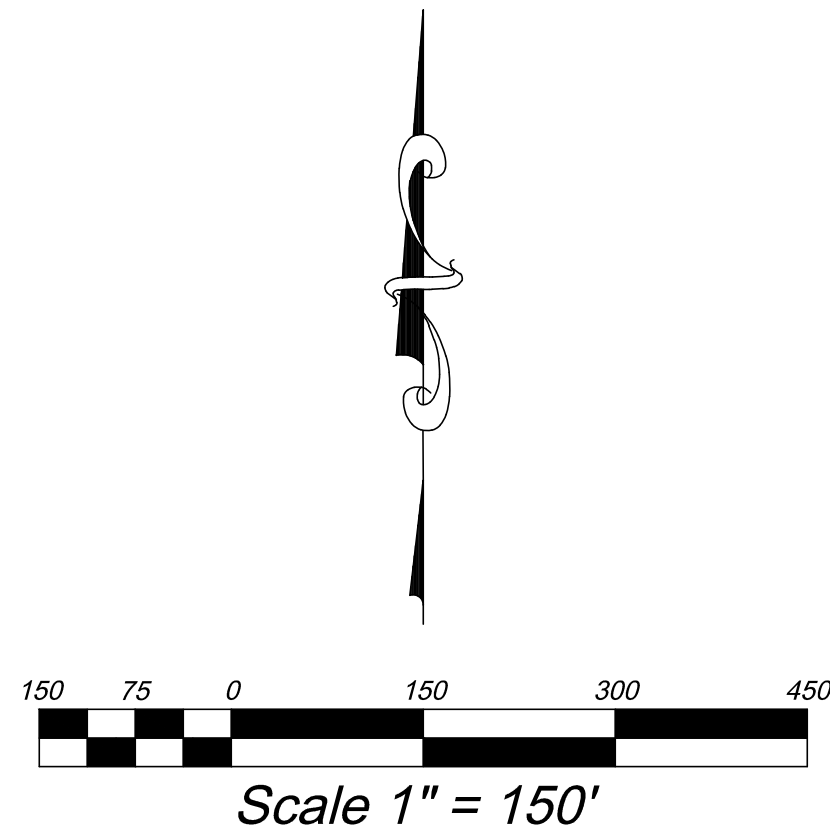
EAGLE MOUNTAIN	UTAH
Drawn by: D.W.P.	Scale: 1"=150'
Designed by: D.W.P.	Date: 11/03/21
Checked by: D.W.P.	C1

Developer/Property Owner: KURT OSTLER

Phone: 801-971-2596



David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201C, American Fork, UT 84003
P: (801) 756-4504; david@excelcivil.com



WATER MODELING NOTE:
WITH THE PRELIMINARY PLAN APPLICATION, A WATER MODEL WILL BE PREPARED TO SHOW SUFFICIENT FLOWS AND PRESSURES. THE WATER LINE IS TO BE LOOPED WITH A MINIMUM OF TWO POINTS OF CONNECTION.

UTILITY NOTE:
FIRE HYDRANTS, VALVES, ETC. WILL BE INCLUDED WITH PRELIMINARY PLAN.

STREET LIGHT NOTE:
STREET LIGHTS ARE REQUIRED EVERY 250'-350' ALTERNATING SIDES AND AT EVERY INTERSECTION AND CURVE. STREET LIGHTS WILL BE INCLUDED WITH THE PRELIMINARY PLAN.

REVISIONS		
Rev.	Date	Description
1	11/30/21	REVISED PER DRC REVIEW COMMENTS
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Developer/Property Owner: KURT OSTLER

Phone: 801-971-2596

EXCELSIOR

ENGINEERING

David W. Peterson, P.E., License #270393

12 West 100 North, Suite 201C, American Fork, UT 84003

P: (801) 756-4504; david@excelsiorcivil.com

EAGLE QUEST

EAGLE MOUNTAIN

UTAH

Drawn by:
D.W.P.

Designed by:
D.W.P.

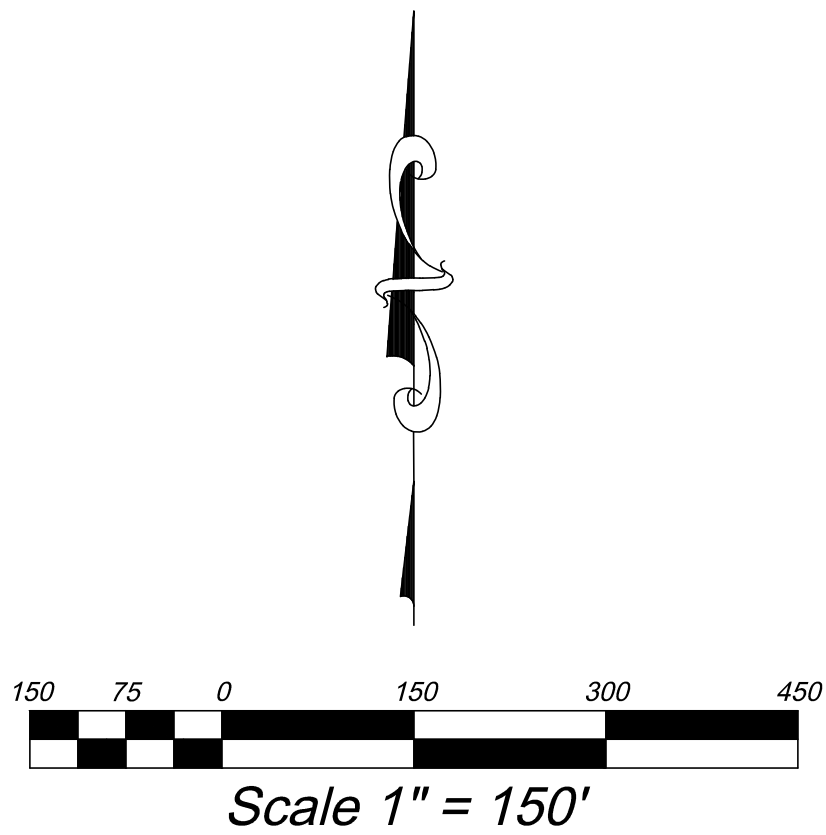
Checked by:
D.W.P.

CONCEPT UTILITY PLAN

Scale:
1"=150'

Date:
11/03/21

C2



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

REVISIONS		
Rev.	Date	Description
1	11/30/21	REVISED PER DRC REVIEW COMMENTS
2	02/04/22	REVISED PER CITY COUNCIL COMMENTS
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Developer/Property Owner: KURT OSTLER Phone: 801-971-2596		EAGLE QUEST	
EAGLE MOUNTAIN		UTAH	
Drawn by: D.W.P.	CONCEPT GRADING, DRAINAGE & EROSION PLAN	Scale: 1"=150'	
Designed by: D.W.P.		Date: 11/03/21	
Checked by: D.W.P.		C3	



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Rezone & Master Development Plan Eagle Quest East

On April 5th 2022 the Eagle Mountain City Council approved the **EAGLE QUEST EAST** rezone, and master development plan. with the following Conditions:

1. The two R2 lots located along the north edge of the property shall be zoned R3
2. A 20' wide midblock pedestrian connection, with 8' pedestrian path shall be provided through the R1 block located in the southeast corner of the project.
3. A community mailbox location in compliance with 16.35.150 shall be provided in the first phase of development, and subsequent locations shall be placed so no home is more than 1,320 feet from the nearest community mailbox location.
4. The Master Development Agreement shall include language that prohibits the transfer of density for any acreage included in a school or church site.
5. The East Park shall be replaced with ½ acre RD2 lots
6. The 10 lots adjacent to the Central Park shall be replaced with open space and the bulk of the amenities from the East Park
7. 2 lots north of the Southwest park shall be replaced with open space and additional neighborhood focused/scaled amenities shall be added to this park
8. Approval is conditional on the approval of an MDA
9. Church Sites (if any) shall be located in the R2 or R3 zones.

The City may require specific performance of Developer's obligations and the City may withhold issuance of any further approvals or permits with the project until the Developer has fully complied with these conditions of approval.

In no event shall the City be liable to the Developer, its successors or assigns, for any indirect, special, punitive, incidental or consequential damages, including, without limitation, lost profits, costs of delay, or liabilities to third parties.

EAGLE MOUNTAIN CITY



Recoverable Signature

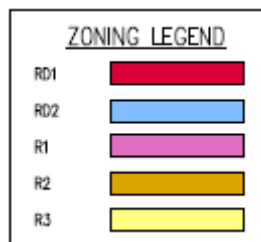
X Tayler Jensen

Signed by: 2107ea5d-429f-47b4-8b27-66a4e3f24ce7

Date: 5/11/2022

Attachments:

- 1) Rezone Exhibit





PRELIMINARY PLAT NOTICE OF DECISION Eagle Quest East

On April 19th the Eagle Mountain City Council approved the **Eagle Quest East Preliminary Plat**. The project contains seventeen (401) Residential lots on approximately 163 acres located North of Sunset Flats, with no conditions.

NEXT STEPS

Developer may now proceed with the following steps:

1. Submit a complete final plat application to the Planning Department for the development for review by the City Development Review Committee (DRC).
2. Schedule pre-construction meeting.
3. Record Plat
4. Submit building permit application(s).

The City may require specific performance of Developer's obligations and City may withhold issuance of any building permits or further approvals with the Project until Developer has fully complied with these conditions of approval.

In no event shall City be liable to developer, its successors or assigns, for any indirect, special, punitive, incidental or consequential damages, including, without limitation, lost profits, costs of delay, or liabilities to third parties.

This Preliminary Plat will expire two (2) years after approval on April 19th, 2024 if a final plat has not been approved (or under review) by the City Development Review Committee (DRC). An extension of time must be requested in writing and received by the Planning Department prior to the expiration date if an extension is legitimately needed. **The City does not send reminder notices or other notification of the pending expiration date. The action to request an extension is the responsibility of the proponent.**

EAGLE MOUNTAIN CITY



Recoverable Signature

X Tayler Jensen

Tayler Jensen

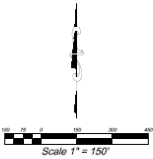
Senior Planner

Signed by: 2107ea5d-429f-47b4-8b27-66a4e3f24ce7

Date: _____ 05/11/2022

ATTACHMENTS

Exhibit A: Preliminary Plat



SITE LEGEND
THE SHOWN LOTS ARE THE
PROPERTY OF THE
PROPERTY OWNER

UTILITY
PROPERTY OF THE
PROPERTY OWNER

STREET LIGHT
PROPERTY OF THE
PROPERTY OWNER

DIVISIONS	
1	2
3	4
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99	100

Developed/Property Owner: KURT GILLER
Date: 04/15/2024
EXCEL
123456789
101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100
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EAGLE QUEST
T-4
CONCEPT UTILITY PLAN
C2

LANDSCAPE PLAN SPECIFICATIONS

- PART I - GENERAL
- 1.1 SUMMARY
- A. This section includes landscape procedures for the Project including all labor, materials, and installation necessary, but not limited to, the following:
1. Site Conditions
 2. Guarantees
 3. Maintenance
 4. Soil Amendments
 5. Fine Grading
 6. Landscape Edging
 7. Furnish and Installing Plant
 8. Turf Planting
 9. Weed Barrier
- 1.2 SITE CONDITIONS
- A. Examination: Before submitting a Bid, each Contractor shall carefully examine the Contract Documents; shall visit the site of the Work; shall fully inform themselves as to all existing conditions and limitations; and shall include in the Bid the cost of all items required by the Contract Documents as at a variance with the applicable laws, building codes, rules, regulations, or contain obvious erroneous or uncoordinated information, the Contractor shall promptly notify the Project Representative and the necessary changes shall be accomplished by Addendum.
- B. Protection: Contractor to conduct the Work in such a manner to protect all existing underground utilities or structures. Contractor to repair or replace any damaged utility or structure using identical materials to match existing at no expense to the Owner.
- C. Irrigation System: Do not begin planting until the irrigation system is completely installed, is adjusted for full coverage and is completely operational.
- 1.3 PERMITS
- A. Blue Stake / Dig Line: When digging is required, "Blue Stake" or "Dig Line" the work site and identify the approximate location of all known underground utilities or structures.
- 1.4 PLANT DELIVERY, QUALITY, AND AVAILABILITY
- A. Unauthorized substitutions will not be accepted. If proof is submitted that specific plants or plant sizes are unavailable, written substitution requests will be considered for the nearest equivalent plant or size. All substitution requests must be made in writing and preferably before the bid due date.
- 1.5 FINAL INSPECTION
- A. All plants will be inspected at the time of Final Inspection prior to receiving a Landscape Substantial Completion for conformance to specified planting procedures, and for general appearance and vitality. Any plant not approved by the Project Representative will be rejected and replaced immediately.
- 1.6 LANDSCAPE SUBSTANTIAL COMPLETION
- A. A Substantial Completion Certificate will only be issued by the Project Representative for "landscape and irrigation" in their entirety. Substantial Completion will not be proportioned to be designated areas of a project.
- 1.7 MAINTENANCE
- A. Plant Material: The Contractor is responsible to maintain all planted materials in a healthy and growing condition for 30 days after receiving a Landscape Substantial Completion at which time the Guarantee period commences. This maintenance is to include mowing, weeding, cultivating, fertilizing, monitoring water schedules, controlling insects and diseases, re-grading and staking, and all other operations of care necessary for the promotion of root growth and plant life so that all plants are in a condition satisfactory at the end of the guarantee period. The Contractor shall be held responsible for failure to monitor watering operations and shall replace any and all plant material that is lost due to improper application of water.
- 1.8 GUARANTEE
- A. Guarantee: A guarantee period of one year shall begin from end of maintenance period and final acceptance for trees, shrubs, and ground covers. All plants shall grow and be healthy for the guarantee period and trees shall live and grow in acceptable upright position. Any plant not alive, in poor health, or in poor condition at the end of the guarantee period will be replaced immediately. Any plant will only need to be replaced once during the guarantee period. Contractor to provide documentation showing where each plant to be replaced is located. Any outside factors, such as vandalism or lack of maintenance on the part of the Owner, shall not be part of the guarantee

PART II - PRODUCTS

- 2.1 LANDSCAPE MATERIALS
- A. Tree Staking: All trees shall be staked for one year warranty period. All trees not plumb shall be replaced. Staked trees shall use vinyl tree ties and tree stakes two (2) inch by two (2) by eight (8) foot common pine stakes used as shown on the details.
- B. Tree Wrap: Tree wrap is not to be used.
- C. Mulch/Rock: See Plans. All planter beds to receive a minimum 3" layer for trees, shrubs, and perennials and 1" for groundcovers.
- D. Weed Barrier: DeWitt 5 oz. weed barrier fabric. Manufactured by DeWitt Company, dewittcompany.com or approved equal.
- E. Tree, Shrub, and Grass Backfill Mixture: Backfill mixture to be 75% native soil and 25% topsoil, thoroughly mixed together prior to placement.
- F. Topsoil: Required for turf areas, planter beds and Backfill Mixture. Acceptable topsoil shall meet the following standards:
- a. PH: 5.5-7.5
 - b. EC (electrical conductivity): < 2.0 mmhos per centimeter
 - c. SAR (sodium absorption ration): < 3.0
 - d. % OM (percent organic matter): >1%
 - e. Texture (particle size per USDA soil classification): Sand <70%; Clay < 30%; Silt < 70%; Stone fragments (gravel or any soil particle greater than two (2) mm in size) < 5% by volume.
- G. Turf Sod: All sod shall be 18 month old as specified on plans (or approved equal) that has been cut fresh the morning of installation. Only sod that has been grown on a commercial soil farm shall be used. Only use sod from a single source.
- H. Landscape Curb Edging: six (6) inches by four (4) inches extruded concrete curb made up of the following materials:
- a. Washed mortar and sand of organic material.
 - b. Portland Cement (see concrete spec. below for type)
 - c. Reinforced fiber - Specifically produced for compatibility with aggressive alkaline environment of Portland cement-based composites.
 - d. Only potable water for mixing.
- Landscape Metal Edging: 5.5" steel edging with 18" dowels into the ground for stabilization.

