



EAGLE MOUNTAIN CITY COUNCIL MEETING

August 06, 2019, 4:00 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

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

1.A. PRESENTATION - City Emergency Plan

This is not an action item.

1.B. UPDATE - Municipal Code Residential Zone Amendment

This is not an action item.

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

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

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

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

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.

7. **PUBLIC COMMENTS**

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

8. **CITY COUNCIL/MAYOR'S ITEMS**

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

CONSENT AGENDA

9. **BID AWARD**

- 9.A. SilverLake Pressure Reducing Valve
KK&L

10. **BOND RELEASES**

- 10.A. Overland Phase A, Plats 2 & 3 - Into Warranty
Recommend Approval
[BR- Overland A-2 and A-3 Into Warranty](#)
[Overland A-2 Recorded Plat](#)
[Overland A-3 Recorded Plat](#)
- 10.B. Lake View Estates Phase A, Plat 2 - Out of Warranty
Recommend Approval
[BR- Lake View Estates A-2 Out of Warranty](#)
[Lake View Estates A-2 Recorded Plat](#)

11. **MINUTES**

- 11.A. July 16, 2019
Regular City Council Meeting
[07.16.2019 City Council Minutes - DRAFT.pdf](#)

SCHEDULED ITEMS

12. **MOTION**

- 12.A. Carson Commercial Corner Master Site Plan.

BACKGROUND: (Presented by Planning Manager Mike Hadley) The proposed master site plan is for a 6.84-acre commercial property located on the southeast corner of the intersection of Porters Crossing and Pony Express Parkway.

[Pony Express Parkway](#)

[Pony Express at Porters Crossing TIS - 2019.06.17](#)

13. ORDINANCES/PUBLIC HEARINGS

- 13.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 16.35.080 Street Trees and Chapter 17.60.140 Clear Vision Triangle.

BACKGROUND: (Presented by Parks & Recreation Director Brad Hickman) This staff-proposed Development Code amendment addresses the spacing of required street trees along arterial and collector roads. It also establishes standards for types and spacing of trees that may be placed in park strips along residential streets and modifies the clear vision triangle requirements. This item was tabled at the July 16, 2019 meeting.

[ORD--Trees and Clear Vision Triangle
Street Tree Ordinance](#)

- 13.B. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2019-2020 Budget.

BACKGROUND: (Presented by Assistant City Administrator Paul Jerome) State statute requires that cities amend their budgets to appropriate funds for increased expenditures. This can be accomplished throughout the fiscal year as well as at the end of the fiscal year by means of final budget amendments.

[ORD--FY 2020 Budget Amendment #1
FY2020 Budget Amendments](#)

14. CITY COUNCIL/MAYOR'S BUSINESS

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

15. CITY COUNCIL BOARD LIAISON REPORTS

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

16. COMMUNICATION ITEMS

- 16.A. Upcoming Agenda Items
This is not an action item.
[A.CI--Upcoming Agenda Items.pdf](#)

17. ADJOURNMENT

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **1st day of August, 2019**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website

<http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
AUGUST 6, 2019**

TITLE:	SilverLake Pressure Reducing Valve		
ITEM TYPE:	Bid Award		
FISCAL IMPACT:	\$150,840		
APPLICANT:	Chris Trusty		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

REQUIRED FINDINGS:

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

PREPARED BY:

Chris Trusty, Public
Works

RECOMMENDATION:

Staff recommends that the City Council approve the bid award for the SilverLake pressure reducing valve to KK&L in the amount of \$150,840 and authorizes the Mayor to sign the contract.

BACKGROUND:

The City's Water Master Plan recommends a pressure reducing valve (PRV) for the SilverLake area so that water pressures can be kept at a reasonable level. This bid award will install a PRV to provide that ability.

Attachments:



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

Monday, July 15, 2019

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

SUBJECT: Overland phase "A" plat's 2 & 3 into warranty Bond Release

City Recorder:

The above referenced subdivision has completed the all required improvements as of this date. With the approval of the installed infrastructure, we are recommending this subdivision begin the required one year warranty period. A reduced bond letter has been generated, reducing all bond items which have been completed. A warranty bond for the remaining warranty amount must be issued and maintained until released from the warranty period by the city.

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

Sincerely,

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

Cc: Fionnuala Kofoed, City Recorder



BOND RELEASE REQUEST LETTER
Overland phase A plat 2 Bond

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

2nd Bond Release	
Original Bond Amount:	\$ 1,417,173.84
Previous Release Amount:	\$ 1,198,633.35
Amount to Release this Period:	\$ 89,706.50
Amount Remaining in Bond:	\$ 128,833.99

Bond Releases Summary	
#1	\$ 1,198,633.35
#2	\$ 89,706.50
#3	\$ -
#4	\$ -
TOTAL	\$ 1,288,339.85

7/15/2019

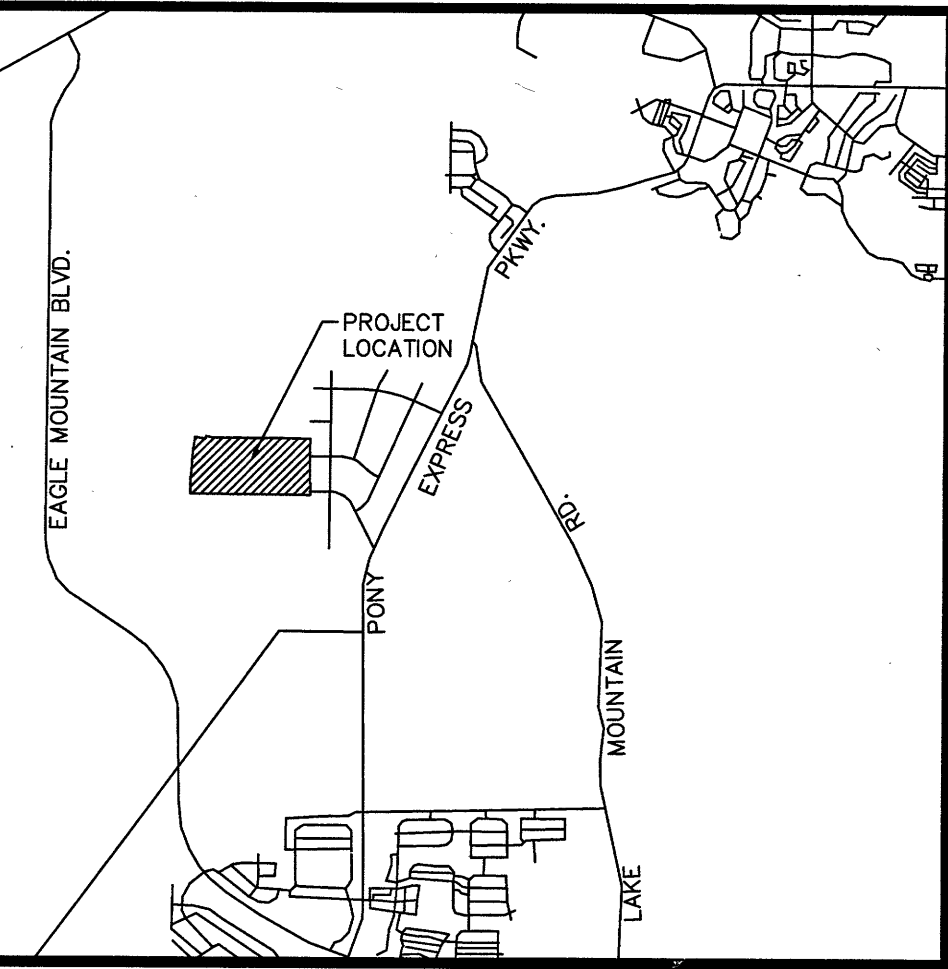
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
						Previous Period	This Period	% to date	This Period	To Date
1	SITE PREP.									
a	Gravel construction entrance	3750	SF	\$1.57	\$5,887.50	3,750	0	100%	\$0.00	\$5,887.50
b	Silt fence	1610	LF	\$2.81	\$4,524.10	1,610	0	100%	\$0.00	\$4,524.10
c	Curb inlet protection	29	EA	\$96.90	\$2,810.10	29	0	100%	\$0.00	\$2,810.10
2	EARTHWORK									
a	Strip & stockpile topsoil	4375	CY	\$2.37	\$10,368.75	4,375	0	100%	\$0.00	\$10,368.75
b	ROW cut & fill mass ex.	13985	CY	\$3.41	\$47,688.85	13,985	0	100%	\$0.00	\$47,688.85
c	Import to fill ROW	17060	TON	\$10.50	\$179,130.00	17,060	0	100%	\$0.00	\$179,130.00
d	Compaction testing	1	LS	\$23,500.00	\$23,500.00	1	0	100%	\$0.00	\$23,500.00
3	ROADWAY IMPROVEMENTS									
a	3 inch Surface Course	70980	SF	\$1.21	\$85,885.80	70,980	0	100%	\$0.00	\$85,885.80
b	6 inch Road base(also behind curb)	85980	SF	\$0.65	\$55,887.00	85,980	0	100%	\$0.00	\$55,887.00
c	9 inch sub-base(e-fill)@behind curb)	85980	SF	\$0.51	\$43,849.80	85,980	0	100%	\$0.00	\$43,849.80
d	30" curb & gutter	4780	LF	\$18.60	\$88,908.00	4,780	0	100%	\$0.00	\$88,908.00
e	Sidewalk	19130	SF	\$4.45	\$85,128.50	0	19130	100%	\$85,128.50	\$85,128.50
f	Rough grade	82905	SF	\$0.08	\$6,632.40	82,905	0	100%	\$0.00	\$6,632.40
g	Street signs	3	EA	\$350.00	\$1,050.00	0	3	100%	\$1,050.00	\$1,050.00
h	Stop signs	3	EA	\$350.00	\$1,050.00	0	3	100%	\$1,050.00	\$1,050.00
i	Curb tie-ins	20	EA	\$404.00	\$8,080.00	20	0	100%	\$0.00	\$8,080.00
j	ADA access ramps for trail	6	EA	\$413.00	\$2,478.00	0	6	100%	\$2,478.00	\$2,478.00
k	Temp. fire access road 6" compacted base	7235	SF	\$0.65	\$4,702.75	7,235	0	100%	\$0.00	\$4,702.75
4	CULINARY WATER									
a	8" culinary water c-900 w/fittings	2515	LF	\$23.30	\$58,599.50	2,515	0	100%	\$0.00	\$58,599.50
b	Fire Hydrant	4	EA	\$6,625.00	\$26,500.00	4	0	100%	\$0.00	\$26,500.00
c	8" gate valves	9	EA	\$2,290.00	\$20,610.00	9	0	100%	\$0.00	\$20,610.00
d	connect to existing water	2	EA	\$1,732.00	\$3,464.00	2	0	100%	\$0.00	\$3,464.00
e	3/4" water service	35	EA	\$1,263.00	\$44,205.00	35	0	100%	\$0.00	\$44,205.00
f	2" blow off	3	EA	\$2,117.00	\$6,351.00	3	0	100%	\$0.00	\$6,351.00
5	STORM DRAIN									
a	15" RCP	2715	LF	\$37.40	\$101,541.00	2,715	0	100%	\$0.00	\$101,541.00
b	6" ADS	1440	LF	\$24.60	\$35,424.00	1,440	0	100%	\$0.00	\$35,424.00
c	Combo box	9	EA	\$4,924.00	\$44,316.00	9	0	100%	\$0.00	\$44,316.00
d	Yard inlet box 2x2	10	EA	\$1,497.00	\$14,970.00	10	0	100%	\$0.00	\$14,970.00
e	3x3 junction box	4	EA	\$2,059.00	\$8,236.00	4	0	100%	\$0.00	\$8,236.00
f	60" manhole	7	EA	\$3,527.00	\$24,689.00	7	0	100%	\$0.00	\$24,689.00
g	Curb inlet box	12	EA	\$2,266.00	\$27,192.00	12	0	100%	\$0.00	\$27,192.00
h	Import backfill	810	TON	\$8.33	\$6,747.30	810	0	100%	\$0.00	\$6,747.30
6	SEWER									
a	8" Sewer pipe	2235	LF	\$31.00	\$69,285.00	2,235	0	100%	\$0.00	\$69,285.00
b	4" sewer laterals	35	EA	\$1,161.00	\$40,635.00	35	0	100%	\$0.00	\$40,635.00
c	60" sewer manhole	1	EA	\$4,208.00	\$4,208.00	1	0	100%	\$0.00	\$4,208.00
d	48" sewer manholes	6	EA	\$3,764.00	\$22,584.00	6	0	100%	\$0.00	\$22,584.00
e	Import backfill	8550	TON	\$8.33	\$71,221.50	8,550	0	100%	\$0.00	\$71,221.50
TOTAL CONSTRUCTION COST					\$1,288,339.85					
10% Bond Coverage					\$128,833.99					
TOTAL BOND AMOUNT:					\$1,417,173.84	Released this Period			\$89,706.50	