PART III - EXECUTION

- 3.1 GRADING
- A. Topsoil Preparation: Grade planting areas according to the grading plan. Eliminate uneven areas and low spots. Provide for proper grading and drainage.
- B. Topsoil Placement: Slope surfaced away from building at two (2) percent slope with no pockets of standing water. Establish finish grades of one (1) inches for planters below grade of adjacent paved surface. Provide neat, smooth, and uniform finish grades. Remove surplus sub-soil and topsoil from the site.
- C. Compaction: compaction under hard surface areas (asphalt paths and concrete surfaces) shall be ninety-five (95) percent. Compaction under planting areas shall be between eighty-five (85) and ninety (90) percent.
- 3.2 TURF GRADING
- A. The surface on which the sod is to be laid shall be firm and free from footprints, depressions, or undulations of any kind. The surface shall be free of all materials larger than 1/2" in diameter.
- B. The finish grade of the topsoil adjacent to all sidewalks, mow-strips, etc. prior to the laying of sod, shall be set such that the crown of the grass shall be at the same level as the adjacent concrete or hard surface. No exceptions.
- 3.3 PLANTING OPERATIONS
- A. Review the exact locations of all trees and shrubs with the Project Representative for approval prior to the digging of any holes. Prepare all holes according to the details on the drawings.
- B. Water plants immediately upon arrival at the site. Maintain in moist condition until planted.
- C. Before planting, locate all underground utilities prior to digging. Do not place plants on or near utility lines.
- D. The tree planting hole should be the same depth as the root ball, and two times the diameter of the root ball.
- E. Trees must be placed on undisturbed soil at the bottom of the planting hole.

- F. The tree hole depth shall be determined so that the tree may be set slightly high of finish grade, 1" to 2" above the base of the trunk flare, using the top of the root ball as a guide.
- G. Plant immediately after removal of container for container plants.
- H. Set tree on soil and remove all burlap, wire baskets, twine, wrappings, etc. before beginning and backfilling operations. Do not use planting stock if the ball is cracked or broken before or during planting operation.
- I. Apply vitamin B-1 root stimulator at the rate of one (1) tablespoon per gallon.
- J. Upon completion of backfilling operation, thoroughly water tree to completely settle the soil and fill any voids that may have occurred. Use a watering hose, not the area irrigation system. If additional prepared topsoil mixture needs to be added. It should be a coarser mix as the ball is cracked or broken before or during planting operation.
- K. The amount of pruning shall be limited to the minimum necessary to remove dead or injured twigs and branches. All cuts, scars, and bruises shall be properly treated according to the direction of the Project Representative. Proper pruning techniques shall be used. Do not leave stubs and do not cut the leader branch. Improper pruning shall be cause for rejection of the plant material.
- L. Prepare a watering circle of 2' diameter around the trunk. For conifers, extend the watering well to the drip line of the tree canopy. Place mulch around the planted trees.
4. TURF - SOD LAYING

- A. Top Soil Amendments: Prior to laying sod, commercial fertilizer shall be applied and incorporated into the upper four (4) inches of the topsoil at a rate of four pounds of nitrogen per one thousand (1,000) square feet. Adjust fertilization mixture and rate of application as needed to meet recommendations given by topsoil analysis. Include other amendments as required.
- B. Fertilization: Three weeks after sod placement fertilize the turf at a rate of 1/2 pound of nitrogen per 1000 square feet. Use fertilizer specified above. Adjust fertilization mixture and rates to meet recommendations given by topsoil analysis.
- C. Sod Availability and Condition: Sod is to be delivered to the site in good condition. It is to be inspected upon arrival and installed within 24 hours. Sod is to be moist and cool to ensure that decomposition has not begun and is to be free of pests, diseases, or blemishes. The Contractor shall satisfy himself as to the existing conditions prior to any construction. The Contractor shall be fully responsible for furnishing and laying all sod required on the plans. He shall furnish new sod as specified above and lay it so as to completely satisfy the intent and meaning of the plans and specification at no extra cost to the owner. In the case of any discrepancy in the amount of sod to be removed or planned to be used, it shall be the Contractor's responsibility to report such to the Project Representative prior to commencing the work.
- D. Sod Laying: The surface upon which the new sod to be laid will be prepared as specified in the detail and be lightly watered before laying. Areas where sod is to be laid shall be cut trimmed, or shaped to receive full width sod (minimum twelve (12) inches). No partial strip or pieces will be accepted.
- E. Sod shall be tamped lightly as each piece is set to ensure that good contact is made between edges and also the ground. If voids or holes are discovered, the sod piece(s) is (are) to be raised and topsoil is to be used to fill in the areas until level. Sod laid on any sloped areas shall be anchored with wooden dowels or other materials which are accepted by the grass sod industry.
- F. Sod shall be rolled with a roller that is at least 50% full immediately after installation to ensure the full contact with soil is made.
- G. Apply water directly after laying sod. Rainfall is not acceptable.
- H. Watering of the sod shall be the complete responsibility of the Contractor by whatever means necessary to establish the sod in an acceptable manner to the end of the Maintenance period. If an irrigation system is in place on the site, but for whatever reason, water is not available in the system. It is the responsibility of the Contractor to water the sod by whatever means, until the sod is accepted by the Project Representative.
- I. Protection of the newly laid sod shall be the complete responsibility of the Contractor. The Contractor shall provide acceptable visual barriers, to include barricades set appropriate distances with strings or tapes between barriers, as an indication of new work. The Contractor is to restore any damaged areas caused by others (including vehicular traffic), erosion, etc, until such time as the lawn is accepted by the Owner.
- J. All sod that has not been laid within 24 hours shall be deemed unacceptable and will be removed from the site.

WEED BARRIER

- A. For the health of the soil and the microorganisms, weed barrier is not recommended. If use is required or requested, do not place in annual or grass areas.
- B. Cut weed barrier back to the edge of the plant rootball.
- C. Overlap rows of fabric min. 6"
- D. Stable fabric edges and overlaps to ground.

END OF SECTION

LANDSCAPE NOTES

INSTALLATION

1. LANDSCAPE CONTRACTOR SHALL HAVE ALL UTILITIES BLUE STAKED PRIOR TO DIGGING. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE WITH NO ADDITIONAL COST TO THE OWNER.
2. DURING THE BIDDING AND INSTALLATION PROCESS, THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE QUANTITIES TO BE USED.
3. ALL PLANT MATERIAL SHALL BE PLANTED ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) STANDARDS WITH CONSIDERATION TO INDIVIDUAL SOIL AND SITE CONDITIONS, AND NURSERY CARE AND INSTALLATION INSTRUCTIONS.
4. SELECTED PLANTS WILL BE ACCORDING TO THE PLANT LEGEND. IF SUBSTITUTIONS ARE NECESSARY, PROPOSED LANDSCAPE CHANGES MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO LAYING SOD.
5. SHOULD THE SITE REQUIRE ADDITIONAL TOPSOIL, REFER TO SOIL TEST WHEN MATCHING EXISTING SOIL. IF A MATCHING SOIL IS NOT LOCATABLE, A 6" DEPTH OF SLOPE LOAM TOPSOIL MIXED PRIOR TO SPREADING WITH 2.5" OF QUALITY COMPOST CAN BE INCORPORATED INTO THE EXISTING SOIL USING THE FOLLOWING DIRECTIONS: SCARIFY TOP 6" OF EXISTING SUBSOIL AND INCORPORATE 3" OF NEW COMPOST ENRICHED TOPSOIL. SPREAD REMAINING TOPSOIL TO REACH FINISHED GRADE.
6. SOD FOR NEW LAWN AREAS SHALL BE A DROUGHT TOLERANT VARIETY. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD.
7. EDGING, AS INDICATED ON PLAN, IS TO BE INSTALLED BETWEEN ALL LAWN AND PLANTER AREAS. ANY TREES LOCATED IN LAWN MUST HAVE A 4'-6" TREE RING OF THE SAME EDGING.
8. IF REQUIRED BY CITY OR OWNER SPECIFIED, DeWitt 5 OZ WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS EXCEPT UNDER ANNUAL PLANTING AREAS AS SHOWN ON PLAN. WEED BARRIER SHALL BE CUT BACK FROM EACH PLANT TO THE DIAMETER OF THE ROOTBALL.
9. ROCK MULCH (INORGANIC MULCH) TO BE APPLIED AT THE FOLLOWING DEPTHS: 3" IN ALL TREE, SHRUB, AND PERENNIAL PLANTER AREAS; ANNUAL PLANTING AREAS AS SHOWN ON PLAN TO RECEIVE 4" OF SOIL AID MATERIAL (ORGANIC MULCH). NO MULCH SHALL BE PLACED WITHIN 12" OF BASE OF TREE AND 6" WITHIN BASE OF SHRUBS AND PERENNIALS.
10. A NEW UNDERGROUND, AUTOMATIC IRRIGATION SYSTEM IS TO BE INSTALLED BY CONTRACTOR IN ALL LANDSCAPED AREAS. LAWN AREAS TO RECEIVE AT LEAST 100% PERCENTAGE AND PLANTER AREAS TO RECEIVE A FULL DRIP SYSTEM TO EACH TREE AND SHRUB. POINT SOURCE DRIP OR IN-LINE DRIP TUBING TO BE SECURED AT EDGE OF ROOTBALL, NOT AGAINST TRUNK. SEE IRRIGATION PLAN.
11. UPON REQUEST, A PLANT GUIDE IS AVAILABLE WITH OUR RECOMMENDATIONS REGARDING WEED BARRIER, PLANT CARE AND MAINTENANCE.

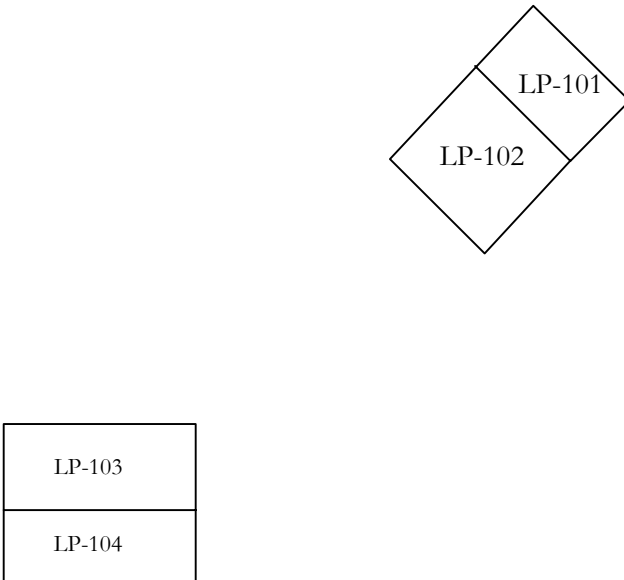
- INSTALLER RESPONSIBILITIES AND LIABILITIES
1. THESE PLANS ARE FOR BASIC DESIGN LAYOUT AND INFORMATION. LANDSCAPE CONTRACTOR IS REQUIRED TO USE TRADE KNOWLEDGE FOR IMPLEMENTATION. OWNER ASSUMES NO LIABILITIES FOR INADEQUATE ENGINEERING CALCULATIONS, MANUFACTURER PRODUCT DEFECTS, INSTALLATION OF ANY LANDSCAPING AND COMPONENTS, OR TIME EXECUTION.
 2. LANDSCAPE CONTRACTOR IS RESPONSIBLE AND LIABLE FOR INSTALLATION OF ALL LANDSCAPING AND IRRIGATION SYSTEMS INCLUDING CODE REQUIREMENTS, TIME EXECUTIONS, INSTALLED PRODUCTS AND MATERIALS.

GRADING AND DRAINAGE REQUIREMENTS

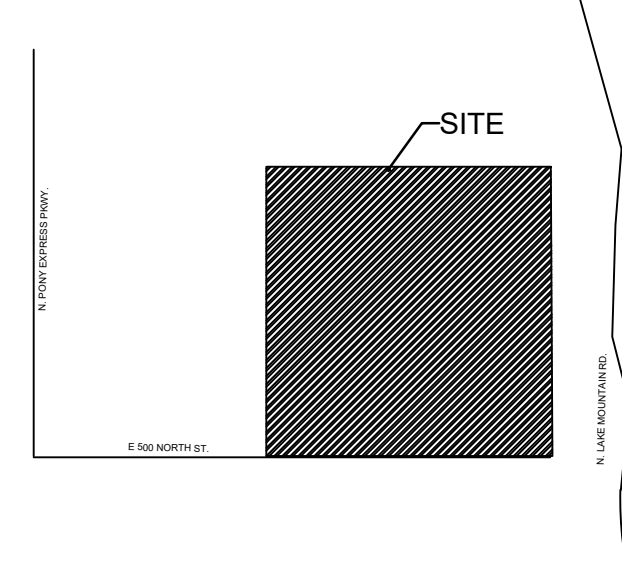
1. AS PER CODE, ALL GRADING IS TO SLOPE AWAY FROM ANY STRUCTURE. SURFACE OF THE GROUND WITHIN 10' FEET OF THE FOUNDATION SHOULD DRAIN AWAY FROM THE STRUCTURE WITH A MINIMUM FALL OF 6"
2. AS PER CODE, FINISHED GRADE WILL NOT DRAIN ON NEIGHBORING PROPERTIES
3. A MINIMUM OF 6" OF FOUNDATION WILL BE LEFT EXPOSED AT ALL CONDITIONS
4. LANDSCAPE CONTRACTOR TO MAINTAIN OR IMPROVE FINAL GRADE AND PROPER DRAINAGE ESTABLISHED BY EXCAVATOR, INCLUDING BUT NOT LIMITED TO ANY MAINTENANCE, PRESERVATION, OR EXAGGERATION OF SLOPES, BERMS, AND SWALES.
5. LANDSCAPE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY DAMAGED OR IMPROPER WATERFLOW OF ALL SWALES, BERMS, OR GRADE.
6. DEVICES FOR CHANNLEING ROOF RUN-OFF SHOULD BE INSTALLED FOR COLLECTION AND DISCHARGE OF RAINWATER AT A MINIMUM OF 10' FROM THE FOUNDATION, OR BEYOND THE LIMITS OF FOUNDATION WALL BACKFILL, WHICHEVER DISTANCE IS GREATER