Christopher T. Trusty
Christopher T. Trusty P.E.
Engineering Director

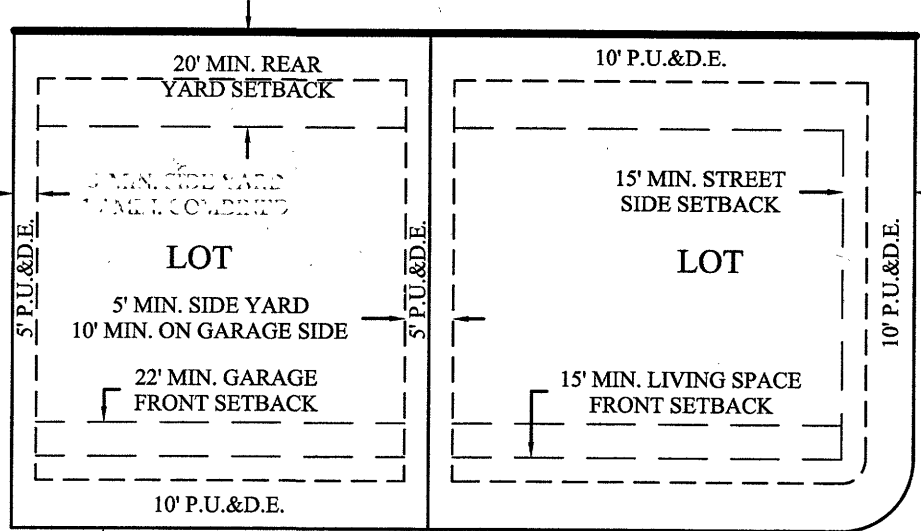
7/15/19
Date

Robert Ballif
Robert Ballif
Engineering Assistant

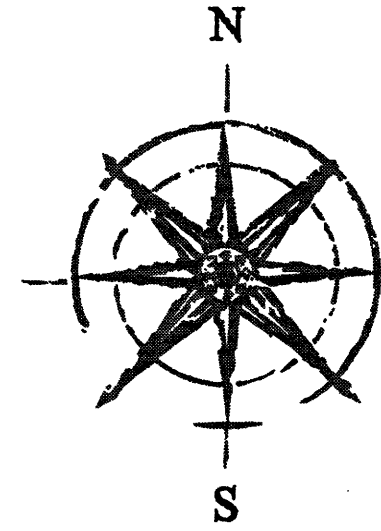
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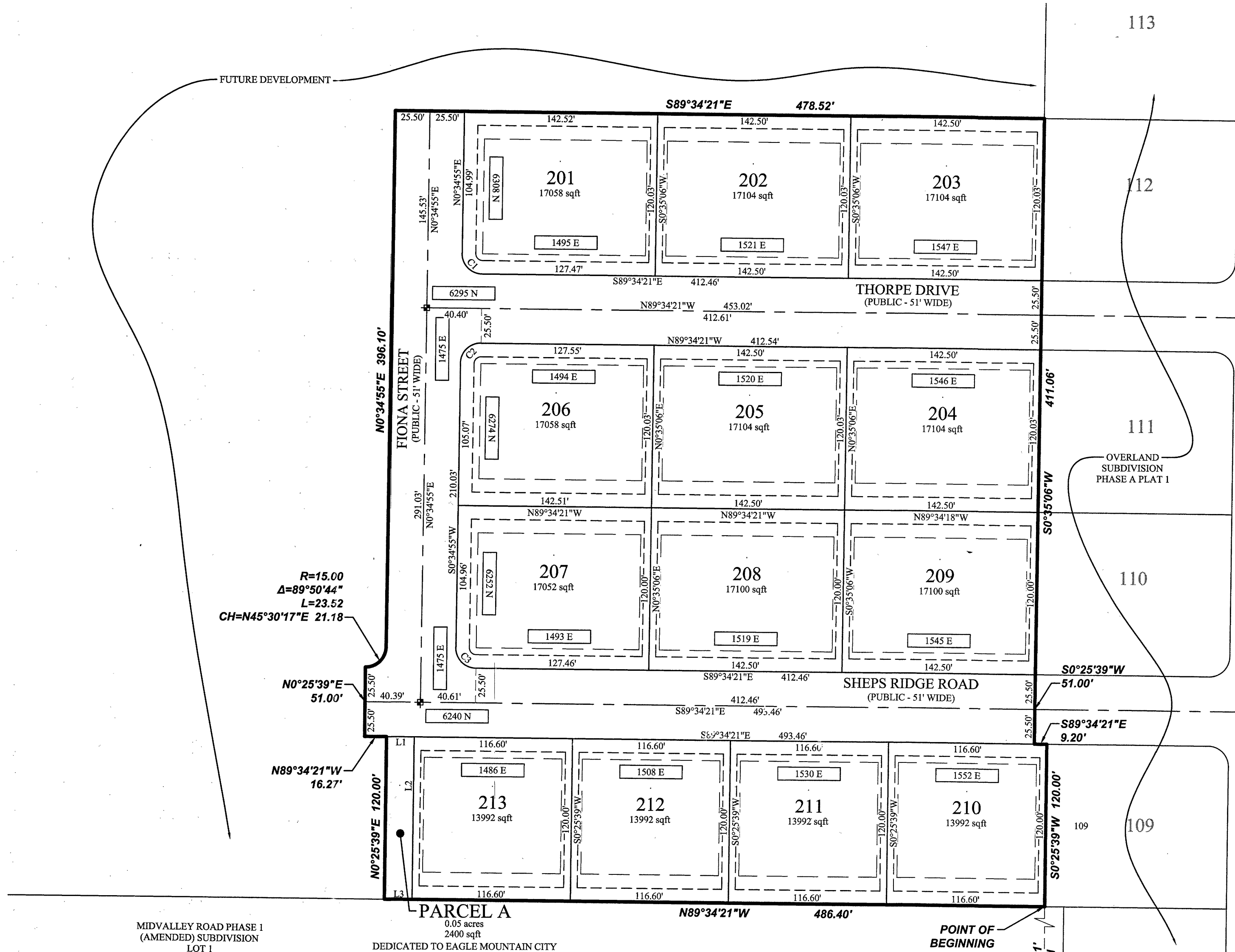
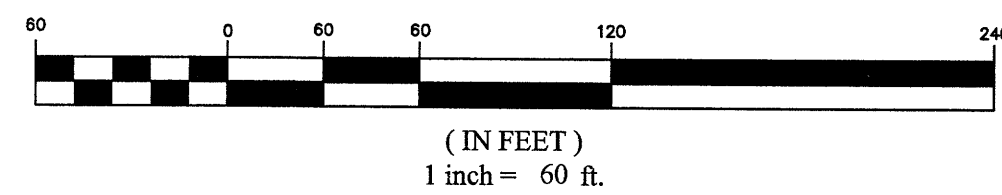
VICINITY MAP
N.T.S.



TYPICAL BUILDING SETBACKS
N.T.S.



GRAPHIC SCALE



LEGEND

SECTION LINE	BOUNDARY
RIGHT-OF-WAY LINE	"P.U. & D.E." EASEMENT
BUILDING SETBACK	SECTION MONUMENT (FOUND)
STREET MONUMENT (TO BE SET)	PUBLIC UTILITY & DRAINAGE EASEMENT

PLAT TABULATIONS

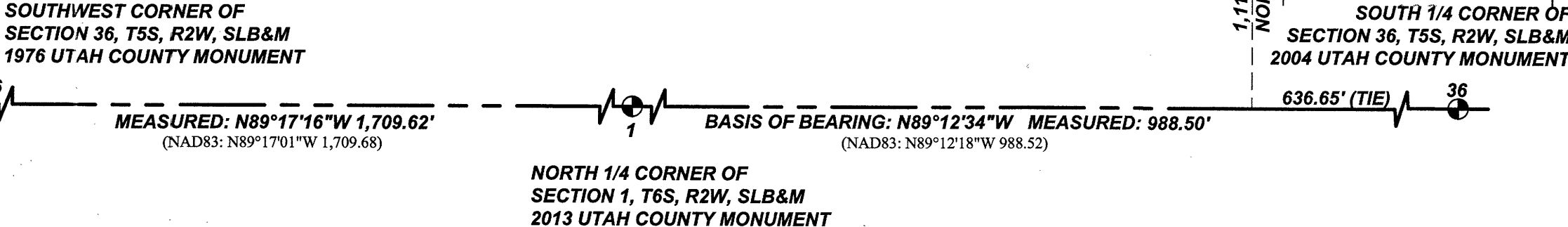
TOTAL ACREAGE:	6.43 ACRES
TOTAL ACREAGE IN LOTS:	4.82 ACRES
TOTAL ACREAGE IN ROW:	1.56 ACRES
TOTAL OPEN SPACE:	0.05 ACRES OR 2400 SQFT.
TOTAL IMPROVED OPEN SPACE:	0.05 ACRES OR 2400 SQFT.
AVERAGE LOT SIZE:	0.37 ACRES OR 16,135 SQFT.
LARGEST LOT SIZE:	0.39 ACRES OR 17,104 SQFT.
SMALLEST LOT SIZE:	0.32 ACRES OR 13,992 SQFT.
OVERALL DENSITY:	2.02 LOTS/ACRE
TOTAL NUMBER OF LOTS:	13 LOTS
TOTAL NUMBER OF PARCELS:	1 OPEN SPACE PARCEL

Curve Table

CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	15.00	90°12'15"	23.62	N44°31'12"W	21.25
C2	15.00	89°53'35"	23.53	N45°31'54"E	21.19
C3	15.00	90°09'16"	23.60	N44°29'43"W	21.24

Line Table

LINE	DIRECTION	LENGTH
L1	S89°34'21"E	20.00
L2	N00°25'39"E	120.00
L3	N89°34'21"W	20.00



NOTES:
1) #5 REBAR & CAP TO BE SET AT ALL REAR LOT CORNERS. NAIL OR LEAD PLUGS TO BE SET IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.
2) * STREET MONUMENT TO BE SET

DIRECT COMMUNICATIONS
Direct Communications Cedar Valley, LLC certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the Direct Communications Cedar Valley P.S.C. Utah No. 1 Tariff.
4/17/18
DATE

DOMINION ENERGY, INC.
Dominion Energy, Inc. approves this plat solely for the purposes of confirming that the plat contains public utility easements. Dominion Energy, Inc. may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations, or liabilities provided by law or equity. This approval does not constitute acceptance, approval, or acknowledgement of any terms contained in the plat, including those set forth in the owners dedication and the notes, and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion Energy, Inc. Right-of-way department at 1-800-366-8532.
Approved this 17th day of July, 2018.
By Don Newman
Title Pres. Const. Specialist

ROCKY MOUNTAIN POWER
1. Pursuant to Utah Code Ann § 54-3-27 this plat conveys to the owner(s) or operators of utility facilities a public utility easement along with all the rights and duties described therein.
2. Pursuant to Utah Code Ann § 17-2a-603(4)(c)(ii) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under
(1) A recorded easement or right-of-way
(2) The law applicable to prescriptive rights
(3) Title 54, Chapter 8a, Damage to Underground Utility Facilities, or
(4) Any other provision of law
8/17/18
DATE

SURVEYOR'S CERTIFICATE
I, Spencer W. Llewellyn, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 10516507 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owner(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, and have subdivided said tract of land into lots, blocks, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.
Spencer W. Llewellyn
Professional Land Surveyor
Certificate No. 10516507
7/9/18
Date

BOUNDARY DESCRIPTION
A portion of the SW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain, Utah, more particularly described as follows:
Beginning at the southwest corner of Lot 109, OVERLAND PHASE 1, according to the Official Plat thereof on file in the Office of the Utah County Recorder, said point is also on the North line of Lot 1, MIDVALLEY ROAD PHASE 1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder, located N89°12'34"W along the Section line 636.65 feet and North 1,116.41 feet from the South 1/4 Corner of Section 36, T5S, R2W, SLB&M; thence N89°34'21"W along said MIDVALLEY ROAD PHASE 1 Subdivision 486.40 feet; thence N00°25'39"E 120.00 feet; thence N89°34'21"W 16.27 feet; thence N00°25'39"E 51.00 feet; thence Northeastly along the arc of a non-agent curve to the left having a radius of 15.00 feet (radius bears N00°25'39"E) a distance of 23.52 feet through a central angle of 89°50'44" Chord: N45°30'17"E 21.18 feet; thence N00°34'55"E 396.10 feet; thence S89°34'21"E 478.52 feet to the northwest corner of Lot 112 of said OVERLAND PHASE 1; thence along said plat the following 4 (four) courses and distances: S00°35'06"W 411.06 feet; thence S00°25'39"W 51.00 feet; thence S89°34'21"E 9.20 feet; thence S00°25'39"W 120.00 feet to the point of beginning.
Contains: 6.43 acres +/-