SHEET INDEX



VICINITY MAP



PLANT LEGEND

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	Ag'a	6	Amelanchier x grandiflora 'Autumn Brilliance' 'Autumn Brilliance' Serviceberry	B & B	Multi-trunked
	Cc't	14	Crataegus crus-gali inermis Thornless Cockspur Hawthorn	B & B	2" Cal
	GB'P	18	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Ginkgo	B & B	2" Cal
	Ma'm	4	Maackia amurensis 'JFS-Schiettel' TM MacNificent Maackia	B & B	2" Cal
	MT'S	14	Morus x 'JFS-KW214MX' TM Ivory Spear Crabapple	B & B	2" Cal
	Qc'a	31	Quercus robur x alba 'JFS-KW1QX' TM Street Spike Oak	B & B	2" Cal
	Sr'b	32	Syringa reticulata 'Bailonee' Snowdance Tree Lilac	B & B	2" Cal
	Ux'f	6	Ulmus x 'Frontier' Frontier Elm	B & B	2" Cal
	Zs'g	17	Zelkova serrata 'Green Vase' Green Vase Zelkova	B & B	2" Cal
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	JCS	36	Juniperus chinensis 'Spartan' Spartan Juniper	6" MIN.	
	PA	12	Picea abies Norway Spruce	6" MIN.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cc'm	39	Cytisus scoparius 'Moonlight' Moonlight Broom	5 gal	
	Ea'c	15	Euonymus alatus 'Compactus' Compact Burning Bush	5 gal	
	P'gf	15	Potentilla fruticosa 'Goldfinger' Goldfinger Potentilla	5 gal	
	Px'c	24	Prunus x cistena Purple Leaf Sand Cherry	5 gal	
	Rt'a	26	Rhus trilobata 'Autumn Amber' Autumn Amber Sumac	5 gal	
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cd'c	24	Cotoneaster dammeri 'Coral Beauty' Coral Beauty Cotoneaster	5 gal	
	Js'd	86	Juniperus sabina 'Monard' TM Moor-dense Juniper	5 gal	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Ca'k	276	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass	1 gal	
	MM'L	30	Miscanthus sinensis 'Morning Light' Morning Light Maiden Grass	2 gal	

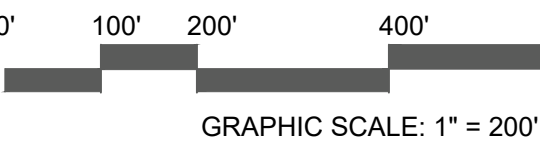
SITE MATERIALS LEGEND

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	1. LANDSCAPE AREAS TO BE SOD. NEW TURF AREAS TO BE SODDED WITH 18% BLUESTAR KENTUCKY BLUEGRASS, 19% MARQUIS KENTUCKY BLUEGRASS, 17% NEWPORT KENTUCKY BLUEGRASS, 17% TOUCHDOWN KENTUCKY BLUEGRASS, 16% TAMP PERENNIAL RYEGRASS, 13% ACCENT PERENNIAL RYEGRASS OR APPROVED EQUAL AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. ALL LAWN AREAS SHALL BE IRRIGATED WITH 100% COVERAGE BY POP-UP SPRAY HEADS AND GEAR-DRIVEN ROTORS. ALL DECIDUOUS AND CONIFER TREES PLANTED WITHIN SOD AREAS SHALL HAVE A FOUR FOOT(4') DIAMETER TREE RING COVERED WITH CHOCOLATE BROWN BARK MULCH, NO SHREDDED FINES. SUBMIT SAMPLES TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER BEFORE INSTALLATION.	334,975 sf
	1.5" OQUIRRI GRAVEL OR APPROVED EQUAL. PLANTING AREAS TO RECEIVE MIN. 6" DEPTH OF QUALITY TOPSOIL. IF TOPSOIL IS PRESENT ON SITE, PROVIDE SOIL TEST TO DETERMINE SOIL QUALITY FOR PROPOSED PLANTINGS. PROVIDE 3" DEPTH OF STONE MULCH TOP DRESSING.	49,112 sf

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	PLAYGROUND SURFACE. SOF-FALL ENGINEERED WOOD.	83.47 cy

ISSUE DATE	PROJECT NUMBER	PLAN INFORMATION
4/12/2022	UT21139	

NO.	REVISION	DATE
1	XXXX	XX-XX-XX
2		
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EAGLE QUEST
EAGLE MOUNTAIN, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT	LANDSCAPE ARCHITECT / PLANNER	LICENSE STAMP	DRAWING INFO
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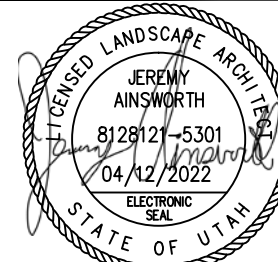
KURT OSTLER
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DAVID W. PETERSON, P.E.
12 West 100 North, SUITE # 201
AMERICAN FORK, UTAH 84003 (801) 756-4504



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LEHI, UTAH 84043 (801) 960-2698
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PM:	JTA
DRAWN:	ACP
CHECKED:	JMA
PLOT DATE:	4/12/2022

LANDSCAPE PLAN COVER

PRELIMINARY PLANS NOT
FOR CONSTRUCTION

LP-100

PLANT LEGEND

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	Ag'a	6	Amelanchier x grandiflora 'Autumn Brilliance' 'Autumn Brilliance' Serviceberry	B & B	Multi-trunked
	Cc't	14	Crataegus crus-gali inermis Thornless Cockspur Hawthorn	B & B	2"Cal
	GB'P	18	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Ginkgo	B & B	2"Cal
	Ma'm	4	Maackia amurensis 'JFS-Schietell' TM MacNificent Maackia	B & B	2"Cal
	MTIS	14	Malus x 'JFS-KW214MX' TM Ivory Spear Crabapple	B & B	2"Cal
	Qe'a	31	Quercus robur x alba 'JFS-KW1QX' TM Street Spire Oak	B & B	2"Cal
	Se'b	32	Syringa reticulata 'Bailonee' Snowdancer Tree Lilac	B & B	2"Cal
	Ux'f	6	Ulmus x 'Frontier' Frontier Elm	B & B	2"Cal
	Zs'g	17	Zelkova serrata 'Green Vase' Green Vase Zelkova	B & B	2"Cal
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	JCS	36	Juniperus chinensis 'Spartan' Spartan Juniper	6' MIN.	
	PA	12	Picea abies Norway Spruce	6' MIN.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cs'm	39	Cytisus scoparius 'Moonlight' Moonlight Broom	5 gal	
	Ea'c	15	Euonymus alatus 'Compactus' Compact Burning Bush	5 gal	
	P'gf	15	Potentilla fruticosa 'Goldfinger' Goldfinger Potentilla	5 gal	
	Px'c	24	Prunus x cistena Purple Leaf Sand Cherry	5 gal	
	Rt'a	26	Rhus trilobata 'Autumn Amber' Autumn Amber Sumac	5 gal	
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cd'c	24	Cotoneaster dammeri 'Coral Beauty' Coral Beauty Cotoneaster	5 gal	
	Js'd	86	Juniperus sabina 'Monard' TM Moist-dense Juniper	5 gal	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Ca'k	276	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass	1 gal	
	MML	30	Miscanthus sinensis 'Morning Light' Morning Light Maiden Grass	2 gal	

SITE MATERIALS LEGEND

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	1. LANDSCAPE DESCRIPTION SODDED LAWN AREA LAWN AREAS SHALL BE SOD. NEW TURF AREAS TO BE SODDED WITH 18% "BLUESTAR KENTUCKY BLUEGRASS, 19% "MARQUIS" KENTUCKY BLUEGRASS, 17% "NEWPORT" KENTUCKY BLUEGRASS, 17% "TOUCHDOWN" KENTUCKY BLUEGRASS, 16% "APM PERENNIAL RYEGRASS, 13% "ACCENT PERENNIAL RYEGRASS OR APPROVED EQUAL AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. ALL LAWN AREAS SHALL BE IRRIGATED WITH 100% COVERAGE BY POP-UP SPRAY HEADS AND GEAR-DRIVEN ROTORS. ALL DECIDUOUS AND CONIFER TREES PLANTED WITHIN SOD AREAS SHALL HAVE A FOUR FOOT(4') DIAMETER TREE RING COVERED WITH CHOCOLATE BROWN BARK MULCH, NO SHREDDED FINES. SUBMIT SAMPLES TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER BEFORE INSTALLATION.	334,975 sf
	1. LANDSCAPE DESCRIPTION 1.5" OQUIRRI GRAVEL OR APPROVED EQUAL. PLANTING AREAS TO RECEIVE MIN. 6" DEPTH OF QUALITY TOPSOIL IF TOPSOIL IS PRESENT ON SITE, PROVIDE SOIL TEST TO DETERMINE SOIL QUALITY FOR PROPOSED PLANTINGS. PROVIDE 3" DEPTH OF STONE MULCH TOP DRESSING.	49,112 sf
	1. LANDSCAPE DESCRIPTION PLAYGROUND SURFACE. SOF-FALL ENGINEERED WOOD.	83.47 cy



4/12/2022

UT21139

NO. REVISION

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DATE

XX-XX-XX

811

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GRAPHIC SCALE: 1" = 150'

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801-971-2596
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DAVID W. PETERSON, P.E.
12 West 100 North, SUITE # 201
AMERICAN FORK, UTAH 84003 (801) 756-4504

LANDSCAPE ARCHITECT / PLANNER

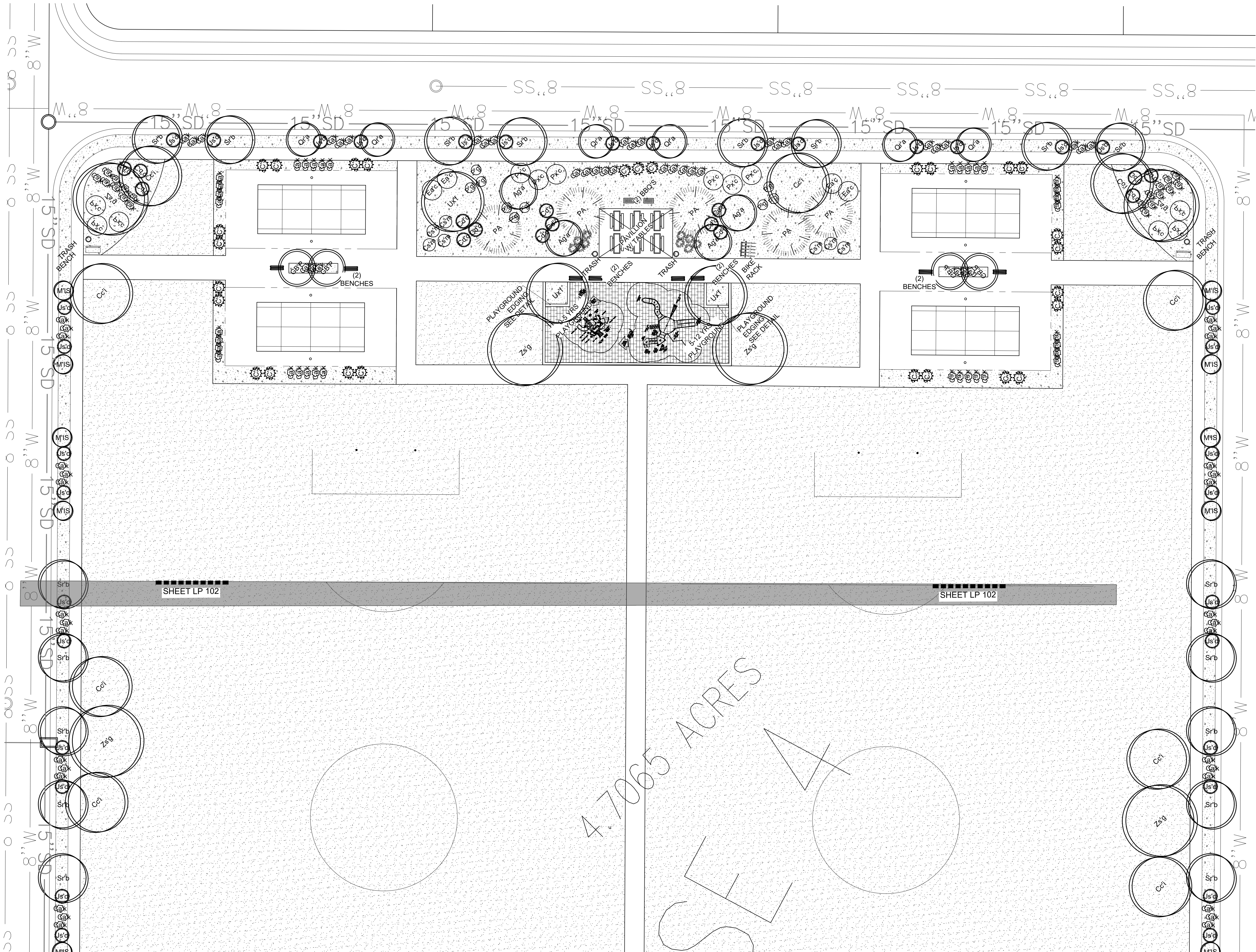
LICENSE STAMP

DRAWING INFO

PM: JTA
DRAWN: ACP
CHECKED: JMA
PLOT DATE: 4/12/2022

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LANDSCAPE PLAN OVERALL
PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP-O



PLANT LEGEND

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	Ag'a	6	Amelanchier x grandiflora 'Autumn Brilliance' 'Autumn Brilliance' Serviceberry	B & B	Multi-trunked
	Cc't	14	Crataegus crus-gali inermis Thornless Cockspur Hawthorn	B & B	2"Cal
	GB'P	18	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Ginkgo	B & B	2"Cal
	Ma'm	4	Maackia amurensis 'JFS-Schietell' TM MacNiffcent Maackia	B & B	2"Cal
	MT'S	14	Malus x 'JFS-KW214MX' TM Ivory Spear Crabapple	B & B	2"Cal
	Qc'a	31	Quercus robur x alba 'JFS-KW1QX' TM Street Spire Oak	B & B	2"Cal
	Sr'b	32	Syringa reticulata 'Bailance' Snowdancer Tree Lilac	B & B	2"Cal
	Ux'f	6	Ulmus x 'Frontier' Frontier Elm	B & B	2"Cal
	Zs'g	17	Zelkova serrata 'Green Vase' Green Vase Zelkova	B & B	2"Cal
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	JCS	36	Juniperus chinensis 'Spartan' Spartan Juniper	6' MIN.	
	PA	12	Picea abies Norway Spruce	6' MIN.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cc'm	39	Cytisus scoparius 'Moonlight' Moonlight Broom	5 gal	
	Ea'c	15	Euonymus alatus 'Compactus' Compact Burning Bush	5 gal	
	P'gf	15	Potentilla fruticosa 'Goldfinger' Goldfinger Potentilla	5 gal	
	Px'c	24	Prunus x cistena Purple Leaf Sand Cherry	5 gal	
	Rt'a	26	Rhus trilobata 'Autumn Amber' Autumn Amber Sumac	5 gal	
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cd'c	24	Cotoneaster dammeri 'Coral Beauty' Coral Beauty Cotoneaster	5 gal	
	Js'd	86	Juniperus sabina 'Monard' TM Moist-dense Juniper	5 gal	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Ca'k	276	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass	1 gal	
	MM'L	30	Miscanthus sinensis 'Morning Light' Morning Light Maiden Grass	2 gal	

SITE MATERIALS LEGEND

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	1 LANDSCAPE DESCRIPTION SODDED LAWN AREA LAWN AREAS SHALL BE SOD. NEW TURF AREAS TO BE SODDED WITH 18% "BLUE STAR KENTUCKY BLUEGRASS, 19% "MARQUIS" KENTUCKY BLUEGRASS, 17% "NEWPORT" KENTUCKY BLUEGRASS, 17% "TOUCHDOWN" KENTUCKY BLUEGRASS, 16% "APM PERENNIAL RYEGRASS, 13% "ACCENT PERENNIAL RYEGRASS OR APPROVED EQUAL AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. ALL LAWN AREAS SHALL BE IRRIGATED WITH 100% COVERAGE BY POP-UP SPRAY HEADS AND GEAR-DRIVEN ROTORS. ALL DECIDUOUS AND CONIFER TREES PLANTED WITHIN SOD AREAS SHALL HAVE A FOUR FOOT(4) DIAMETER TREE RING COVERED WITH CHOCOLATE BROWN BARK MULCH, NO SHREDDED FINES. SUBMIT SAMPLES TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER BEFORE INSTALLATION.	334,975 sf
	1 LANDSCAPE DESCRIPTION 1.5" OQUIRRI GRAVEL OR APPROVED EQUAL PLANTING AREAS TO RECEIVE MIN. 6" DEPTH OF QUALITY TOPSOIL. IF TOPSOIL IS PRESENT ON SITE, PROVIDE SOIL TEST TO DETERMINE SOIL QUALITY FOR PROPOSED PLANTINGS. PROVIDE 3" DEPTH OF STONE MULCH TOP DRESSING.	49,112 sf
	1 LANDSCAPE DESCRIPTION PLAYGROUND SURFACE. SOF-FALL ENGINEERED WOOD.	83.47 cy

4/12/2022

UT21139

NO.