OWNERS DEDICATION
THE UNDERSIGNED OWNER OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAS CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, PUBLIC ROADS, AND OPEN SPACE. THE STATE OF UTAH, THROUGH THE SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION ("SITLA"), DOES HEREBY DEDICATE AND CONVEY UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, TO EAGLE MOUNTAIN CITY, UTAH (THE "CITY"), ALL PARCELS OF LAND DEPICTED ON THIS PLAT AS PUBLIC ROADS AND OPEN SPACE (PARCEL A) FOR THE BENEFIT OF THE CITY AND THE PUBLIC, EXCEPTING AND RESERVING HOWEVER TO THE STATE OF UTAH THE ENTIRE INTEREST OF THE STATE OF UTAH IN THE MINERAL ESTATE, INCLUDING ALL COAL, OIL, AND GAS, AND OTHER MINERALS IN THE LANDS SO CONVEYED AND DEDICATED. SITLA DOES HEREBY DEDICATE TO EAGLE MOUNTAIN CITY, UTAH, PUBLIC UTILITY & DRAINAGE EASEMENTS ("P.U. & D.E.") DEPICTED ON THIS PLAT, FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF. ALL LOTS, PUBLIC ROADS, PARCELS AND EASEMENTS ARE AS NOTED OR SHOWN. LOTS WITHIN THE PROPERTY ARE SUBJECT TO THE MASTER DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR OVERLAND IN EAGLE MOUNTAIN, UTAH RECORDED APRIL 27TH, 2017, AS ENTS' NO. 40466-2017.
IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 16th DAY OF July, 2018.
THE STATE OF UTAH, ACTING THROUGH THE SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION
David Ure
DIRECTOR
APPROVED AS TO FORM:
SPECIAL ASSISTANT ATTORNEY GENERAL
Sean Reyes, UTAH ATTORNEY GENERAL
JOINDER AND CONSENT
THE UNDERSIGNED AS LESSEE OF THE REAL PROPERTY DESCRIBED ON THIS PLAT PURSUANT TO THE DEVELOPMENT LEASE NUMBER 1074 BETWEEN IVORY HOMES, LTD, A UTAH LIMITED PARTNERSHIP, AND THE STATE OF UTAH ACTING THROUGH THE SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION, HEREBY JOINS IN AND CONSENTS TO THE ABOVE CONVEYANCES AND DEDICATIONS
IVORY HOMES, LTD, A UTAH LIMITED PARTNERSHIP
PRINTED NAME OF OWNER: CLARK D. IVORY
AUTHORIZED SIGNATURE: [Signature]
STATE OF UTAH } S.S.
COUNTY OF SALT LAKE
ON THE 26th DAY OF July, 2018, PERSONALLY APPEARED BEFORE ME CLARK D. IVORY, WHO BEING BY ME DULY SWORN DID SAY THAT HE IS THE PRESIDENT OF IVORY HOMES, LTD, AND THE SIGNER OF THE ABOVE INSTRUMENT, WHO DULY ACKNOWLEDGED THAT HE EXECUTED THE SAME FOR THE USES AND PURPOSES STATED HEREIN.
MY COMMISSION EXPIRES: 01-26-2019
A NOTARY PUBLIC COMMISSIONED IN UTAH RESIDING IN SL COUNTY
MY COMMISSION No. #681328
Bryan F. Prince
PRINTED FULL NAME OF NOTARY
STATE OF UTAH ACKNOWLEDGEMENT
STATE OF UTAH } S.S.
COUNTY OF SALT LAKE
ON THE 16th DAY OF July, 2018, PERSONALLY APPEARED BEFORE ME David Ure, WHO BEING BY ME DULY SWORN DID SAY THAT HE IS THE DIRECTOR OF THE SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION OF THE STATE OF UTAH, AND THE SIGNER OF THE ABOVE INSTRUMENT, WHO DULY ACKNOWLEDGED THAT HE EXECUTED THE SAME FOR THE USES AND PURPOSES STATED HEREIN.
MY COMMISSION EXPIRES: 05/06/21
A NOTARY PUBLIC COMMISSIONED IN UTAH RESIDING IN Salt Lake County
MY COMMISSION No. 694764
Alana Russell Roe
PRINTED FULL NAME OF NOTARY
ACCEPTANCE BY LEGISLATIVE BODY
THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS 20 DAY OF August, 2018.
APPROVED BY MAYOR: [Signature]
APPROVED BY CITY ATTORNEY: [Signature]
APPROVED BY CITY ENGINEER: [Signature]
ATTEST BY CITY RECORDER: [Signature]
(SEE SEAL BELOW)
PHASE "A", PLAT OF OVERLAND SUBDIVISION
LOCATED IN THE SW 1/4 OF SECTION 36, T5S, R2W, SALT LAKE BASE & MERIDIAN, EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH
SCALE: 1"=60'
SURVEYOR'S SEAL: [Seal]
NOTARY PUBLIC SEAL: [Seal]
CITY-COUNTY ENGINEER SEAL: [Seal]
COUNTY RECORDER SEAL: [Seal]



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

Tuesday, July 16, 2019

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

SUBJECT: Lake View Estates phase "A" plat 2 out of warranty Bond Release

City Recorder:

The above referenced subdivision has completed the required one year maintenance period as required in their development agreement. After performing a walkthrough of this subdivision, I would recommend that the city accepts the subdivision as complete and release all bonds still held by the developer for this subdivision.

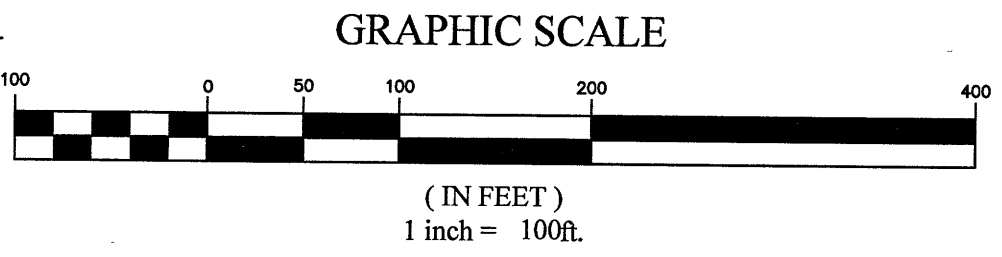
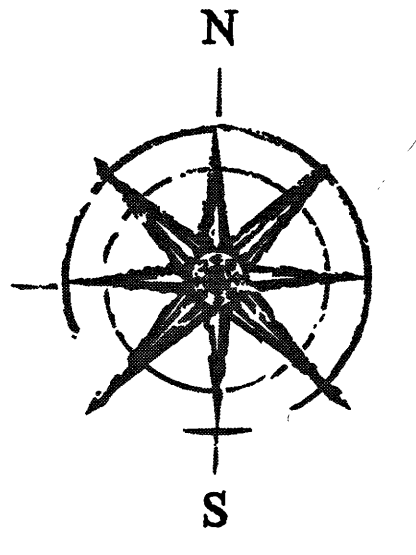
Please contact me should you have any comments, questions, or concerns. Thank you.

Sincerely,

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

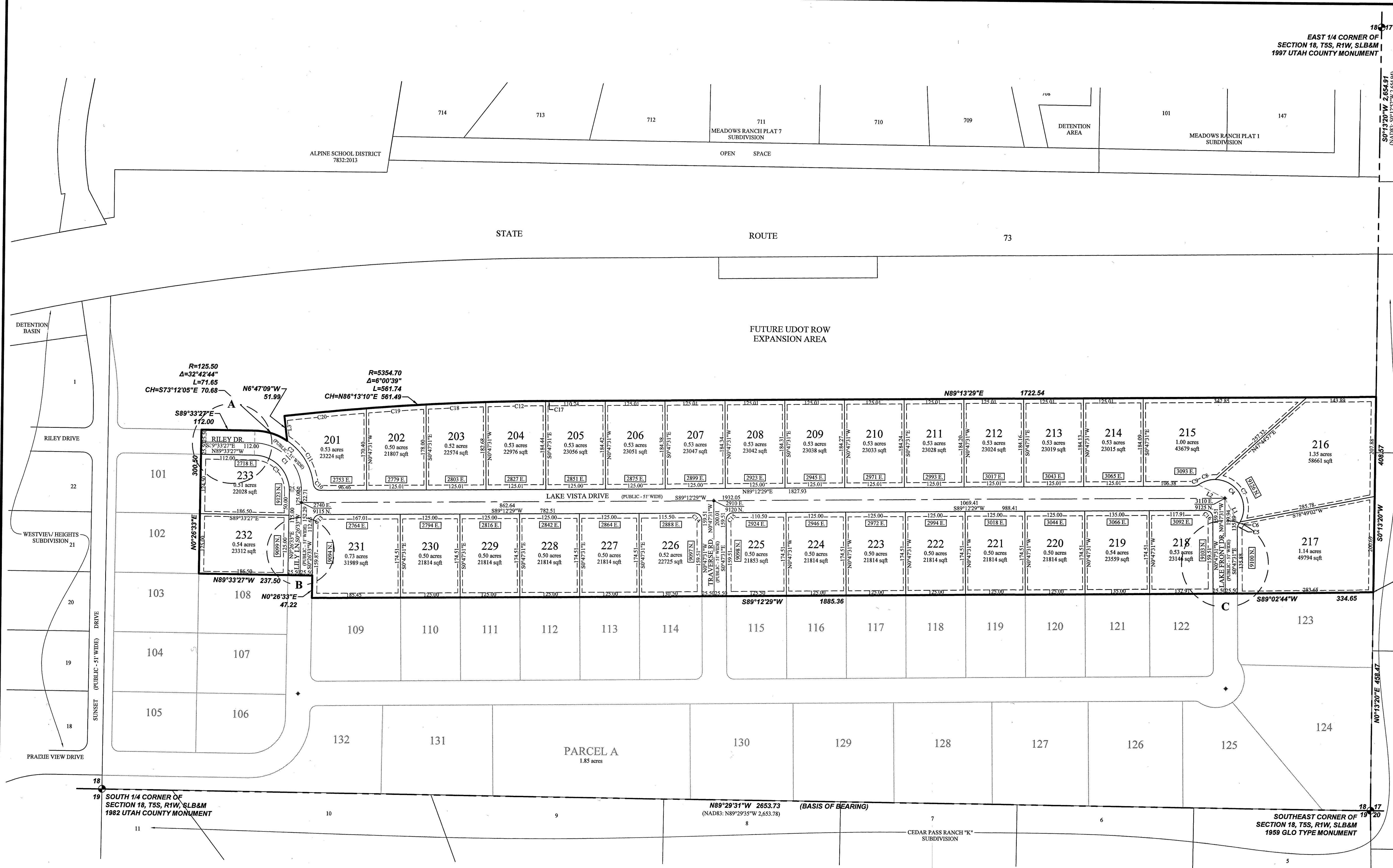
Cc: Fionnuala Kofoed, City Recorder

EAST 1/4 CORNER OF
SECTION 18, T5S, R1W, SLB&M
1997 UTAH COUNTY MONUMENT

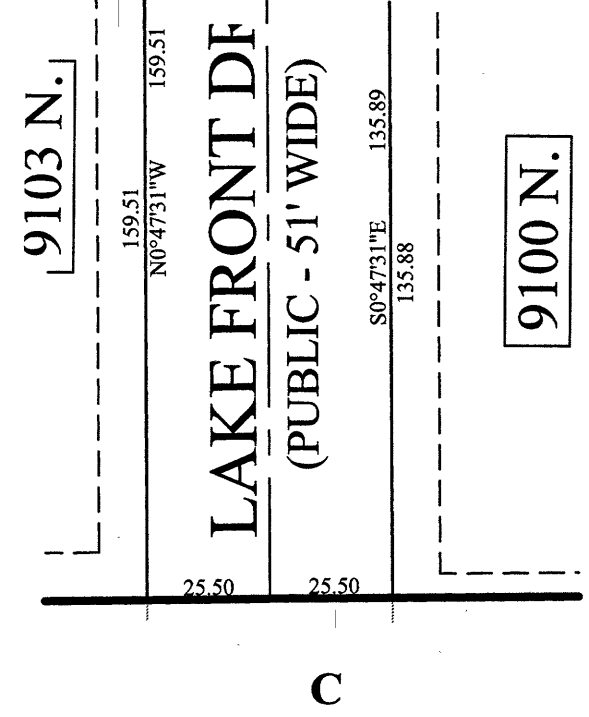
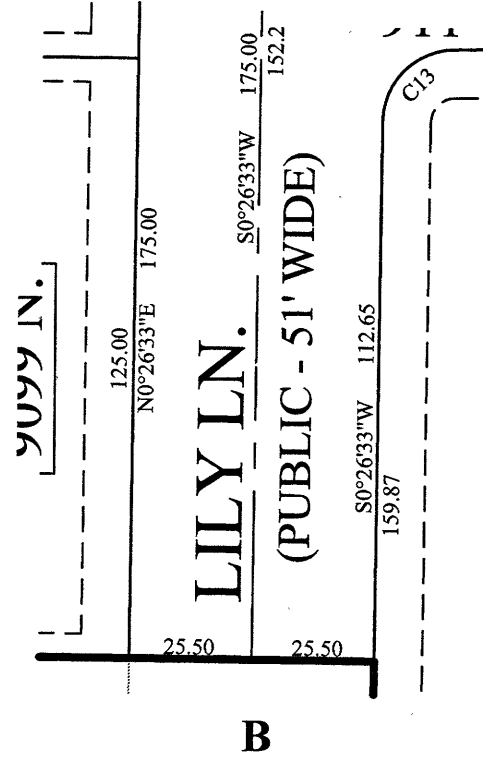
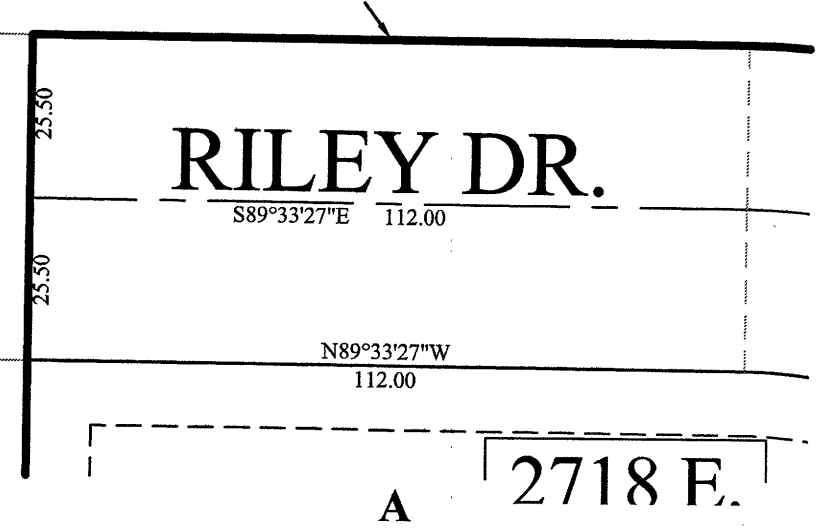


Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	100.00	90°00'00"	157.08	N44°33'27"W	141.42
C2	125.50	82°22'33"	180.44	N48°22'10"W	165.29
C3	74.50	90°00'00"	117.02	N44°33'27"W	105.36
C4	60.00	160°09'22"	167.71	N45°47'31"W	118.21
C5	15.00	35°04'41"	9.18	S16°44'49"W	9.04
C6	60.00	6°05'41"	6.38	S31°14'19"W	6.38
C7	60.00	118°29'22"	124.08	S31°03'12"E	103.12
C8	60.00	35°34'19"	37.25	N71°54'58"E	36.66
C9	15.00	35°04'41"	9.18	N71°40'09"E	9.04
C10	15.00	83°36'37"	21.89	S48°59'12"E	20.00
C11	125.50	49°39'50"	108.78	S32°09'48"E	105.41
C12	5354.70	1°20'16"	125.02	S88°24'12"W	125.02
C13	15.00	88°45'56"	23.24	S44°49'31"W	20.98
C14	15.00	90°00'00"	23.56	N45°47'31"W	21.21
C15	15.00	90°00'00"	23.56	S44°12'29"W	21.21
C16	15.00	90°00'00"	23.56	N45°47'31"W	21.21
C17	5354.70	0°09'10"	14.27	S89°08'55"W	14.27
C18	5354.70	1°20'19"	125.10	S87°03'55"W	125.09
C19	5354.70	1°20'24"	125.24	S85°43'33"W	125.24
C20	5354.70	1°50'30"	172.12	S84°08'06"W	172.11

Line Table		
LINE	DIRECTION	LENGTH
L1	N27°48'23"W	62.14
L2	N63°46'39"W	62.14
L3	N06°47'09"W	51.99



DETAILS - 1" = 20'



PREPARED BY

FOCUS
ENGINEERING AND SURVEYING, LLC
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SHEET 2 OF 2

15999 SHEET 2 OF 2

PHASE "A" PLAT 2
LAKE VIEW ESTATES
SUBDIVISION
EAGLE MOUNTAIN, UTAH COUNTY, UTAH
SCALE: 1"=100'

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	COUNTY RECORDER SEAL



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

July 16, 2019, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Colby Curtis, Benjamin Reaves, Donna Burnham, Melissa Clark, and Stephanie Gricius.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Steve Mumford, Community Development Director; Tayler Jensen, Planner; Aaron Sanborn, Economic Development Director; Chris Trusty, City Engineer; Mack Straw, Public Utilities Manager; Brad Hickman, Parks and Recreation Director; Linda Peterson, Communications Director; Zac Hilton, Streets and Storm Drain Manager; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

Mayor Westmoreland called the meeting to order at 4:10 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE - UFA

City Administrator Ifo Pili introduced Fire Chief Ross Fowlks. Chief Fowlks said when Unified Fire Authority began servicing Eagle Mountain City, the staffing was maintained with three full-time employees and three paid-call personnel per day. In July 2017, staffing was increased to three full-time personnel at each fire station. Each station has a large apparatus and an ambulance. Depending on the type of emergency call, they may have to move equipment from one vehicle to the other, which causes a slight delay. To improve this, Station 252 has two part-time paramedics on site from 9:00 a.m. to 9:00 p.m., which allows for faster response. Chief Fowlks stated he hopes that the paramedics' hours will be increased to twenty-four hours each day in the next year or two, depending on growth and budgeting.

2. AGENDA REVIEW

11. BOND RELEASES

11.E. SilverLake Plat 10

Councilmember Curtis confirmed with staff that the trail had been repaired in this development.

13. MINUTES

13.A. June 18, 2019 Minutes

Councilmember Clark asked if the ladder sign that was discussed at the June 18 meeting had been moved. Economic Development Director Aaron Sanborn said staff is working with the sign contractor to relocate a sign at Porters Crossing, as well as a sign in City Center. He stated this should happen by the end of July.

14. PRELIMINARY PLATS & SITE PLANS

14.A. Brylee Estates Phase B, Preliminary Plat & Site Plan

Councilmember Curtis asked if option number one is the staff recommendation for approval, and what option number two included. Community Development Director Steve Mumford explained the conditions included in option two were the Planning Commission's recommendations.

Planner Tayler Jensen said the Planning Commission asked the applicant to consider adding additional trails and to remove one of the sports courts. The applicant has not made those changes. Option one includes the original conditions of approval; option two includes the Planning Commission's recommendations.

Councilmember Curtis said the plan should include a variety of amenities, but questioned if the Council could require the changes proposed by the Planning Commission. Mr. Jensen explained that the original plan includes a variety of amenities, and stated that the Planning Commission asked the applicant to consider their suggestions, but did not require the changes.

The Council asked for clarification from City Recorder Fionnuala Kofoed regarding the consent agenda motion. Ms. Kofoed stated that as long as the Council makes their decision clear in the work session, the item can remain on the consent agenda. Mr. Mumford explained that option number two was to table the item to allow the applicant to implement the Planning Commission's recommendations.

Councilmember Curtis confirmed with the Council that option number one, excluding the Planning Commission's recommendations, is what the Council intends to approve.

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zone and Chapter 17.30 Residential Zone Bonus Density Entitlements.

Mr. Mumford explained the amendment removes the bonus density system from the Development Code and replaces the current residential zone with twelve zones. It includes a land use table that specifies permitted, conditional, special and prohibited uses by zone. Another table includes a majority of the residential standards by zone, including setbacks, building heights, lot sizes, open space requirements, units per building in multifamily zones, lot frontages, and dwelling size minimums. The amendment also includes generally applicable provisions.

Mr. Mumford said the amendment also implements principles and key initiatives listed in the City's General Plan. The General Plan contains six residential categories, and the proposed zones help implement the standards for the categories.

Rural Density One is intended for large lots that range from 2.5 to 5 acres with animal rights. The RR1-1 and RR1-2 zones will be permitted in this designation. Rural Density Two is intended for lots from 0.5 to 2.5 acres with semi-rural infrastructure. Zones RR2-1 and RR2-2 are intended for this designation. The FR zone is intended to meet the intent of the Foothill Residential designation.

There are three Neighborhood Residential designations in the General Plan. The following zones are intended for the Neighborhood Residential One category: R1, which allows for single-family detached homes on a minimum lot size of ¼-acre and an average of 1/3-acre lots; R2, which allows a minimum lot size of 8,000 square feet and an average lot size of ¼-acre; and R3, which allows a minimum lot size of 6,500 square feet and an average lot size of 8,500 square feet. The average lot sizes are calculated using the actual square footage of every lot in the project; it does not take roads or open space into account.

Neighborhood Residential Two will contain the RC and MF1 zones. RC's intended use is small lot, single-family detached homes. The minimum lot size is 4,500 square feet and the required average lot size is 6,000 square feet. MF1 allows for single-family detached homes with common open space and multifamily projects with two to four units per building.

Neighborhood Residential Three will contain MF2 and MF3 zones. MF2 allows four to six units per building, and MF3 allows up to 24 units per building. The Planning Commission recommended 18 units per building in the MF3 zone, but staff increased that to 24 based on research. An example of that is the Aldara Apartments in Saratoga Springs.

Councilmember Clark asked what the highest number of units per building currently exists in the City. Mr. Mumford said the highest number of units per building is twelve. He said staff can draft a transit-oriented zone with higher density, as well as an updated commercial zone structure once the residential amendment is completed. Councilmember Curtis asked that a transit-oriented zone contain proximity limitations.

Councilmember Curtis expressed concern that SilverLake is designated Neighborhood Residential Three and could potentially have twenty-four units per building. Mr. Mumford clarified that SilverLake is designated Neighborhood Residential Two.

Mr. Mumford explained that benefits of higher units per building are a greater distribution of number of bedrooms and unit types, and stated that if units can be increased vertically, more open space is available in the project.

Mr. Mumford said most of the Planning Commission's recommendations were implemented in the current draft. Councilmember Clark asked for the reasoning behind the hot tub requirement. Mr. Mumford said the Commissioners felt that if a pool is required in a multifamily project, a hot tub should be required as well.

Mr. Mumford explained the required open space is determined by lot size. The requirement decreases as lot sizes increase, and open space in multifamily projects are based upon number of bedrooms. The parking and garage dimensions were discussed during multiple Planning Commission meetings and the Commissioners determined that the width of the garages should be increased from twenty to twenty-two feet to allow for usable space for parking vehicles.

Mr. Mumford said staff was concerned that large lots in a power corridor or with a wash or hillside could contain large unbuildable areas. He stated the requirement that 75% of the square footage of lots in the RR1-1, RR1-2, and RR2-1 zones be buildable is likely too high.

Regarding rural infrastructure, the approval authority may exempt projects in RR1-1, RR1-2, and RR2-1 from curb, gutter, and streetlights. The Planning Commission recommended that streetlights be required on all arterial and collector roads, and that exemptions not be allowed for sidewalks and trails.

Mr. Mumford said minimum architectural standards were discussed at many Planning Commission meetings, as well. The Commissioners recommend that at least three exterior materials are required for residential buildings, no full stucco facades on road-facing elevations, vinyl and aluminum siding be prohibited, and a minimum of five elevation schemes be required from builders for a subdivision. Councilmembers Curtis and Burnham requested these items be discussed in detail during the policy session.

The clubhouse size requirement was increased from 1,200 square feet to 1,500 square feet. Alternatives may be considered if comparable or equivalent in cost and benefit. The increased clubhouse size allows for a more useful facility for residents. Councilmember Clark asked if the leasing office space or business operation space will be included in the minimum square footage of the clubhouse. Mr. Mumford said leasing offices are specifically excluded from the square footage calculation.

Mr. Mumford explained pools in multifamily projects must be a minimum of 1,000 square feet and at least four square feet per unit. The Planning Commission requested a maximum limit of 2,000 square feet and discussed the option of one pool for every 100 units. This is due to the possibility of one pool serving more units than is feasible. Councilmember Clark expressed concern that the limit may hinder a developer from providing a larger, nicer facility.

Discussion ensued regarding possible language to meet the Planning Commission's intent without limiting larger pools.

Mr. Mumford said the Planning Commission removed one-bedroom units from the multifamily zones, but staff added it back in after researching the issue and limited them to 25% of the project. One-bedroom units provide an affordable housing option alternative to basement accessory apartments; no other city prohibits them that staff could find. Councilmember Gricius stated the standard limit for one-bedroom units is 35% and asked why staff determined 25% was the limit to implement. Mr. Mumford explained that was to address the Planning Commission's concern; research determined projects contain between 35% and 65% of one-bedroom units, so

staff decided to limit them more than the standard, as the Planning Commission wanted them prohibited.

Councilmember Curtis expressed concern that one-bedroom units will utilize the finite resource of building permits. He stated residents cannot move up within the City and said each one-bedroom unit permit removes the possibility of an additional move-up home. Councilmember Burnham stated housing costs are high and the City needs affordable options.

Mr. Mumford said the City does not currently restrict the number of bedrooms. The amendment includes minimum sizes for two- and three-bedroom units, so the discussion was held regarding one-bedroom units.

Discussion ensued regarding the market for one-bedroom units and future growth.

Mr. Mumford explained that setbacks were increased from five feet on each side to eight feet. This also increased the lot frontages, based on lot size. The increase in lot frontages is to allow for three-car garages. Councilmember Curtis asked that the lot frontage include a ratio or a required average lot frontage.

The proposal allows accessory apartments above detached garages on lots greater than ½ acre. Mr. Mumford asked the Council if they should be allowed on lots over 8,000 square feet. Basement accessory apartments are currently allowed on any size lot, as long as standards such as an additional off-street parking stall are available.

Discussion ensued regarding current basement accessory apartments and the total number that are legally permitted. Mr. Mumford explained that accessory structures must be permitted and can be enforced as the structure is visible, where a basement apartment is not.

Councilmember Clark said there are many issues to consider regarding accessory apartments over detached garages such as setbacks, parking availability, and permitting. Councilmember Burnham said it is currently regulated in Development Code, and setbacks are typically five feet. Mr. Mumford said that the permitting process will regulate the accessory structures. He said the City allows structures up to 800 square feet, or 35% of the main dwelling square footage; there are no minimum limits. There is also a limit of 50% of the main dwelling footprint allowed for accessory structures.

Mr. Mumford showed comparisons for current subdivisions and how they meet current Development Code and how they would meet the proposed amendment. The smallest lots in the Ash Point subdivision are 4,400 square feet, which would not be permitted in the RC zone. The frontages are currently 45 feet; footages in the RC zone are required to be 58 feet. The smallest lots in the Ruby Valley subdivision conform to the R2 zone requirements, and the subdivision contains lot frontages of 60 feet, although most frontages are over 80 feet; the frontage requirement in the R2 zone is 85 feet. Eagle Park and Castle Rock meet the R2 zone minimum lot size requirement and are slightly below the required average lot size and lot frontage.