REVISION

DATE

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811

BLUE STAKES OF UTAH
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0' 10' 20' 40' 80'

GRAPHIC SCALE: 1" = 20'

EAGLE QUEST
EAGLE MOUNTAIN, UTAH

KURT OSTLER
801-971-2596
KURTOSTLER@YAHOO.COM

DAVID W. PETERSON, P.E.
12 West 100 North, SUITE # 201
AMERICAN FORK, UTAH 84003 (801) 756-4504

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LANDSCAPE PLAN
PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-101

ISSUE DATE

PROJECT NUMBER

PLAN INFORMATION

PROJECT INFORMATION

DEVELOPER / PROPERTY OWNER / CLIENT

LANDSCAPE ARCHITECT / PLANNER

LICENSE STAMP

DRAWING INFO

4/12/2022

UT21139

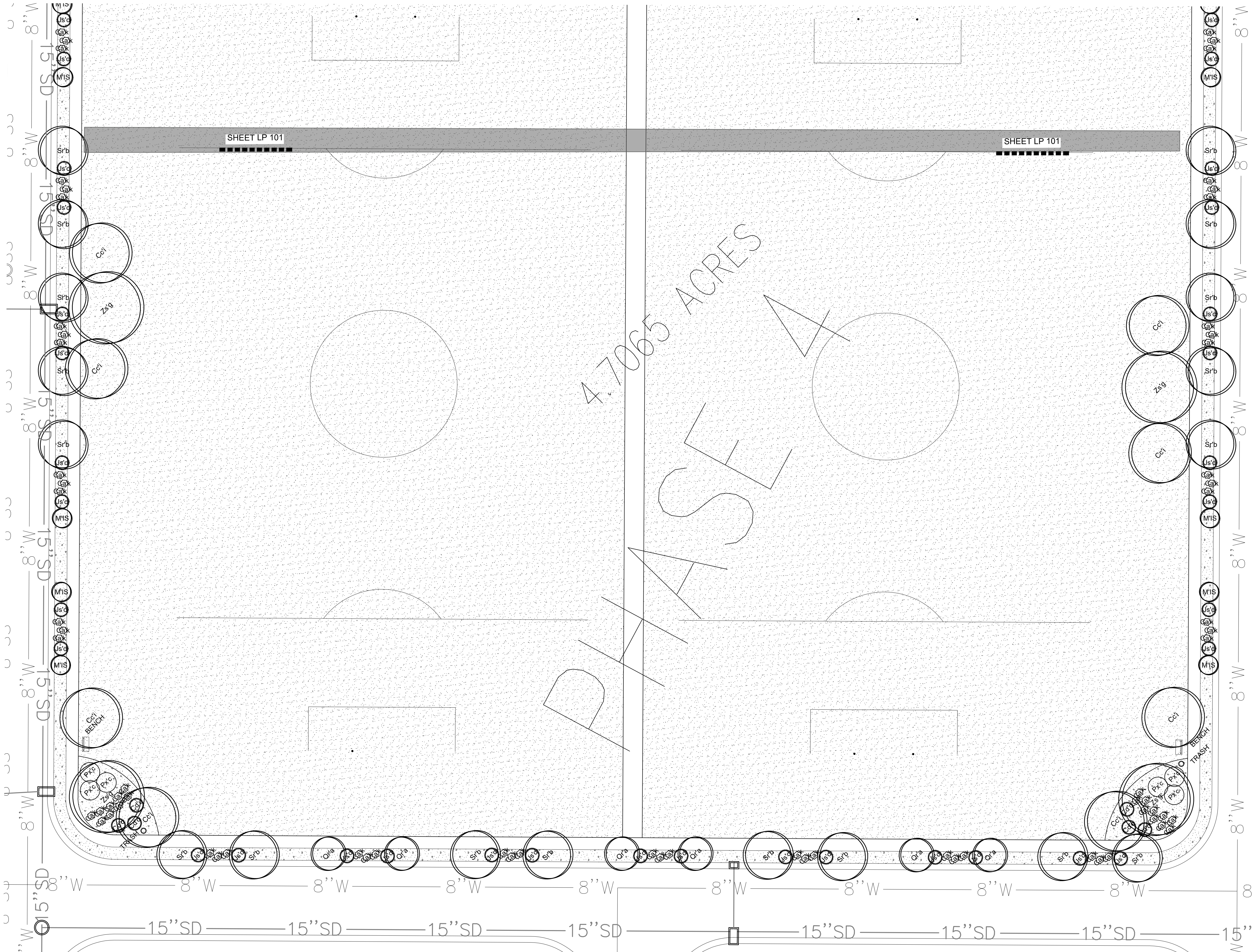
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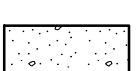
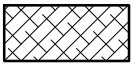
LANDSCAPE PLAN
PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-101



PLANT LEGEND

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	Ag'a	6	Amelanchier x grandiflora 'Autumn Brilliance' 'Autumn Brilliance' Serviceberry	B & B	Multi-trunked
	Cc't	14	Crataegus crus-gali inermis Thornless Cockspur Hawthorn	B & B	2\"Cal
	GB'P	18	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Ginkgo	B & B	2\"Cal
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	MT'S	14	Morus x 'JFS-KW214MX' TM Ivory Spear Crabapple	B & B	2\"Cal
	Qe'a	31	Quercus robur x alba 'JFS-KW1QX' TM Street Spire Oak	B & B	2\"Cal
	Sr'b	32	Syringa reticulata 'Bailnee' Snowdance Tree Lilac	B & B	2\"Cal
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	JCS	36	Juniperus chinensis 'Spartan' Spartan Juniper	6' MIN.	
	PA	12	Picea albes Norway Spruce	6' MIN.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cs'm	39	Cytisus scoparius 'Moonlight' Moonlight Broom	5 gal	
	Ea'c	15	Euonymus alatus 'Compactus' Compact Burning Bush	5 gal	
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	Px'c	24	Prunus x cistena Purple Leaf Sand Cherry	5 gal	
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GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Ca'k	276	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass	1 gal	
	MML	30	Miscanthus sinensis 'Morning Light' Morning Light Maiden Grass	2 gal	

SITE MATERIALS LEGEND

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	1 LANDSCAPE DESCRIPTION SODDED LAWN AREA LAWN AREAS SHALL BE SOD. NEW TURF AREAS TO BE SODDED WITH 18% "BLUESTAR KENTUCKY BLUEGRASS, 19% "MARQUIS" KENTUCKY BLUEGRASS, 17% "NEWPORT" KENTUCKY BLUEGRASS, 17% "TOUCHDOWN" KENTUCKY BLUEGRASS, 16% "APM PERENNIAL RYEGRASS, 13% "ACCENT PERENNIAL RYEGRASS OR APPROVED EQUAL AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. ALL LAWN AREAS SHALL BE IRRIGATED WITH 100% COVERAGE BY POP-UP SPRAY HEADS AND GEAR-DRIVEN ROTORS. ALL DECIDUOUS AND CONIFER TREES PLANTED WITHIN SOD AREAS SHALL HAVE A FOUR FOOT(4') DIAMETER TREE RING COVERED WITH CHOCOLATE BROWN BARK MULCH, NO SHREDDDED FINES. SUBMIT SAMPLES TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER BEFORE INSTALLATION.	334,975 sf
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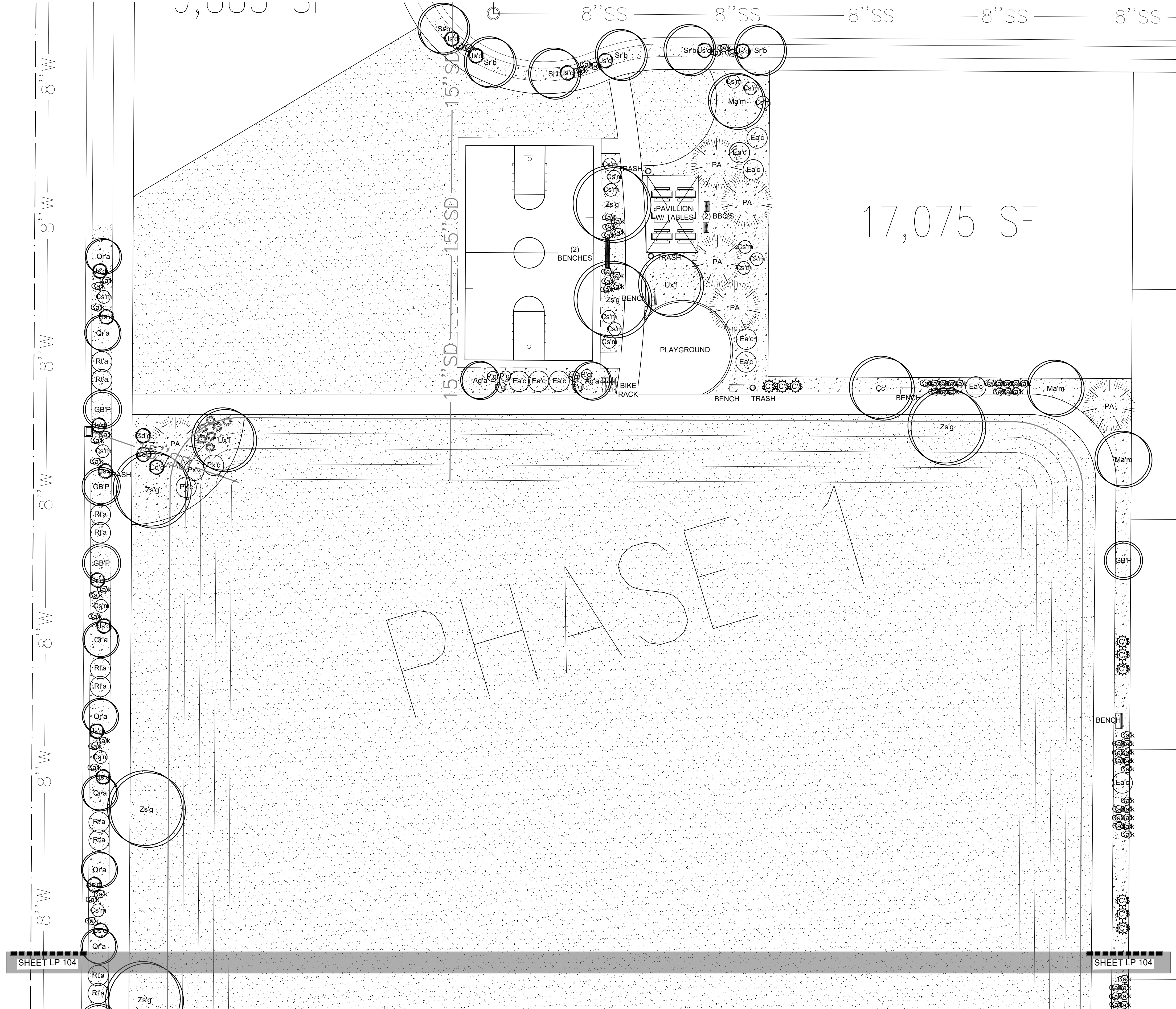


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LANDSCAPE PLAN
PRELIMINARY PLANS NOT
FOR CONSTRUCTION
LP-102

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CHECKED: JMA
PLOT DATE: 4/12/2022



PLANT LEGEND

DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
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SITE MATERIALS LEGEND

SYMBOL	LANDSCAPE DESCRIPTION	QTY
	1. SODDED LAWN AREA LAWN AREAS SHALL BE SOD. NEW TURF AREAS TO BE SODDED WITH 18% "BLUE STAR KENTUCKY BLUEGRASS, 19% "MARQUIS" KENTUCKY BLUEGRASS, 17% "NEWPORT" KENTUCKY BLUEGRASS, 17% "TOUCHDOWN" KENTUCKY BLUEGRASS, 16% "APM PERENNIAL RYEGRASS, 13% "ACCENT PERENNIAL RYEGRASS OR APPROVED EQUAL AT A RATE OF 220 LBS. PER ACRE. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. ALL LAWN AREAS SHALL BE IRRIGATED WITH 100% COVERAGE BY POP-UP SPRAY HEADS AND GEAR-DRIVEN ROTORS. ALL DECIDUOUS AND CONIFER TREES PLANTED WITHIN SOD AREAS SHALL HAVE A FOUR FOOT(4') DIAMETER TREE RING COVERED WITH CHOCOLATE BROWN BARK MULCH, NO SHREDDED FINES. SUBMIT SAMPLES TO BE APPROVED BY LANDSCAPE ARCHITECT AND OWNER BEFORE INSTALLATION.	334,975 sf
	1.5" OQUIRRI GRAVEL OR APPROVED EQUAL. PLANTING AREAS TO RECEIVE MIN. 6" DEPTH OF QUALITY TOPSOIL. IF TOPSOIL IS PRESENT ON SITE, PROVIDE SOIL TEST TO DETERMINE SOIL QUALITY FOR PROPOSED PLANTINGS. PROVIDE 3" DEPTH OF STONE MULCH TOP DRESSING.	49,112 sf
	1. LANDSCAPE DESCRIPTION PLAYGROUND SURFACE. SOFT-FALL ENGINEERED WOOD.	83.47 cy

ISSUE DATE

4/12/2022

PROJECT NUMBER

UT21139

PLAN INFORMATION

811

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

PROJECT INFORMATION

EAGLE QUEST

EAGLE MOUNTAIN, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT

KURT OSTLER

801-971-2596

KURTOSTLER@YAHOO.COM

LANDSCAPE ARCHITECT / PLANNER

DAVID W. PETERSON, P.E.

12 West 100 North, SUITE # 201

AMERICAN FORK, UTAH 84003 (801) 756-4504

LICENSE STAMP

DESIGNED LANDSCAPE ARCHITECT
KURT OSTLER
8/28/21 - 5/30/24
04/12/2022
STATE OF UTAH

DRAWING INFO

PM: JTA

DRAWN: ACP

CHECKED: JMA

PLOT DATE: 4/12/2022

NO. REVISION DATE

1	XXXX	XX-XX-XX
2		
3		
4		
5		
6		
7		

GRAPHIC SCALE: 1" = 20'

0'

10'

20'

40'

80'

PKJ DESIGN GROUP

LANDSCAPE ARCHITECTURE • PLANNING & VISUALIZATION

3450 N. TRIUMPH BLVD. SUITE 102

LEHI, UTAH 84043 (801) 960-2698

www.pkjdesigngroup.com

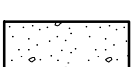
PRELIMINARY PLANS NOT FOR CONSTRUCTION

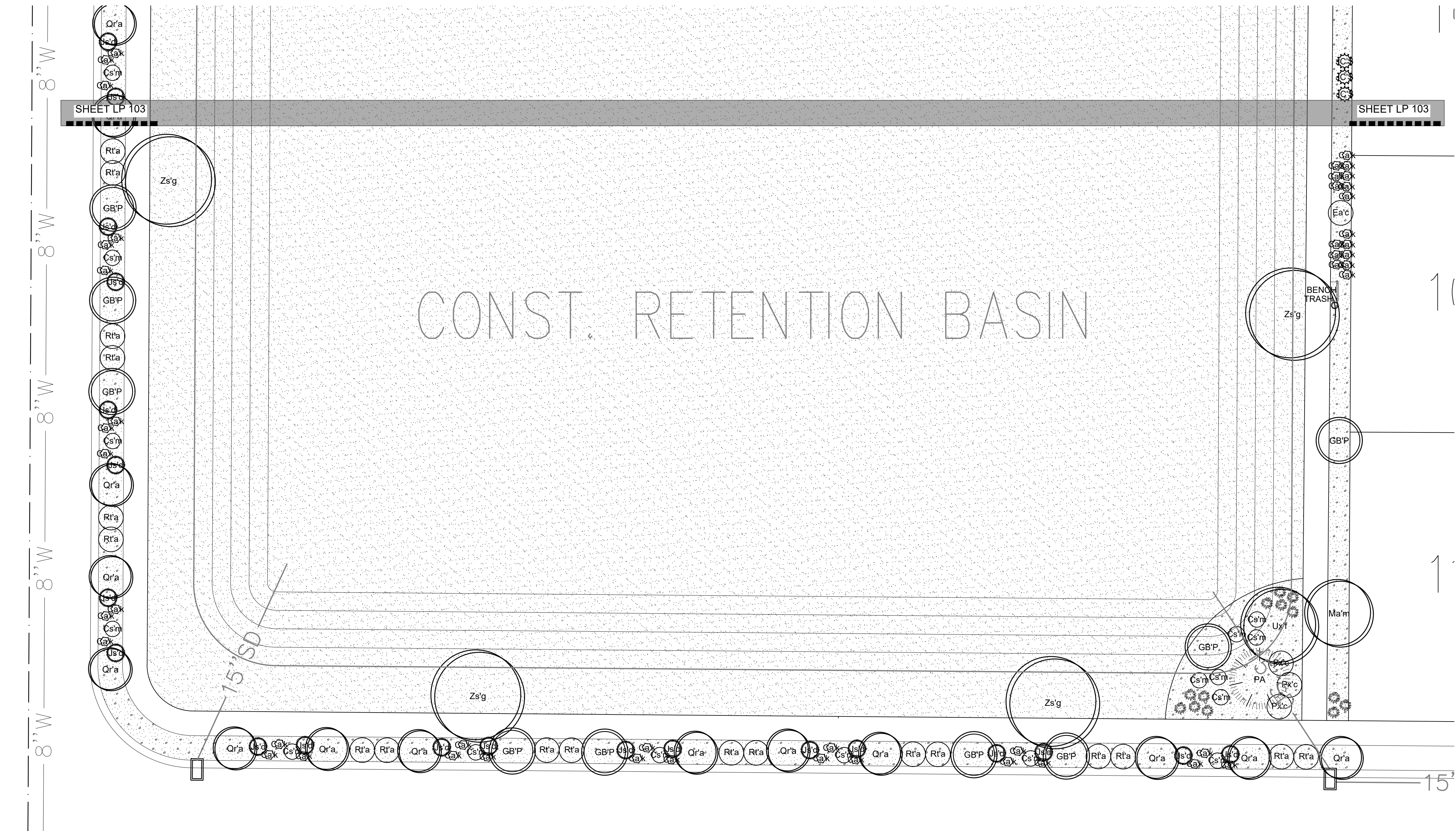
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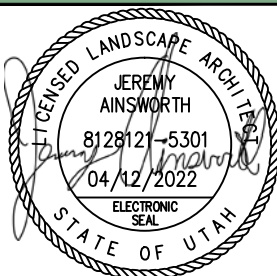
PLANT LEGEND

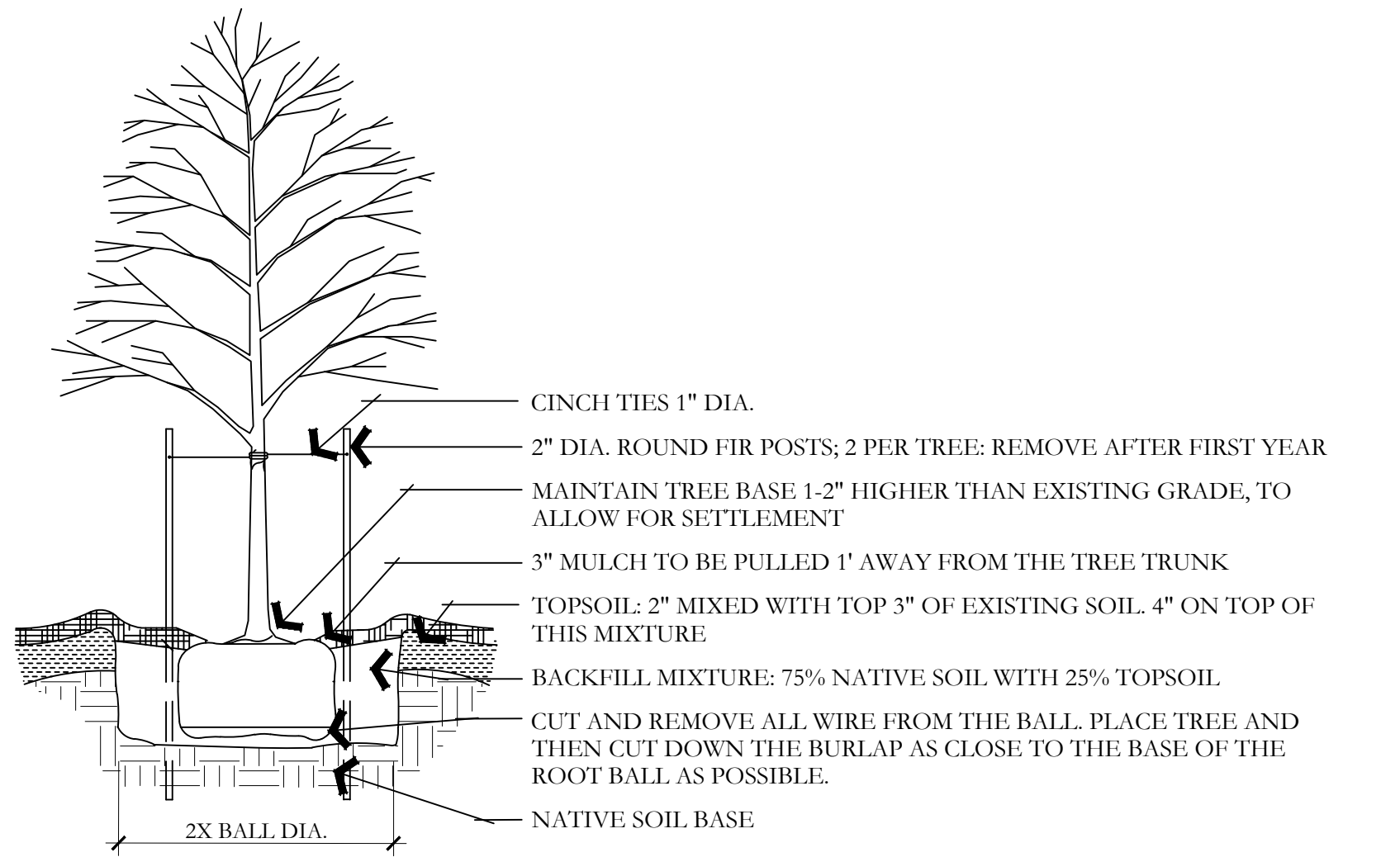
DECIDUOUS TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	Ag'a	6	Amelanchier x grandiflora 'Autumn Brilliance' 'Autumn Brilliance' Serviceberry	B & B	Multi-trunked
	Cc't	14	Crataegus crus-gali inermis Thornless Cockspur Hawthorn	B & B	2"Cal
	GB'P	18	Ginkgo biloba 'Princeton Sentry' Princeton Sentry Ginkgo	B & B	2"Cal
	Ma'm	4	Maackia amurensis 'JFS-Schietell' TM MacNificent Maackia	B & B	2"Cal
	MT'S	14	Morus x 'JFS-KW214MX' TM Ivory Spear Crabapple	B & B	2"Cal
	Qr'a	31	Quercus robur x alba 'JFS-KW1QX' TM Street Spire Oak	B & B	2"Cal
	Sr'b	32	Syringa reticulata 'Bailnee' Snowdancer Tree Lilac	B & B	2"Cal
	Ux'f	6	Ulmus x 'Frontier' Frontier Elm	B & B	2"Cal
	Zs'g	17	Zelkova serrata 'Green Vase' Green Vase Zelkova	B & B	2"Cal
EVERGREEN TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL
	JCS	36	Juniperus chinensis 'Spartan' Spartan Juniper	6' MIN.	
	PA	12	Picea abies Norway Spruce	6' MIN.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cs'm	39	Cytisus scoparius 'Moonlight' Moonlight Broom	5 gal	
	Ea'c	15	Elaeagnus alatus 'Compactus' Compact Burning Bush	5 gal	
	P'gf	15	Potentilla fruticosa 'Goldfinger' Goldfinger Potentilla	5 gal	
	Px'c	24	Prunus x cistena Purple Leaf Sand Cherry	5 gal	
	Rt'a	26	Rhus trilobata 'Autumn Amber' Autumn Amber Sumac	5 gal	
EVERGREEN SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Cd'c	24	Cotoneaster dammeri 'Coral Beauty' Coral Beauty Cotoneaster	5 gal	
	Js'd	86	Juniperus sabina 'Monard' TM Moist-dense Juniper	5 gal	
GRASSES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	
	Ca'k	276	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass	1 gal	
	MML	30	Miscanthus sinensis 'Morning Light' Morning Light Maiden Grass	2 gal	

SITE MATERIALS LEGEND

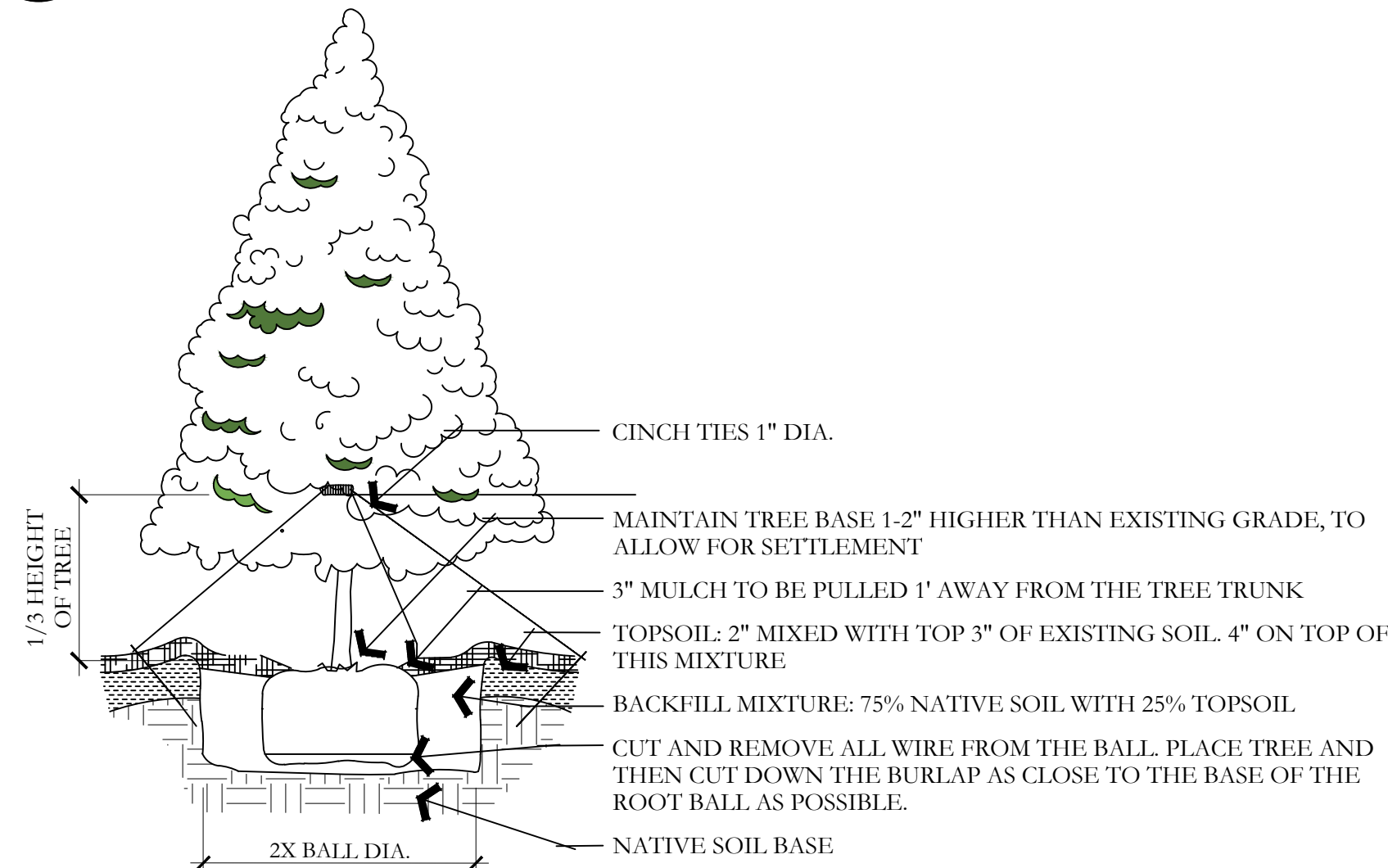
SYMBOL	LANDSCAPE DESCRIPTION	QTY
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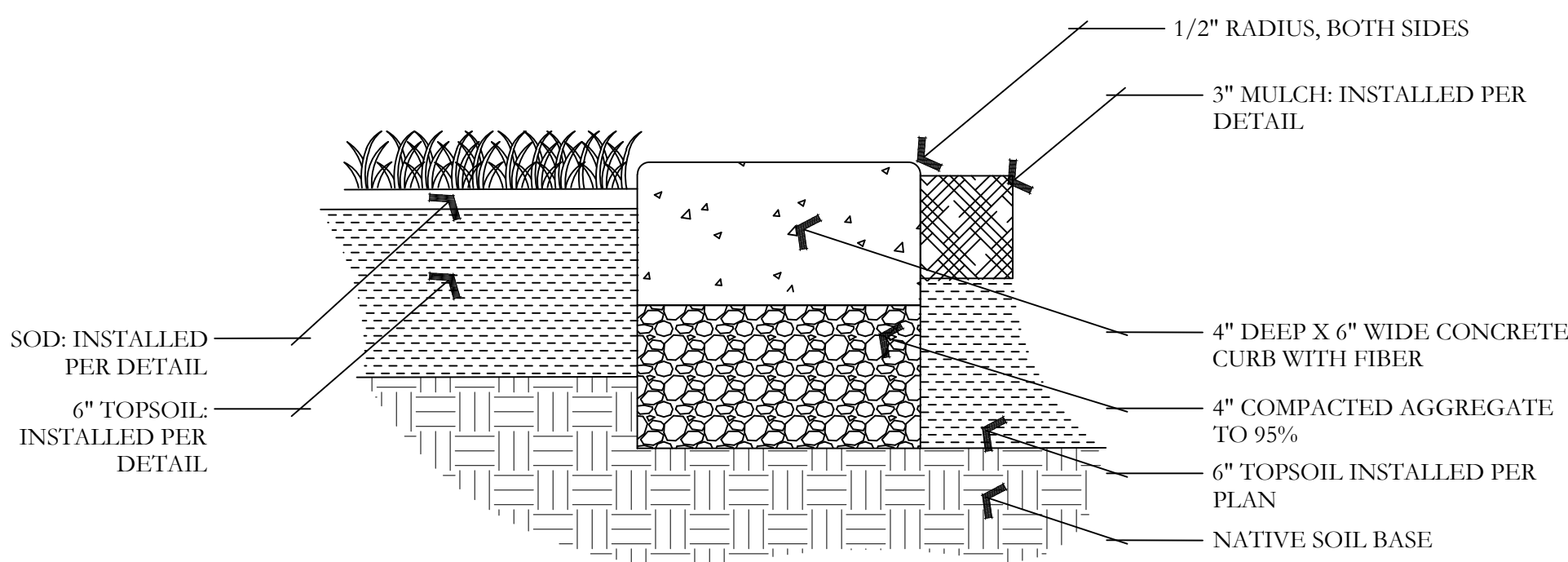
ISSUE DATE	PROJECT NUMBER	PLAN INFORMATION	PROJECT INFORMATION	DEVELOPER / PROPERTY OWNER / CLIENT	LANDSCAPE ARCHITECT / PLANNER	LICENSE STAMP	DRAWING INFO	
4/12/2022	UT21139	 BLUE STAKES OF UTAH UTILITY NOTIFICATION CENTER, INC. 1-800-662-4111 www.bluestakes.org	 EAGLE QUEST EAGLE MOUNTAIN, UTAH	KURT OSTLER 801-971-2596 KURTOSTLER@YAHOO.COM	DAVID W. PETERSON, P.E. 12 West 100 North, SUITE # 201 AMERICAN FORK, UTAH 84003 (801) 756-4504	 PKJ DESIGN GROUP Landscape Architecture • Planning & Visualization 3450 N. TRIUMPH BLVD. SUITE 102 LEHI, UTAH 84043 (801) 960-2698 www.pkjdesigngroup.com	 PROFESSIONAL ENGINEER KURT OSTLER 801-971-2596 4/12/2022 STATE OF UTAH DRAWING LANDSCAPE PLAN PRELIMINARY PLANS NOT FOR CONSTRUCTION LP-104	PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 4/12/2022