Councilmember Curtis suggested a percentage be in place for lot frontages in order to avoid all lot frontages being the minimum length allowed, or allow variances. Mr. Mumford said the best practice is to have the requirement listed in Development Code and not allow variances.

Mr. Mumford showed garage layouts with vehicles parked inside using floor plans that are currently being built in the City. Councilmember Curtis stated his preference to require longer garages instead of wider garages. Councilmember Gricius explained if the intent is to provide off-street parking, longer driveways should be required, not larger garages.

Councilmember Curtis expressed concern that trucks will not fit in the current required garage size. Councilmember Burnham said it is not the role of the Council to ensure residents' vehicles fit in the garage of the home they purchase. Councilmember Clark stated expanding garages by two feet will not solve the current concerns.

15.B. [ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 16.35.080 Street Trees and Chapter 17.60.140 Clear Vision Triangle.](#)

Mr. Jensen explained that the amendment clarifies approval processes for required street trees; defines what trees are allowed within certain park strips and rights-of-way; clarifies tree spacing including spacing from utilities, traffic control signs, and intersections; defines approved trees; and clarifies spacing, for safety, for non-required trees. He said the proposal also includes a recommended change from the Planning Commission to increase the clearance height over roads and parking areas from twelve to fourteen feet.

Councilmember Clark said she understands the Planning Commission's desire to increase the clearance, but stated it can be difficult to trim trees up to eight feet, and increasing the height to fourteen may be difficult. Councilmember Curtis stated that a ladder is required to trim up to twelve feet, and an additional two feet may not be much more work.

Parks and Recreation Director Brad Hickman explained the size of the park strip will determine the height of the tree, so smaller trees will be located in residential areas. The amendment is more specific to major roadways, as trees are required on collector and arterial roads. The updated requirements will help mitigate issues that the City is currently seeing. If a resident chooses to install street trees on a residential roadway, they are required to meet the amendment.

Councilmember Curtis expressed concern that residents may cut off all tree branches that hang over roadways. Mayor Westmoreland stated the City can create an instructional video showing best practices for trimming trees.

Councilmember Gricius asked if the amendment can be split into two sections: one for major roadways and one for residential roadways. Mr. Hickman explained that they attempted to write the amendment specific to major roadways. The residential component is that if residents choose to install a street tree that is not required, they should meet the requirements listed in the Development Code. Trees can be pruned during early development to encourage vertical growth to allow for the required clearances.

Councilmember Burnham stated the clearance requirement is in place for safety and will help mitigate issues that are occurring with street trees in Eagle Park.

Councilmember Clark stated she agrees with the fourteen foot clearance requirement, as branches lower than that will impede traffic.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. The meeting was adjourned at 6:06 p.m.

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Colby Curtis, Benjamin Reaves, Donna Burnham, Melissa Clark, and Stephanie Gricius.

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Steve Mumford, Community Development Director; Aaron Sanborn, Economic Development Director; Chris Trusty, City Engineer; Brad Hickman, Parks and Recreation Director; Linda Peterson, Communications Director; Zac Hilton, Streets and Storm Drain Manager; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

4. CALL TO ORDER

Mayor Tom Westmoreland called the meeting to order at 7:23 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Gricius led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

None.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:26 p.m. As there were no comments, he closed public comment.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Curtis

Councilmember Curtis thanked and welcomed those in attendance.

Councilmember Burnham

Councilmember Burnham welcomed those in attendance.

Councilmember Reaves

Councilmember Reaves welcomed those in attendance.

Councilmember Clark

Councilmember Clark welcomed those in attendance and said she received her HAM radio license after taking a training at City Hall. Another training class will be held in September.

Councilmember Gricius

Councilmember Gricius welcomed those in attendance.

Mayor Westmoreland

Mayor Westmoreland explained that he had recently signed a petition as a personal decision. Signing the petition was not done in an official capacity and did not reflect the City's position on the matter. It was not his intent was not to defame anyone or undermine any process, and he will offer more information regarding the petition in the future.

9. APPOINTMENTS

9.A. Senior Council Advisory Board - Charlene Diehl

MOTION: *Councilmember Clark moved to appoint Charlene Diehl to the Senior Council Advisory Board, completing a three-year term, ending December 2021. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

CONSENT AGENDA

10. BID AWARD

10.A. 2019 Pony Express Parkway Micro Surface Project

11. BOND RELEASES

11.A. Harmony Phase A, Plat 11

11.B. Dublin Farms

11.C. Scenic Mountain Phase A, Plat 1

11.D. Scenic Mountain Phase A, Plat 2

11.E. SilverLake Plat 10

12. CHANGE ORDER

12.A. 2018 Traffic Signal Installation

13. MINUTES

13.A. June 18, 2019 Minutes

14. PRELIMINARY PLATS & SITE PLANS

14.A. Brylee Estates Phase B, Preliminary Plat & Site Plan

MOTION: *Councilmember Curtis moved to approve the consent agenda with the understanding that the approval for item 14.A. is for option number one. Councilmember Burnham seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

Brylee Estates Option 1, conditions of approval:

- 1) Buildings shall be separated by 20 feet.
- 2) Town-home elevations shall comply with Chapter 17.72 Multifamily Design Standards.
- 3) Retention shall either be underground or else the project shall be redesigned so the sport court is not placed in a retention pond.
- 4) Elevations for the clubhouse shall be submitted and the clubhouse shall comply with 17.30.090.
- 5) Any additional conditions the CC feels are appropriate.

SCHEDULED ITEMS

15. ORDINANCES/PUBLIC HEARINGS

15.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zone and Chapter 17.30 Residential Zone Bonus Density Entitlements.

This item was discussed after item 15.B.

Mr. Mumford said the proposal removes the bonus density chapter and replaces the current residential zone chapter. It includes twelve residential zones intended to implement principles and key initiatives in the City's General Plan. It includes a land use table, a table containing a majority of the residential development standards by zone, and includes generally applicable provisions.

There are six residential land uses in the General Plan. Staff has implemented the intended land uses in the proposed zones. When a developer rezones land, they will be able to propose a zone

that fits within the designated land use. Mr. Mumford explained the different zones permitted within each land use.

The land use table includes permitted, conditional, special and prohibited uses by zone. The residential development standards table condenses many requirements into a single table, instead of including the information in a large document.

The Planning Commission reviewed the draft several times and have recommended approval of the amendment with conditions that staff has worked to implement.

Regarding buildable land, Mr. Mumford stated requiring 75% of the lot square footage to be buildable is too high for larger lots. He said frontages should be addressed and stated Evans Ranch is an example of a good development that would not meet the proposed frontage standards; flexibility may need to be added to allow for similar developments.

Mayor Westmoreland opened the public hearing at 8:22 p.m.

Deann Huish with the Utah Valley Homebuilders Association expressed concerns regarding the cash escrow requirement, the required front and side landscaping before a certificate of occupancy is granted, and the garage and architectural standards. She said the setbacks are not excessive and asked the Council to consider items such as off-street parking for accessory structures, instead of size.

Jacinda Montano spoke against high density and allowing multifamily projects to contain buildings with up to twenty-four units.

Mare Burningham expressed concern that the vision of the City is being directed by developers and stated the intent should be to remain a rural area.

Councilmember Gricius asked staff if developers will be required to rezone property in order to build multifamily projects. Mr. Mumford said multifamily projects will require a rezone, which is a legislative decision that provides leeway to the Council.

Mayor Westmoreland closed the public hearing at 8:38 p.m.

Mr. Mumford clarified that current zoning does not limit number of units per building, as long as the project is at or under the project's density limit. The proposed Development Code simply puts a cap on the number of units per building, versus units per acre.

Councilmember Burnham said the State is attempting to mandate affordable housing, and it helps the City if a plan is in place that allows affordable housing while allowing the City to dictate requirements for the developments.

Councilmember Gricius said a transit-oriented residential zone can require high density multifamily projects to be located within certain distances to transportation, industrial projects, commercial developments, or other uses.

Councilmember Clark said the highest density project currently located in the City has twelve units per building and expressed concern that the proposed limit is double that which currently exists.

Councilmember Reaves agreed that twenty-four units is too high for a single multifamily building, but said the City should not put restrictions on what types of people can locate here. He stated the City needs to plan for what is going to come in the future.

Mr. Mumford confirmed that the Council would like to limit the multifamily units to twelve per building. One option to increase the number of units per building is to create proximity requirements; another option is to create a new zone that allows more units per building.

Councilmember Gricius stated she generally prefers campus-style multifamily projects. She likes the additional open space that can be provided when the buildings contain more units vertically. She can see MF3 as the transition zone to a transit-oriented residential zone. She clarified that creating a zone does not vest any developer with any rights.

Councilmember Clark recommended the Council wait to create additional zones until they are needed. She stated the City currently meets more than the required criteria regarding affordable housing; the Council should not rush to create a zone based on fear of potential issues that may arise due to the State's mandate for affordable housing.

Councilmember Gricius clarified that her desire for this discussion is not related to fear of the State's mandate. There has to be a place in the City for affordable housing. She also stated that creating a high-density zone will not vest any property with rights; developers will need to apply to the Council to rezone property for high-density projects.

Councilmember Curtis stated the current Council has not approved any new condominium or apartment projects. He expressed dislike for the flattop condominium-style buildings and said they do not fit the vision of the City.

Councilmember Reaves asked if the City can wait to research a high-density zone until infrastructure and amenities are in place.

Councilmember Burnham said MF1 and MF2 are very similar and may need to be combined into one zone, and change MF3 to a zone that allows seven to twelve units per building. An additional zone can be added with very stringent requirements for higher density such as proximity to transit, entertainment, employment centers, and industrial areas.

Councilmember Clark cautioned allowing density in areas where the City will not be able to provide transportation, infrastructure or other services. She said the City does not need to plan for every eventuality; the Development Code can be adjusted as needed.

Mr. Mumford confirmed the Council would like to combine MF1 and MF2 and create a new zone allowing eight to twelve units per building. An additional higher density zone can be added in the future after staff researches potential proximity requirements.

Regarding changes to architectural standards, Councilmember Gricius spoke against requiring three building materials.

Councilmember Curtis said the Development Code currently requires two building materials and adding an additional requirement for building materials would not raise home prices significantly.

Councilmember Burnham stated her concern is not a possible increase to home prices; residents should be able to build their homes with any valid building material. It is not the Council's place to legislate building material preferences.

Mr. Mumford explained some subdivisions have master development agreements that require additional building materials. The Development Code requires homes to consist of at least 75% masonry materials, such as stucco. A home that is 100% stucco would meet existing Development Code requirements.

Councilmember Clark said the purpose of zoning is to protect property and property values of individual homeowners and of neighbors. A home that is 100% stucco does not lower property values.

Councilmember Curtis stated if the City does not set minimum requirements, developments will not have creativity and developers will use the cheapest building materials possible. His concern is variation, not the number or types of materials; examples of this are the Ivory homes that are 100% stucco with no variation on the back sides. He suggested offering options such as color variation to break up the monotony of homes within projects, instead of requiring three building materials.

Councilmember Clark stated that the homes Councilmember Curtis described have been purchased; the market allowed those homes to be built and sold.

Councilmember Gricius stated a home on a corner lot should also contain variation on the road-facing facade, similar to the front of the home.

Mayor Westmoreland asked the Council for their opinions on allowing one-bedroom units. Councilmember Clark said that there is not a restriction on one-bedroom units at this time. She stated she would prefer to allow one-bedroom units within a certain zone and limit the total number allowed within projects.

Discussion ensued regarding one-bedroom homes and potential effects on adjacent property values.

Councilmember Curtis said he would be comfortable with allowing one-bedroom units, as long as it is limited to a certain percentage of the project.

Mr. Cook expressed concern that limiting one-bedroom units may also limit senior living facilities or retirement communities. Mr. Mumford said assisted living facilities are special uses in the proposed amendment.

Councilmember Burnham explained the market will dictate how many one-bedroom units are developed in the City. Councilmember Curtis stated allowing accessory dwellings over detached garage structures is a more natural progression over centrally-managed apartment buildings.

Regarding garage sizes, Councilmember Reaves said it is the Council's job to set a standard for garages that accommodate two vehicles. Councilmember Burnham said standard cars will fit in twenty-foot by twenty-foot garages; if a resident purchases a large truck, they will need to understand that it may not fit in a garage. Councilmember Curtis said it is a bait and switch by developers because residents will not know that a truck does not fit until they attempt to park in the garage after they purchase a home.

Councilmember Clark said increasing the required length of driveways is a vastly less expensive option than requiring larger garages, if off-street parking is the concern.

Councilmember Gricius explained standard parking stalls are eighteen feet deep and nine feet wide; the current City standard for two-car garages is twenty feet deep and twenty feet wide, which is larger than two standard parking stalls. She stated she is not willing to expand the garage size, but is willing to look into lengthening the driveway requirement.

Councilmember Clark asked for the reasoning behind requiring minimum dwelling sizes. Mr. Mumford explained the minimum dwelling size is in place to protect property values. Councilmember Burnham said she has concerns setting required size for homes; a resident may want to build a small one-story home with no basement, and would not be able to do so.

Councilmember Curtis asked if the purpose of the limit is similar to transitioning, to avoid small homes adjacent to large homes, and said he did not feel strongly about the limit.

Mayor Westmoreland stated the ordinance will be tabled and asked the Council for any additional comments.

Councilmember Clark said the 75% buildable land restriction could potentially restrict accessory structures such as barns, but stated there are areas in the City that are physically unbuildable. Councilmember Burnham stated a building envelope should be required showing the main dwelling structure and any accessory structures, such as barns.

Councilmember Curtis asked how the draft ordinance can contain language that prohibits skinny, deep lots. Councilmember Burnham said some people prefer deep back yards, versus long frontages.

Councilmember Burnham asked if the Council would approve of detached accessory structures on lots that are at least 8,000 square feet instead of requiring the lots be ½-acre lots. The Councilmembers stated their approval of that change.

Councilmember Curtis said 60% of the lots in the City are within the RC zone; he expressed concerns regarding flooding in lots that are 4,500 square feet, and asked that the minimum lot size be increased to 5,500 square feet, and allow MF1 to contain lots 4,500 square feet or more. Councilmember Clark stated she would prefer to have the City Engineer set drainage requirements. Councilmember Gricius stated she prefers to keep the draft as is, as the RC zone allows for detached homes.

MOTION: *Councilmember Burnham moved to table an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zone and Chapter 17.30 Residential Zone Bonus Density Entitlements. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

15.B. [ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 16.35.080 Street Trees and Chapter 17.60.140 Clear Vision Triangle.](#)

This item was discussed after the consent agenda.

Parks and Recreation Director Brad Hickman explained the amendment creates an approval process for trees along collector and arterial roadways. It clarifies distances from other trees and structures, and lists permitted trees that can be placed in park strips of specific widths. He stated the International Society of Arboriculture recommended clearance is fourteen feet over streets and eight feet over sidewalks. Larger roadways typically have larger park strips, which allows for larger trees. As long as trees are pruned correctly once they are planted, existing concerns with trees will be negated.

Councilmember Clark stated the recommended clearance heights allows for large trucks on roadways and for pedestrians to safely walk along sidewalks.

Councilmember Gricius asked for clarification on the tree escrow process. She asked if a resident were to accidentally kill a tree within the first year, if the escrow funds would be used for replacement. Mr. Hickman explained that the City only requires street trees along arterial and collector roads, and if a developer chooses to install street trees in a park strip along a residential road, the bond is in place to replace the tree. In that instance, the developer would be responsible to replace the tree.

Councilmember Burnham asked if developers will be required to install irrigation on private properties. Mr. Hickman said the areas along arterial and collector roads will have landscaped area that is deeded to the City. Mr. Mumford explained that the City does not allow homes to front on arterial or collector roads; most of these situations will have land deeded to the City. For example, Pony Express Parkway and Ranches Parkway have open space deeded to the City.

Councilmember Burnham asked if arterial road street trees die within the first year while the City is maintaining the trees, will the developer be responsible for replacement. She also stated she does not want to discourage additional trees in the City and expressed concern that the \$600 escrow amount will discourage developers from planting trees. Mr. Hickman stated that as long as approved, non-defective trees are planted correctly, they will survive the initial year.

Discussion ensued regarding requiring developers to replace trees that died due to circumstances out of their control.

Mr. Hickman said the intent of the ordinance is to address issues related to trees in park strips on major roadways. Staff drafted it with their best intentions and with much research and discussion. He stated this draft is a good starting point and will likely need future discussion and amendments.

Councilmember Clark asked the Council if they would approve the amendment without the escrow requirement. Councilmember Curtis stated he would like to remove any language that will discourage additional trees from being planted in the City. Councilmember Burnham stated she would be comfortable removing section C. Councilmember Gricius expressed concern that developers would be responsible for trees that are not under their care.

City Attorney Jeremy Cook clarified that section C relates to required street trees along arterial and collector roads and would require the escrow, but the optional trees in residential areas will not require the escrow. He said the bond language warranties against defective trees or trees that are planted improperly, and said they can add language defining defective trees.

City Recorder Fionnuala Kofoed asked if the escrow is a requirement prior to recording. Mr. Hickman said the intent is if the developer chooses to plant trees, the escrow would be required at the time of recording.

Councilmember Clark asked staff if the escrow requirement could be removed. Mr. Hickman said the amendment would still function without the escrow. The intent is to secure the commitment from developers and ensure that required trees will be planted. Councilmember Burnham said that since the escrow is only needed for required street trees, it would not cover residential trees that were promised by the developer but not planted.

Mr. Hickman said the residential component was added to help monitor and guide tree planting in residential park strips. The City wants to avoid trees that will damage infrastructure. He explained staff feels this draft is one that does not discourage trees but still offers guidance to protect the City from issues that are occurring now because of trees located in inappropriate locations.

Mr. Cook stated the intent was to regulate trees along major roadways; the Council can remove the escrow portion of the amendment and that section can be brought back to a future meeting.

Ms. Kofoed requested that the amendment states whether the escrow will be collected at recording or at the time of the building permit. She asked if the escrow requirement could be included in notice of decision.

Mr. Hickman said the best process moving forward is to remove the escrow language from the draft and staff will work on drafting different language regarding residential guidelines and the escrow process.

Mayor Westmoreland opened the public hearing at 7:59 p.m. As there were no comments, he closed the hearing.

Councilmember Reaves said he does not have concerns regarding the escrow, as the City currently requires bonds for parks and open space.

Councilmember Curtis said the City wants to encourage trees along major roadways. With that goal in mind, the draft appears to add roadblocks to that vision. He said residents often times plant trees in park strips without referencing the City's Development Code or approved list of trees. A future draft could include pictures of approved trees and examples of the spacing guidelines.

Councilmember Burnham suggested that language be added that requires developers to replace trees that die due to poor planting or defective trees, instead of requiring an escrow.

Councilmember Gricius expressed concerns that the developers' funds are used to replace trees that die, regardless of the reason.

Discussion ensued regarding residential trees damaging sidewalks and determining responsibility for infrastructure repair. Mr. Mumford said the responsibility of residents maintaining trees has been excluded at this time. The intent of this amendment regarding residential trees is to offer a list of approved trees and spacing guidelines in order to avoid future infrastructure damage due to improper trees or improper planting.

Councilmember Curtis stated he would approve the amendment with the escrow portion removed, or is willing to table the item to allow staff to bring back another draft of the amendment. He said if landscape bonds are required for a development, trees could be included in those bonds.

MOTION: *Councilmember Gricius moved to table an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code, Chapter 16.35.080 Street Trees and Chapter 17.60.140 Clear Vision Triangle until staff has had sufficient time to implement changes based on guidance the Council has given. Councilmember Curtis seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

16. CITY COUNCIL/MAYOR'S BUSINESS

None.

17. CITY COUNCIL BOARD LIAISON REPORTS

None.

18. COMMUNICATION ITEMS

18.A. Upcoming Agenda Items

18.B. Financial Report

19. ADJOURNMENT

MOTION: *Councilmember Gricius moved to adjourn the meeting at 9:43 p.m. Councilmember Curtis seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

Approved by the City Council on August 6, 2019.

Fionnuala B. Kofoed, MMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
AUGUST 6, 2019**

TITLE:	Carson Commercial Corner Master Site Plan.
ITEM TYPE:	Master Site Plan
APPLICANT:	Dan Ford/Larry Carson

ACTION ITEM:

Yes

PUBLIC HEARING:

No

REQUIRED FINDINGS:

Master Site plans (17.100.040) address the following items:

Land use - For this site plan the land use will be commercial. A variety of uses is allowed under the commercial code (17.38.030&040).

Open space - There is no open space required for this master site plan. There will be landscaped areas required for each lot as future development is submitted.

Architectural guidelines - No architectural guidelines are proposed with this application. The Eagle Vision site plan is a part of this commercial area. Any future submittals will need to be similar and compatible with those approved elevations. This requirement will be fulfilled with each individual site plan submitted. As future site plans are submitted they will be required to all have compatible design standards.

Buildable square footage - the proposed building footprints are shown on this plan. The buildable area may vary as future development is submitted.

Parking requirements - This plan shows the parking for the development located in the rear of each individual lot; this complies with the Municipal Code. The specific number of parking stalls will be decided as the lots are developed.

BACKGROUND:

The proposed master site plan is for a 6.84-acre commercial property located on the southeast corner of the intersection of Porters Crossing and Pony Express Parkway. This proposal is for a Master Site Plan which also acts as a Preliminary Plat. City Code 17.100.040 (D) states:

"Master Site Plans Serving as Preliminary Plat. The preliminary plat process described in Chapter 16.20 EMMC may not be required if a master site plan, while going through the initial approval process, complies with the following criteria:

1. A preliminary arrangement of larger blocks of land – later to be subdivided during the final plat process – is included.
2. All required utilities, storm drainage, landscaping, access and circulation requirements, and other aspects of the eventually built-out project are addressed sufficiently with the master site plan.
3. The city is not responsible if, over time, the project is unable to service a possible user due to undersized utilities, roadways, or other infrastructure. If upgrades to such facilities are necessary, they will be borne solely by the applicant."

It is the intent of this application to also act as the preliminary plat. The proposal addresses the overall site. Future development for this project will require each individual lot to submit a site plan application and follow the site plan application process for approval.

The Planning Commission recommended approval of the Master Site Plan and Preliminary Plat with the following conditions:

1. The developer shall install street lights; and
2. The applicant shall work with the City Council to add an additional right-turn lane, if access point number five is approved.

ITEMS FOR CONSIDERATION:

This item came before the Planning Commission on May 28, 2019. There were comments during the public hearing. The item was tabled because of a discrepancy in the traffic study. Since that meeting the applicant has provided an updated traffic summary. There was also discussion on the access onto

Access and Circulation - There are 4 separate accesses to the project. The site plan shows 3 accesses off of Pony Express Pkwy. These accesses will need to align with the development to the north. The access off of Bridleway Dr needs to be moved further east and away from the intersection of Porters Crossing and Bridleway. There is adequate circulation within the project; this will also be addressed specifically with each individual application. Phasing and timing of improvements - Major off site improvements have been installed there is access to all wet and dry utilities. Each individual lot will be responsible for its own hook-ups to utilities. Project monument sign locations - this project would be allowed one combined monument sign structure per street frontage (17.80.070(B)). As businesses come in, each business will be allowed to have its own individual signage. Storm drainage and all preliminary calculations for infrastructure improvements - All have been installed with the completed Pony Express Pkwy road project. Traffic impact study - Included in your packet There are no mitigations required.

PREPARED BY:
Michael Hadley, Planning

Bridleway Dr. The Planning d

Department has received a number of emails concerned with the access onto Bridleway Dr. The item was again on the Planning Commission meeting on July 9th and was recommended for approval. Some items to consider with the access

1. Reduce the improved open space and entrance to Oak Hollow subdivision.
2. The mailboxes for Oak Hollow are across from the entrance.
3. Will increase traffic during peak hours by a total of 5 vehicles per traffic study.
4. Traffic study does recommend the access onto Bridleway Rd. it also recommends moving the mailboxes across from the access.
5. It will provide better access/better flow for properties that are going south of commercial development.

RECOMMENDATION:

Staff Recommends the following motions:

I move that the Eagle Mountain City Council approve the Master Site Plan and Preliminary Plat for the Carson Commercial Corner with no conditions

I move that the Eagle Mountain City Council approve the Carson Commercial Corner Master Site Plan and Preliminary Plat with the following conditions:

1. Street lights will need to be installed by developer.
2. The developer shall widen Bridleway road at the entrance to Oak Hollow development and install a right hand turn lane at the intersection.
3. Any conditions the City Council deems appropriate.