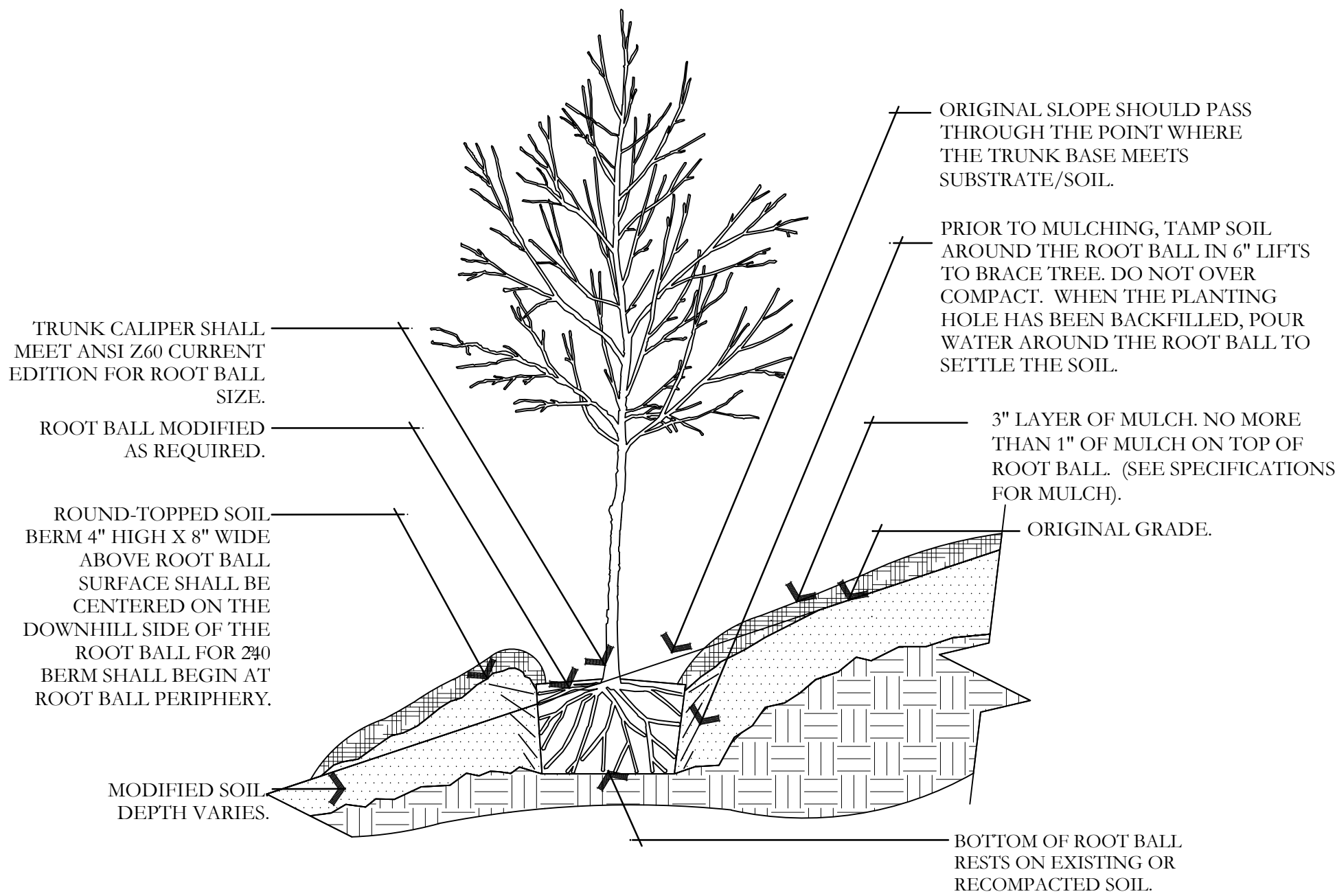
A DECIDUOUS TREE PLANTING
NOT TO SCALE



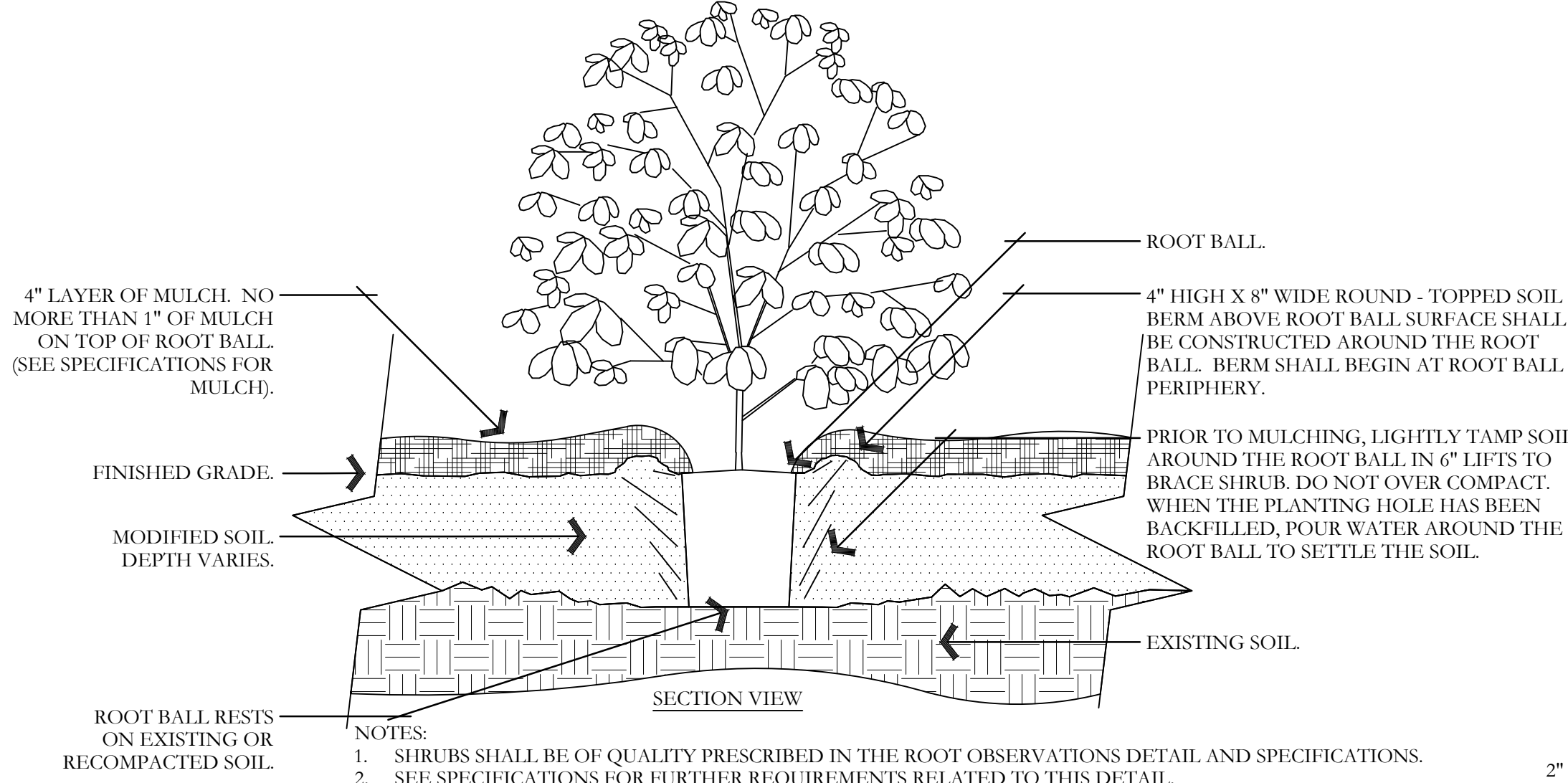
D EVERGREEN TREE PLANTING
NOT TO SCALE



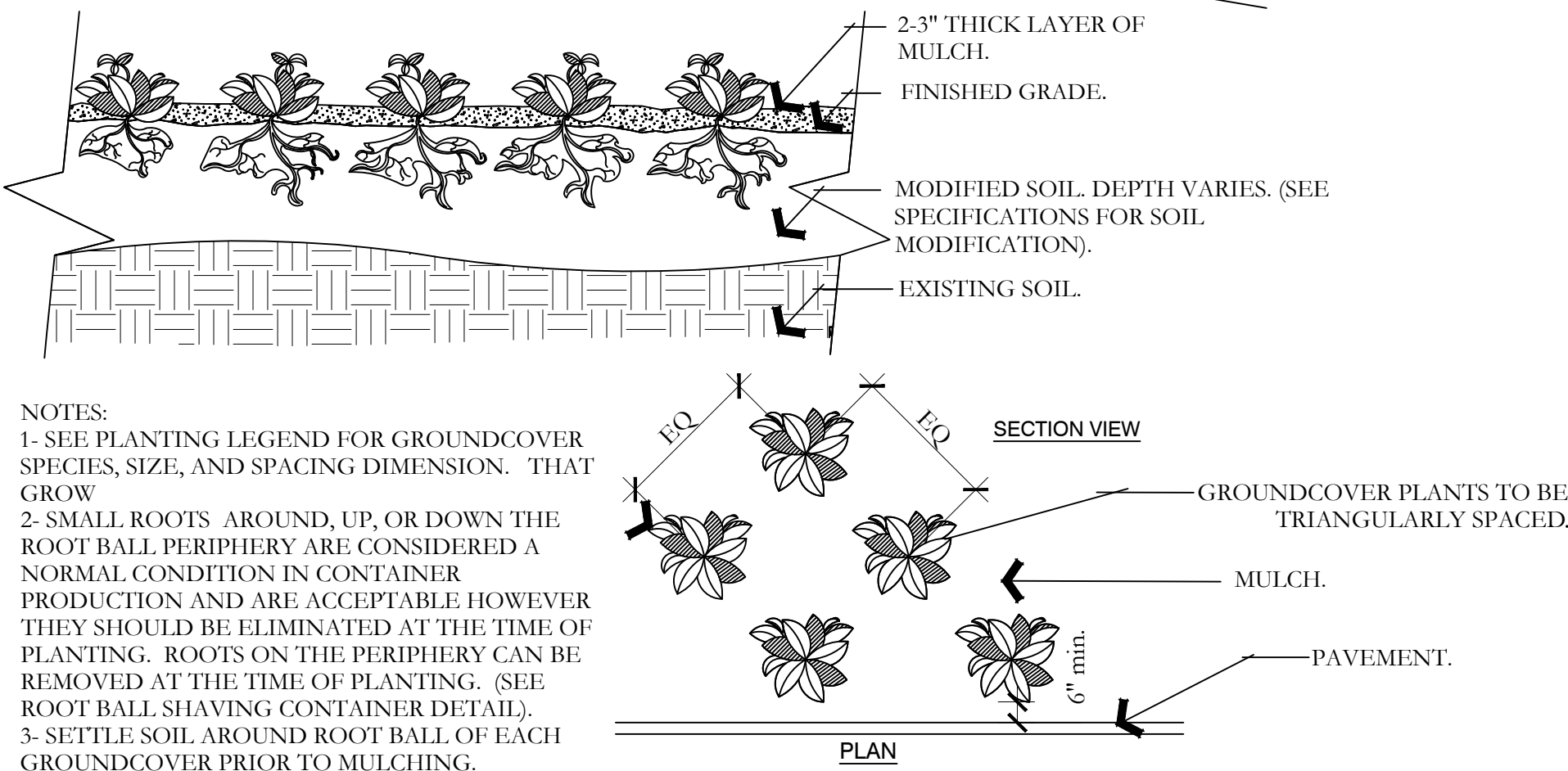
G CONCRETE MOWCURB
NOT TO SCALE



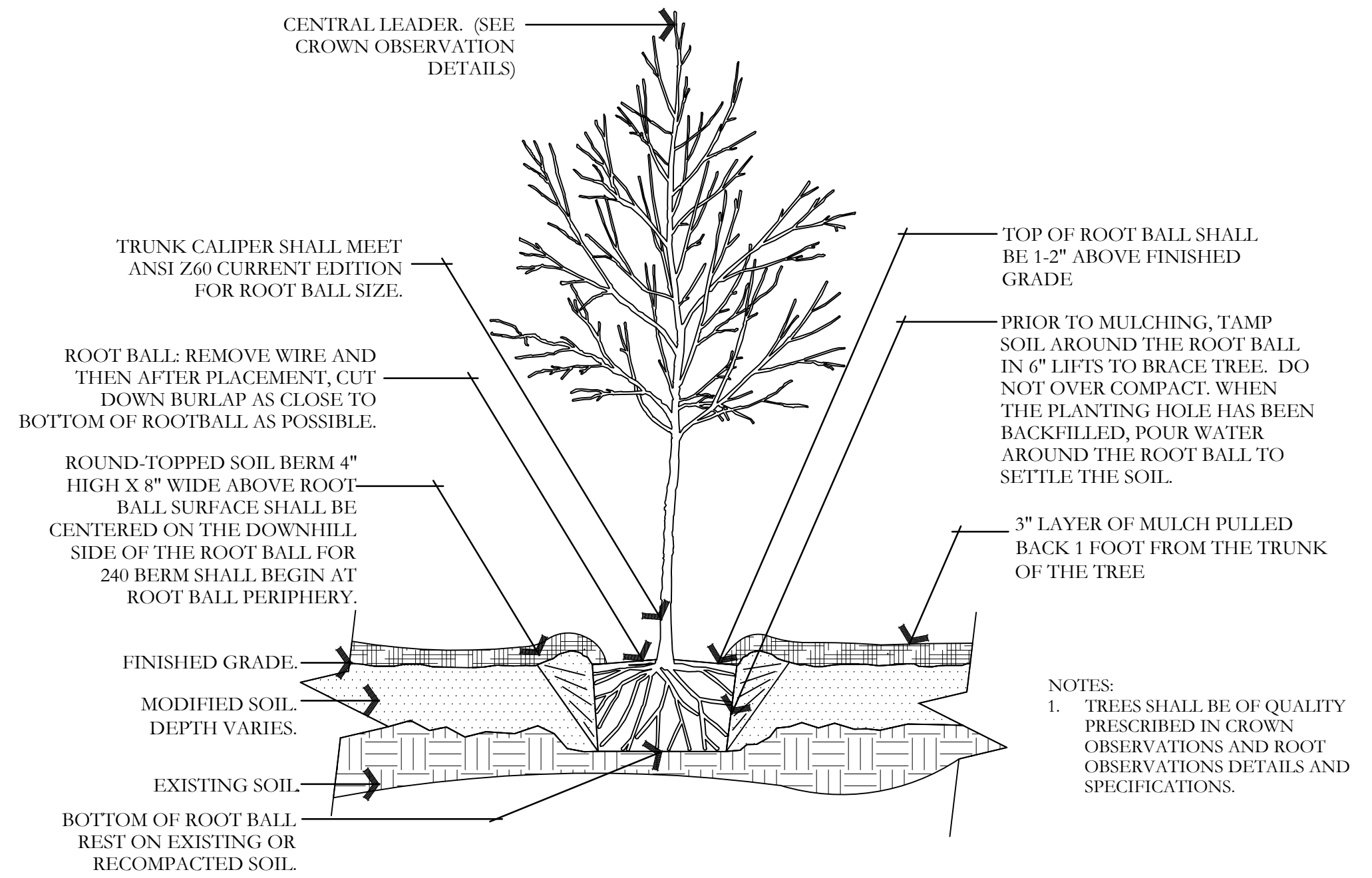
B TREE ON SLOPE 5% (20:1) TO 50% (2:1)
NOT TO SCALE



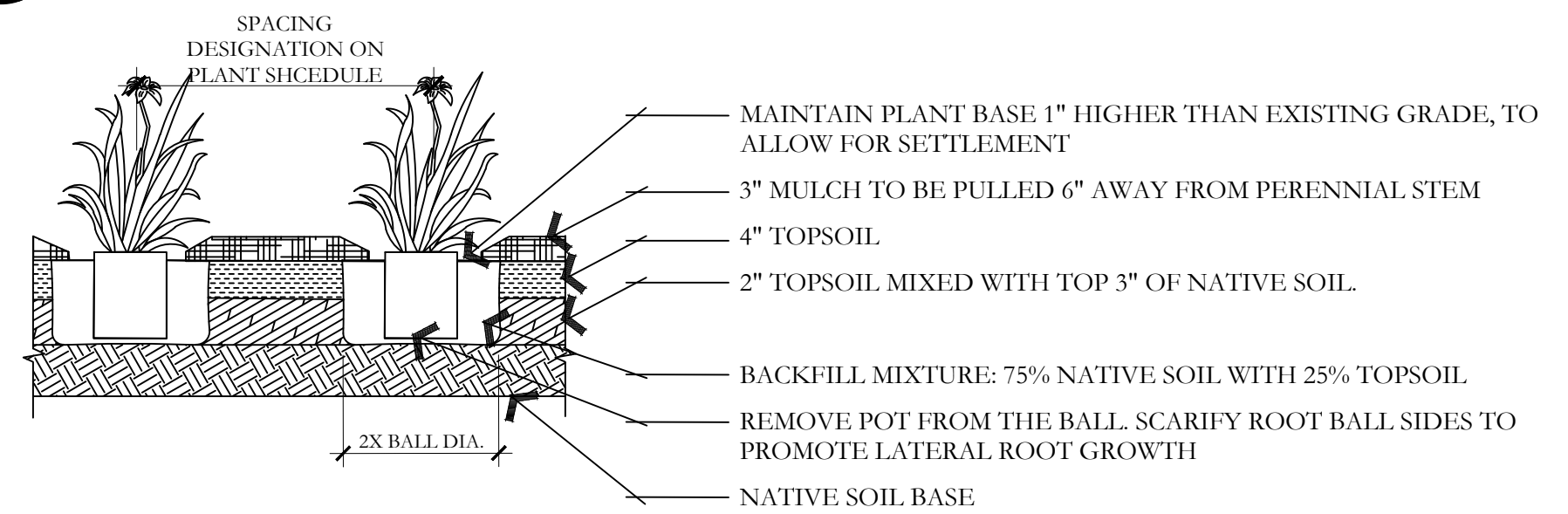
E SHRUB - MODIFIED SOIL
NOT TO SCALE



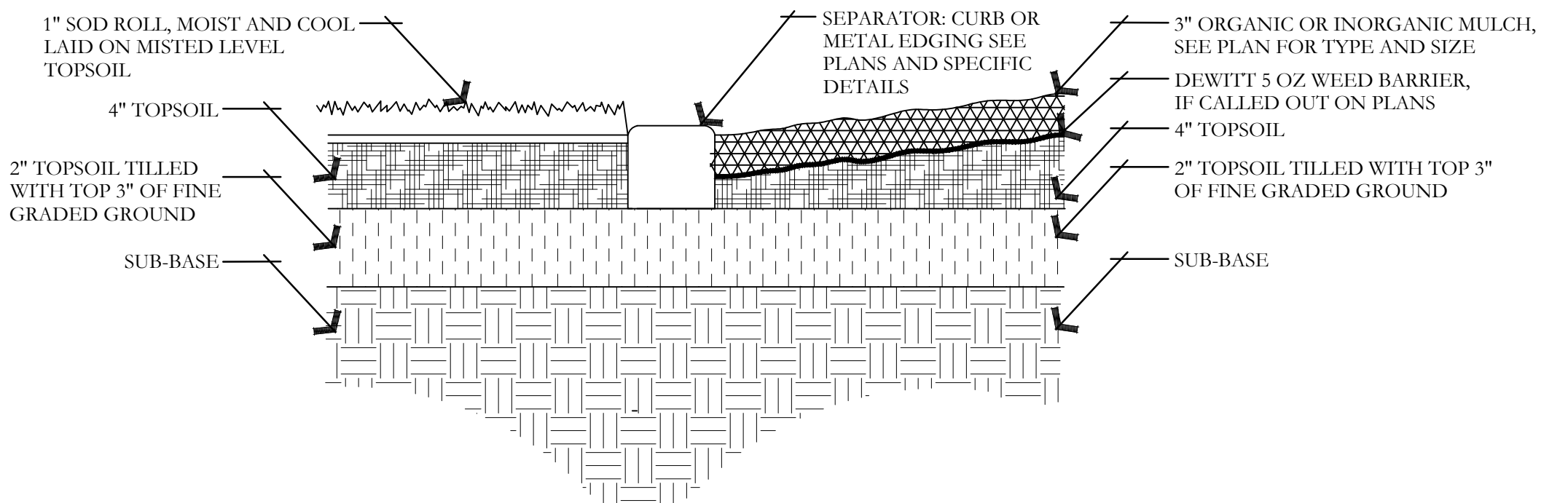
H PERENNIAL/GROUNDCOVER PLANTING
NOT TO SCALE



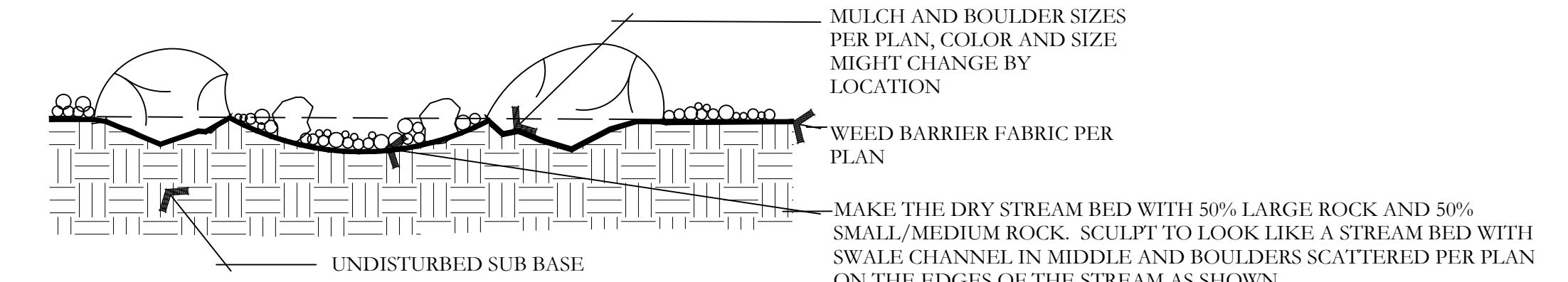
C TREE W/ BERM (EXISTING SOIL MODIFIED)
NOT TO SCALE



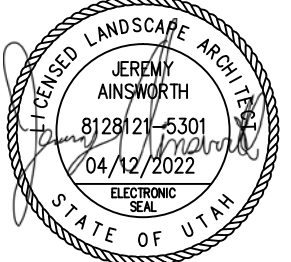
F PERENNIAL PLANTING
NOT TO SCALE



I SOD LAYING/MULCH DETAIL
NOT TO SCALE



J BOULDER AND DRY STREAM BED DETAIL
NOT TO SCALE

ISSUE DATE		PROJECT NUMBER	PLAN INFORMATION	PROJECT INFORMATION	DEVELOPER / PROPERTY OWNER / CLIENT	LANDSCAPE ARCHITECT / PLANNER	LICENSE STAMP	DRAWING INFO
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NO.	REVISION	DATE						
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EAGLE QUEST