Attachments:

[Pony Express Parkway](#)

[Pony Express at Porters Crossing TIS - 2019.06.17](#)

[Eagle Vision Colored Elevations - 2018.05.18](#)

[Correspondence.pdf](#)

SEAL:

177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054



SILVERPEAK
ENGINEERING

WWW.SILVERPEAKENG.COM

SURVEY

CIVIL

STRUCTURAL

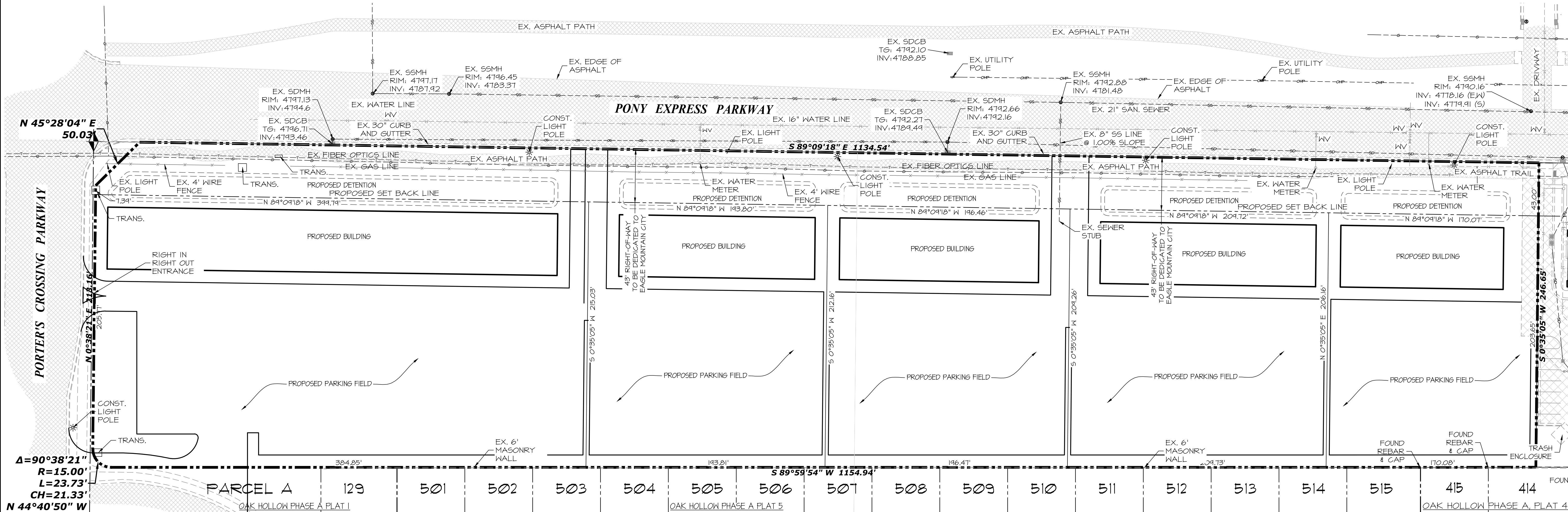
LSC PONY EXPRESS PARKWAY
APPROX 4200 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN UTAH

DATE: 6/3/2019
PROJECT: 19-024
DRAWN BY: JTF
REVISIONS:

MASTER
SITE PLAN

SHEET NUMBER:

1



LEGEND	
NOT ALL ITEMS IN THE LEGEND MAY BE APPLICABLE	
	BOUNDARY LINE
	CENTERLINE
	EASEMENT LINE
	SETBACK LINE
	NEW IRRIGATION LINE
	NEW STORM DRAIN
	NEW SANITARY SEWER
	NEW SECONDARY WATERLINE
	NEW CULINARY WATERLINE
	EX. IRRIGATION LINE
	EX. OVERHEAD POWER LINE
	EX. STORM DRAIN
	EX. SANITARY SEWER
	EX. SECONDARY WATERLINE
	EX. TELEPHONE LINE
	EX. GAS LINE
	EX. CULINARY WATERLINE
	SECTION CORNER
	MONUMENT
	CONTROL POINT
	EG CONTOUR MINOR
	EG CONTOUR MAJOR
	FG CONTOUR MINOR
	FG CONTOUR MAJOR
	NEW ASPHALT PER DETAIL 1/C3.1
	EXISTING ASPHALT
	EXISTING CURB & GUTTER
	30" HIGH BACK CURB PER DETAIL 2/C3.1
	30" RELEASE GUTTER PER DETAIL 3/C3.1

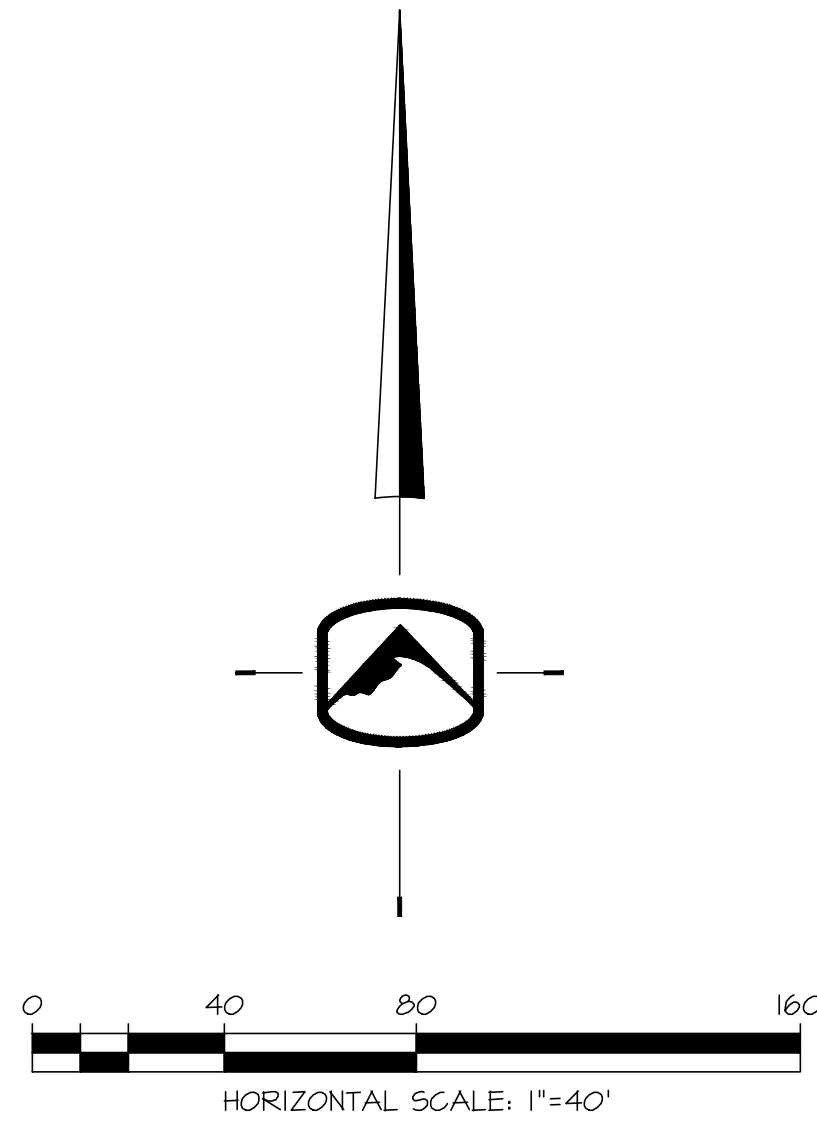
VICINITY MAP



PLAT CALCULATIONS	
TOTAL ACREAGE:	6.841 AC.
TOTAL ACREAGE IN LOTS:	5.701 AC.
AVERAGE LOT SIZE:	1.140 AC.
LARGEST LOT SIZE:	2.000 AC.
SMALLEST LOT SIZE:	0.800 AC.
OVERALL DENSITY:	1.368 LOTS/ AC.
TOTAL # OF LOTS:	5 LOTS

NOTES:

- SPECIFIC ARCHITECTURAL DESIGNS FOR PROPOSED BUILDINGS WILL BE ADDRESS AT THE SITE PLAN APPLICATION FOR EACH LOT.
- INDIVIDUAL SITE PLANS FOR EACH LOT WILL MEET THE PARKING REQUIREMENTS FOR THE ZONE.
- STORMWATER CALCULATIONS AND ONSITE DETENTION/RETENTION WILL BE ADDRESS WITH THE SITE PLAN APPLICATION FOR EACH LOT.



MASTER SITE PLAN



To: Larry Carson
LSC Real Estate, LLC

From: Kevin Croshaw, P.E.
Horrocks Engineers

Date: June 17th, 2019



Subject: Traffic Impact Study: Pony Express Property at Porter's Crossing

The purpose of this memorandum is to show the findings regarding the Traffic Impact Study (TIS) for the subject property located on the corner of Porter's Crossing and Pony Express Parkway in Eagle Mountain, UT. This study discusses the study area, traffic impact on Pony Express Parkway and access to the subject property.

Study Area:

The study area includes the proposed project accesses and the following intersections:

- Porter's Crossing Parkway and Pony Express Parkway
- Clydesdale Drive and Pony Express Parkway
- Two project accesses on Pony Express Parkway
- One project access on Bridleway Road
- One project access on Porter's Crossing

Traffic Impact on Pony Express Parkway:

Existing Traffic Conditions

Horrocks used traffic count data collected in February 2016 to use as existing conditions on Pony Express. Currently, there is a total of 955 vehicles traveling on Pony Express in the AM Peak hour, with 342 vehicles traveling west and 613 traveling east. During the PM peak hour there is a total of 1,105 vehicles traveling on Pony Express, with 748 vehicles traveling west and 357 vehicles traveling east. The 2010 Highway Capacity Manual suggest using a capacity of 1,750 pc/hr/ln for areas with a population less than 250,000. Since Eagle Mountain falls under that range, a lane capacity of 1,750 pc/hr/ln will be appropriate to use for future reference. With Pony Express being a five lane roadway it can handle a total of 7,000 vehicles per hour, with 3,500 vehicles in each direction. In existing conditions, the lane capacity of Pony Express is only 14% in the AM peak hour and 16% in the PM peak hour, as shown in **Table 1**.

Table 1: Existing Lane Capacity

Peak Hour	Existing Conditions (veh/hr)	Roadway Capacity (veh/hr)	% Capacity
AM	955	7,000	14%
PM	1,105	7,000	16%

Trip Generation:

The number of vehicle trips estimated to be generated by the new development was calculated using the methodology found in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition. The following land uses were used:

- *Shopping Center* — A group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store.
- *Office Space*— A space where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants providing professional services.

The proposed project is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour, as shown in **Table 2**.

Table 2: Project Trip Generation

Pony Express Parkway Sub										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Shopping Center (ITE 820)		37.75	50%	50%	0.94	62%	38%	3.81	48%	52%
1000 Sq. Ft. GFA	48	1,826	913	913	45	28	17	184	88	96
Office Space (ITE 710)		9.74	50%	50%	1.16	86%	14%	1.15	16%	84%
1000 Sq. Ft. GFA	26	255	127	127	30	26	4	30	5	25
Total New Trips		2,080	1,040	1,040	76	54	22	214	93	121

ITE Trip Generation 10th Edition

Trip Distribution:

Distributing this traffic onto Pony Express shows little impact on Pony Express Parkway, increasing the volume by 1% and 3% in the AM and PM peak hours, respectively, as shown in **Table 3**. There are no mitigations required on Pony Express.

Table 3: Existing plus Project Lane Capacity

Peak Hour	Existing Plus Project Conditions	Roadway Capacity	% Capacity
AM	1,031	7,000	15%
PM	1,319	7,000	19%

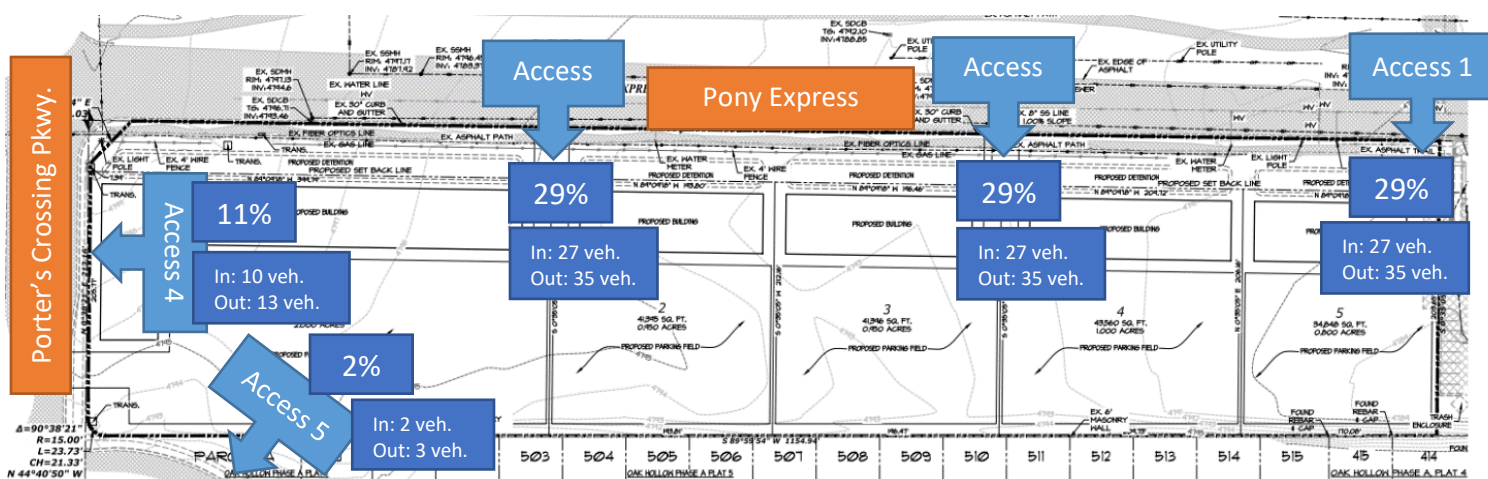
Site Access:

Between Porter's Crossing Parkway and Clydesdale Drive there is a distance of 1200 feet. Site access is shown in **Figure 1**. There is an approved full access at Clydesdale Drive (Access 1). Access 2 and Access 3 are full access intersections located on Pony Express evenly spaced at 400 feet from Porter's Crossing and Clydesdale Drive. Access 4 will be a right-in, right-out access located west of the site on Porter's Crossing. Access 5 will be located on Bridleway Road and utilize the City owned property to access the site on the south side of the site.

Trip Distribution at Site Accesses:

Trip distribution was calculated based off the direction of traffic at adjacent roads of the study area, Pony Express Parkway and Porter's crossing Parkway. From our count data, an estimate of 186 vehicles would access the site through Pony Express Parkway with only 23 vehicles using Porter's Crossing Parkway and 5 vehicles using Bridleway Drive. The trip distribution at each access can also be seen in **Figure 1**.

Figure 1: Project Accesses



Only 5 vehicles access the site through Access 5 during the peak hour. Therefore, Bridleway Drive does not require additional pavement to accommodate a turn pocket lane. Please note USPS has mailboxes for the entire neighborhood on Bridleway Road within 50 feet of Porter's Crossing which impacts traffic flow. To improve traffic flow during the peak hour, it is recommended to relocate USPS mailboxes to avoid any conflicts on this road.