EAGLE MOUNTAIN, UTAH

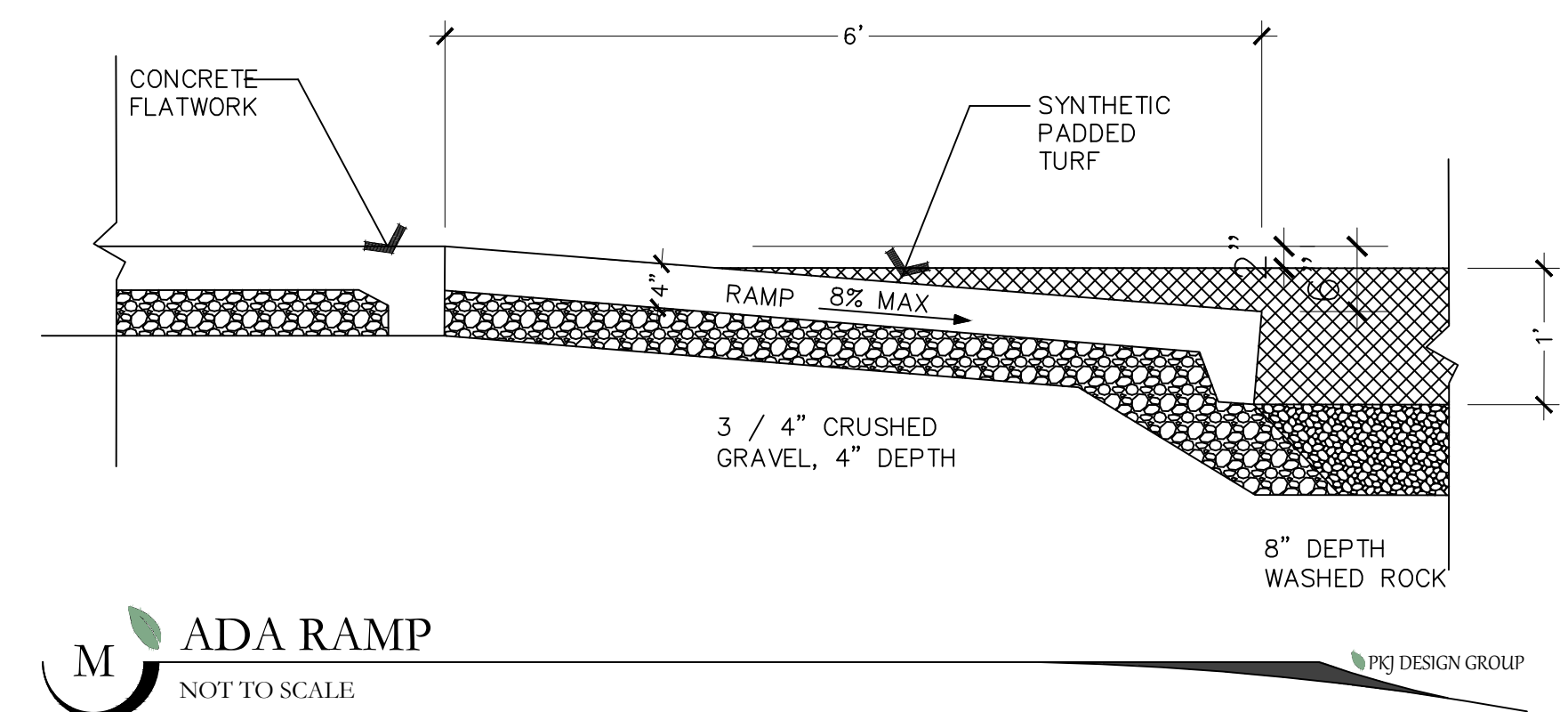
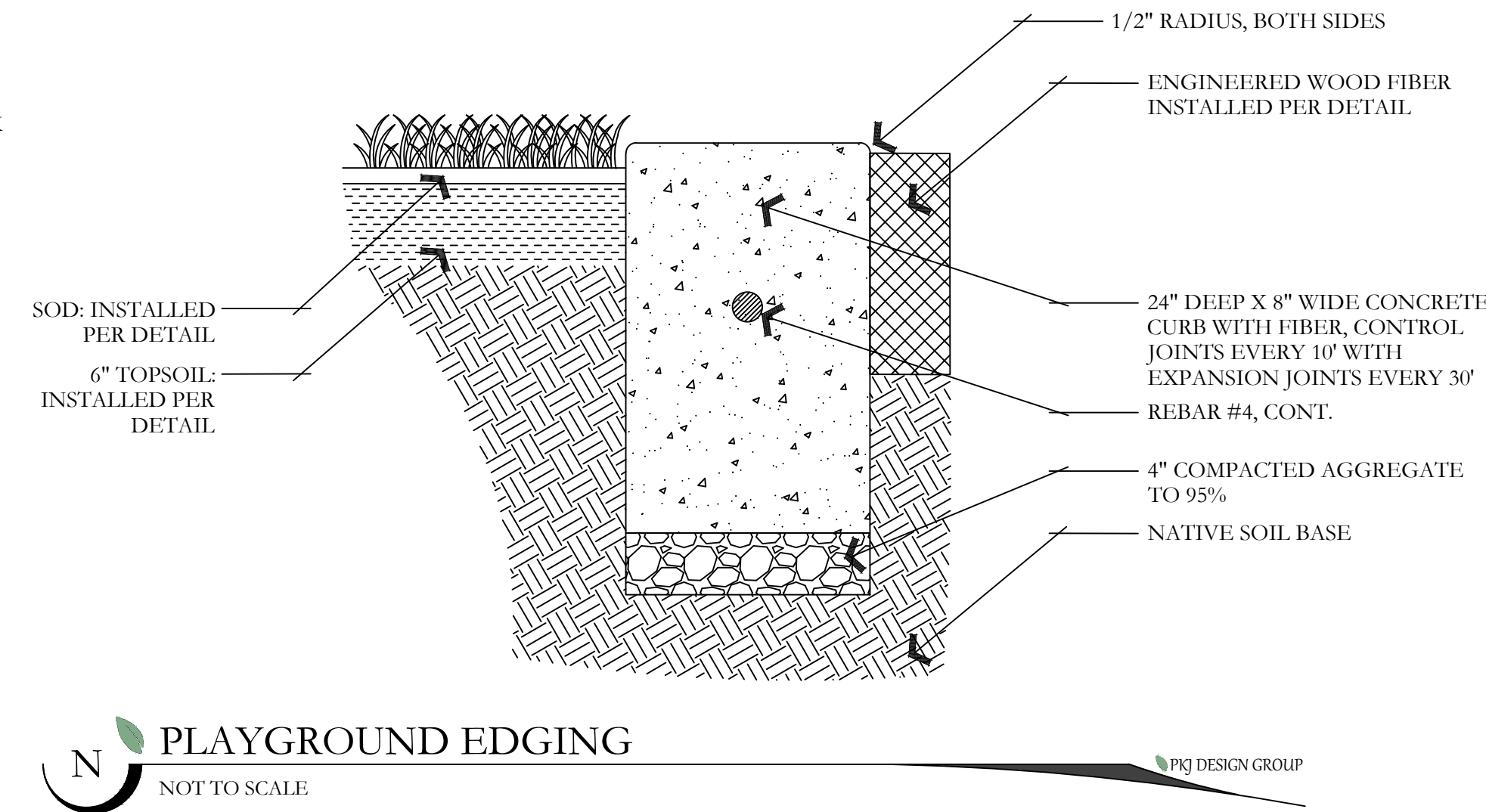
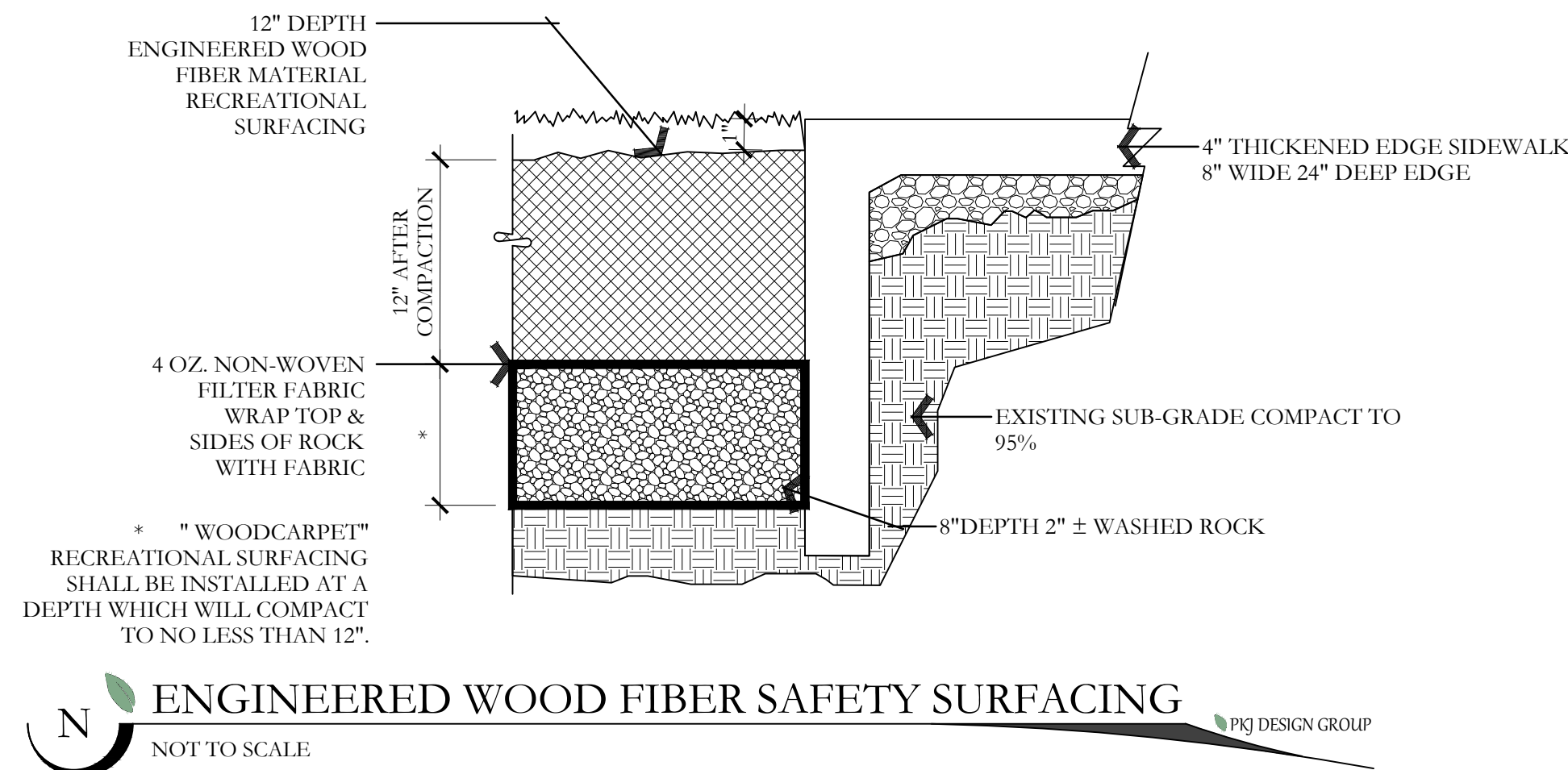
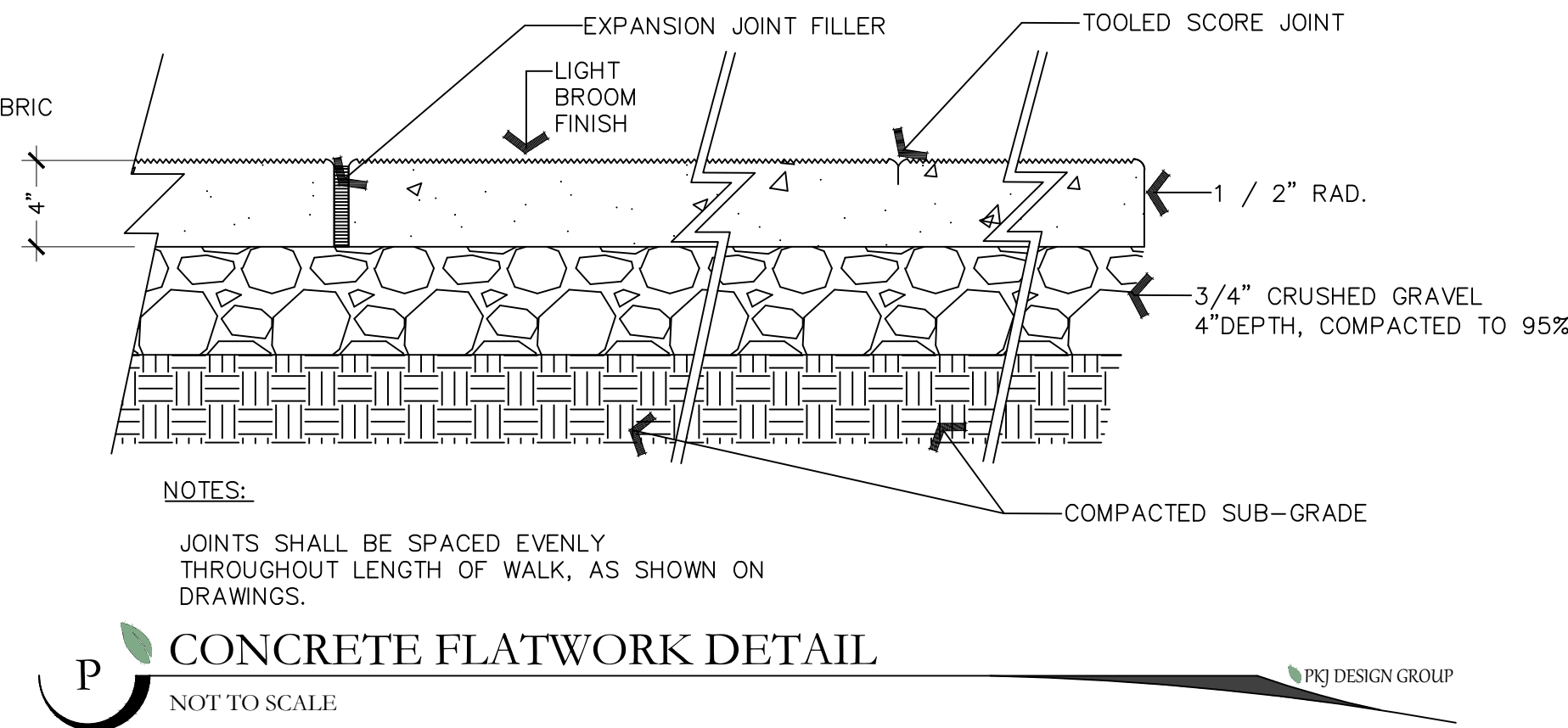
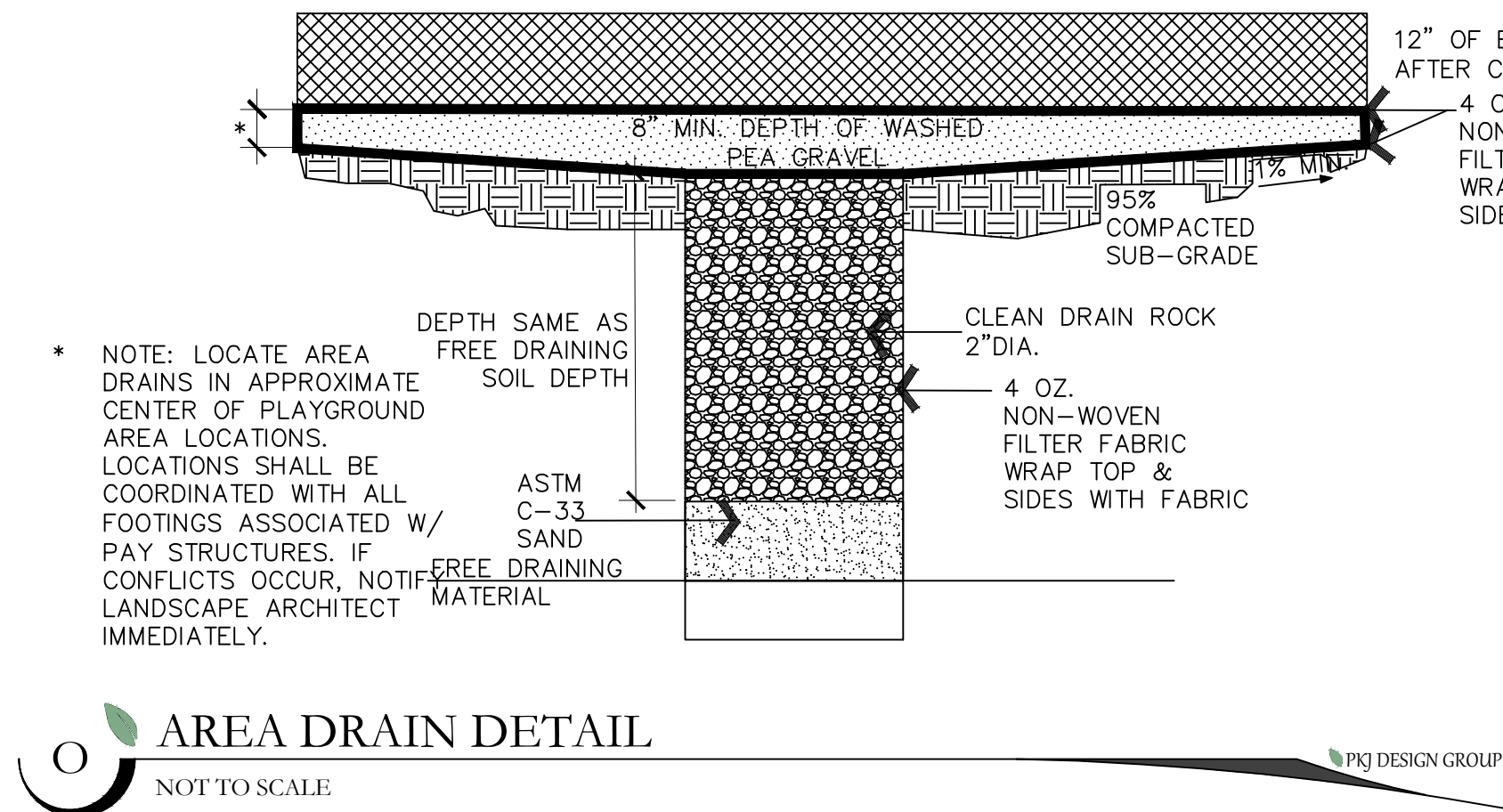


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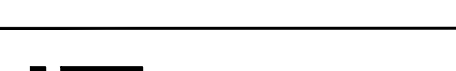
LP-501



ISSUE DATE			PROJECT NUMBER			PLAN INFORMATION			PROJECT INFORMATION			DEVELOPER / PROPERTY OWNER / CLIENT			LANDSCAPE ARCHITECT / PLANNER			LICENSE STAMP			DRAWING INFO		
4/12/2022			UT21139						EAGLE QUEST EAGLE MOUNTAIN, UTAH			KURT OSTLER 801-971-2596 KURTOSTLER@YAHOO.COM						PM: JTA DRAWN: ACP CHECKED: JMA PLOT DATE: 4/12/2022					
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LANDSCAPE DETAILS
PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP-502