Summary:

- Pony Express Pkwy has a capacity of 7,000 vehicles per hour, 3,500 vehicles in each direction.
- The proposed development is estimated to generate approximately 2,080 new external daily trips with 76 trips occurring in the AM peak hour and 214 in the PM peak hour
- With project traffic, Pony Express will have 1,031 and 1,319 vehicles during the AM and PM peak hours respectively.
 - No mitigations are required on Pony Express Parkway
- Project accesses are recommended in the following locations:
 - One access at Clydesdale Drive and Pony Express Parkway
 - Two accesses on Pony Express Parkway
 - One access on Bridleway Road
 - One access on Porter's Crossing Parkway



STREET FRONTAGE

NOT TO SCALE



PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065



EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84003

SHEET NUMBER

A1



FRONT / SIDE ELEVATION
 NOT TO SCALE



REAR / SIDE ELEVATION
 NOT TO SCALE

DATE: 05-18-2018
 PROJECT: 18-047
 DRAWN BY: C.D.

177 E ANTELOPE DR #B
 LAYTON, UT 84041
 PHONE: (801) 499-5054
 FAX: (801) 499-5065



EAGLE VISION
 4490 PONY EXPRESS PKWY
 32 EAGLE MOUNTAIN, UT

SHEET NUMBER

A2



STREET FRONTAGE

NOT TO SCALE



PARKING LOT FRONTAGE

NOT TO SCALE

DATE: 05-18-2018
PROJECT: 18-047
DRAWN BY: C.D.

177 E ANTELOPE DR #B
LAYTON, UT 84041
PHONE: (801) 499-5054
FAX: (801) 499-5065



EAGLE VISION
4490 PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT

SHEET NUMBER

A2

39

Tayler Jensen

From: Joshua Utykanski <jutykanski@gmail.com>
Sent: Tuesday, June 25, 2019 9:37 AM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello,

My name is Joshua Utykanski and I live in the Oak Hollow subdivision off Porter's Crossing and Pony Express. We have been following a plan recently brought to light regarding Parcel 58:040:0542. There is a proposed access (access 5) to Bridalway. We have some very serious concerns about this and ask that business access not be allowed to connect in any way to Bridalway Road.

These are some of the main concerns:

SAFETY - if the commercial development (Parcel 58:040:0542) connects to Bridalway it presents increased risk of accidents and traffic, especially for kids going to the elementary school or cars parked at the mailboxes. Cars already pass through Bridalway headed to Silver Lake rather frequently. This traffic is traveling faster than posted speed limits and poses a threat to those of us that live on this street. We have children playing in yards off this street and they access the community park from this street. There is also a walking trail access point from Bridalway. Allowing access 5 is a horrible idea and not well thought out in respects to the community it affects. This access will only bring more traffic to an already potentially dangerous street for children and pedestrians recreating in the area.

TRAFFIC - Eagle Mountain has denied requests to place speed bumps or monitor traffic on Bridalway, Golden Oak, Willow Oak and Bur Oak - the community will bear the costs of extra traffic due to the commercial development - financially and otherwise. As mentioned previously, Bridalway already has increased traffic for those traveling into Silver Lake. The traffic is generally too fast and speed limits are ignored on a road that already has community mailboxes, park access and walking trail access. Children have nearly been hit by cars already. Increasing traffic will inevitably lead to an accident that no one wants.

LITTLE USE - the new traffic impact study indicates 5 vehicles/hr at peak traffic using 'Access 5' onto Bridalway - why then, is 'Access 5' required. If the study is correct and there is only 5 vehicles, we should not even be considering this access as it is unnecessary to accommodate only 5 vehicles an hour. . The access point will only bring additional traffic through a subdivision that is not designed to handle traffic.
<https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR1XAHON08eQ2VJdI44Z7XKcxORbTVkD1mTavvgMTzWBY1w2uIPdhsejttU>

OPEN SPACE - Eagle Mountain requires developments to have a certain amount of 'Open Space'; Fieldstone paid a penalty because Oak Hollow already doesn't have enough 'Open Space.' Fieldstone may have utilized the 'Access 5' space to count towards their 'Open Space' requirements.

MAILBOXES - The developer and planning commission have discussed moving the Oak Hollow mailboxes to offset the safety issue of 'Access 5' - this is not a good solution as there is no other good area to relocate. Any other areas in Oak Hollow would be on a park strip maintained by the home owner in front of the home, or in front of the park entrance. If the mail boxes are put on a park strip in front of a home, the home owner would be expected to maintain the park strip as required by the city. How will they then be expected to maintain high foot traffic in their required area for USPS mail pick and delivery? Also, the supposed, unfortunate home owner what might have these boxes on their park strip will certainly find it difficult to resell the home later. No one wants to have a home that has community mailboxes out

front or to the side. This only brings more traffic to their home where people drive to and park to retrieve their mail. It's unsightly and a burden. It creates hazards as well.

If the mail boxes are placed in front of the park, you increase the number of cars driving past and parking around the park where children play. There are already a number of cars parking in that area around the park, so moving mail boxes there would only increase the congestion.

In short, access 5 is a terrible plan. It will damage the Oak Hollow community and create undue stress and potential for accidents. Please do not approve access 5 for Parcel 58:040:0542.

Tayler Jensen

From: Daniel Carrell <dcarrell713@gmail.com>
Sent: Friday, June 28, 2019 6:56 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com; stephenmandoline@gmail.com
Subject: Parcel 58:040:0542

Hello,

We are writing today to express my concern for the proposed "Access 5" from Bridleway Road to the new commercial property on Porter's Crossing and Pony Express.

The residents that live on Bridleway Road currently are experiencing out of community traffic due to the fact that we connect to other communities are right next to the closest grocery and hardware store in the Ranches. Adding an entrance to this new commercial center from Bridleway Road will increase this traffic more. Some in our community have already asked for speed bumps in our area to help with the speeding that happens on our street. People do not fully treat it as a residential road, and increasing the traffic will increase this problem.

Another issue that is experienced on Bridleway Road is the mailboxes, which are right across the street from the proposed access. While there is talk of having them moved, I am failing to see a better place to put them. Suggestions have been the park, but that is used by non-community members as well and there are regularly cars parked on the street here, which would block mail access for those that pick their mail up on the way to or from work, school, or running errands.

There are quite a few small children that live in this neighborhood. In the three houses next to me (both sides and in front) alone there are 11 children. Increasing the traffic we have on this street will increase the danger presented to these children as they play, going to and from the park, visiting their friends, riding bikes with their families, crossing the road to access other parks and recreational areas. Children and parents should feel safe playing in their own communities.

The traffic impact study that was conducted indicated that there would only be an additional 5 cars/hr (max) that would use this access. If this is the maximum, why do we need this access? There is no other commercial plot (that I have seen) in Eagle Mountain that has direct access to a 'residential' street and even the townhouses in our area that are by commercial plot, do not have commercial access. If this access point is 'needed' so that there can be a left turn onto Porter's Crossing, why does our community have to bear the weight of this? It will lower property values, decrease safety and increase our traffic. There are plenty of options for those who need to access the communities that are on the southeast side of Pony Express to exit for the development to be able to turn left onto Porter's Crossing from Pony Express.

The Bridleway Road exit is the only easy way out of our community. Please do not impact the safety of our residents for ease of access when there are many other options that are safer for everyone involved.

Thank you for your time,

Daniel Carrell, Mandie Stephen
7822 N Bridleway Road

Tayler Jensen

From: Joshua Hanson <joshjhans@gmail.com>
Sent: Monday, July 8, 2019 7:47 PM
To: Tayler Jensen; Michael Hadley
Cc: Matthew Everett
Subject: Fwd: Parcel 58:040:0542

Begin forwarded message:

From: Kassie <kassie.hansen@ymail.com>
Date: July 7, 2019 at 6:05:15 PM MDT
To: joshjhans@gmail.com
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To whom it may concern,

I live in the Oak Hollow subdivision. I would like to add my concerns with access 5 from the commercial development into our subdivision. My children both under 5 walk with me and ride their small electric car to get our mail, I already feel that there is too much traffic and near the mail boxes and adding more vehicles would only make me more nervous trying to get my mail and make sure my kids are okay.

I disagree with a commercial area exiting into a subdivision. It minimizes safety and adds more vehicle traffic to an area where kids play. On my street most days there are 8 kids outside playing in sidewalks and front yards at almost any given time. And as a mom I personally as well as every other mom on my street are frequently chasing kids and yelling at them to stay out of the road. More people in the subdivision who do not live here and know what to watch for adds an increased risk. People already go too fast on bridge way.

The mail person always parks in-front of the mail parcel boxes which adds an increased risk for her.

I feel this access point would reduce the resale value of some of the homes in the area. While I do not live near this access point I oppose it and feel angry that it will affect my daily life for 5 vehicles. Part of the appeal of a subdivision is that busier roads and commercial areas do not have access into it.

I know my neighbors on my street have not sent in emails opposing this because honestly this is annoying to sit down and do with kids and busy lives and less direct effect than some of the other homes. But all the other neighbors in my street have stated they do not want the access point.

Thank you,

Kassie Hansen

Sent from my iPhone

Tayler Jensen

From: Kelcey Ricks <kelcey.ricks@gmail.com>
Sent: Monday, July 1, 2019 8:31 PM
To: Tayler Jensen; Michael Hadley
Subject: Oak Hollow Business Development Plan

Hello,

I live in the Oak Hollow community. I have some concerns about the proposed access 5 of the Oak Hollow business development plan.

Adding an access onto Bridleway road would first and foremost be a safety issue. There are many kids already in the community and it isn't finished yet. More families will be moving in increasing the risk of an accident happening.

The mailboxes are also across the street from the proposed access. People park on both sides of the street to get their mail. Moving the mailboxes would not be a good solution to this problem since there isn't another location in the community that would be reasonable as well as safe.

Access 5 overall isn't necessary to the development plan since according to the recent traffic study it would only be used for two percent of the traffic going in and out. If by chance these numbers are inaccurate and more cars are utilizing this entrance it is important that we keep families safe and stop this access from being constructed.

Thank you,
Kelcey Ricks

Tayler Jensen

From: Justin Ricks <justin.rixx@gmail.com>
Sent: Tuesday, June 25, 2019 7:11 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Oak Hollow Business Development Plan

Hi,

My name is Justin, and I have lived in the Oak Hollow community for about 1.5 years. It's wild to see how fast everything is growing out here! It's hard to believe that when we moved in, Pony Express was just 2 lanes. I am excited for new developments, but I am concerned about the proposition to add an access on Bridleway Road for the new businesses. I am referring to the proposed access 5, which would connect the new development to Bridleway Road.

My home is on the corner of Bridleway and Willow Oak Way. I'm probably the closest home to the proposed access besides the model homes, so I feel that I will be uniquely affected by this.

1 - One of the things I have noticed a lot since moving in is the sheer amount of traffic that travels through Bridleway is astounding. I knew that we were the opening of the community, so I counted on having traffic for all the community residents. What I did not count on is all the other people that live in neighboring communities that enter and exit via Bridleway, rather than Silver Lake pkwy or another alternative. A lot of them come through really quickly, since they're just passing through to the next neighborhood, or to Pony Express. Adding an access to the new business development right on Bridleway would complicate a corner that people already drive dangerously around. As a parent, and in a community of small children, this is a major safety concern.

To further complicate that particular piece of road, the community's mailboxes are really close to that area. I know moving the mailboxes has been discussed, but there is not really any great candidate places to move them to. The park is a bad place because there's always cars parked along the side of the road, and we don't want to draw more traffic to the park, where children cross the street frequently and play. Having the whole community's cars stopping and going nearby the park will pose a significant safety risk. The alternative to moving the mailboxes to the park is to put them right in front of somebody's house. I think we can all see that this is unacceptable.

2 - The Oak Hollow development is already below the required ratio of open space to residential area. Adding access 5 will cut into the open space that does exist.

3 - There was a traffic study done recently by a third party hired by the developer (<https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR2WFg6SuqUt7bSHPzvd-Nw1yU7IMIFZ98GImyRIKfBignfuyQ0bQe4T9ro>). According to the study, at peak traffic access 5 should expect 5 vehicles per hour.

If this number is accurate, why is it so necessary for the access to exist? I understand that the main point of the access is to be able to turn left onto Porter's Crossing. However, spending all the money, and adding to the safety and traffic risks is not worth 5 U-turns per hour (actually only 3, since the study says only 3 vehicles would use that access to exit per hour).

I'm concerned that the numbers in this traffic study are not accurate, especially if something like a restaurant is built on that land. Judging by the amount of traffic that goes up and down Bridleway Road (from Oak Hollow, as well as neighboring communities), I think far more people would use that access at peak hours. The more vehicles coming and going through the community, the more dangerous that stretch of road is along with the other traffic + mailboxes

nearby. Routing traffic through a residential street will not be good for the community. Traffic near the Bridleway access to Porter's Crossing is only going to get worse as more families move into Oak Hollow.

If it ends up being something like a pediatrician's office (which is my vote 😊), then I would believe something closer to those numbers being the case. However, in the case of just 5 vehicles per hour using that access, I don't think it's worth the safety concerns and cutting into the open space.

Please let me know if you have any questions or would like to speak with me further regarding this. I can be reached via replying to this email, or by phone at 208-410-3341.

Thank you for your time and consideration.

Tayler Jensen

From: Josh Utykanski <joshu@americancrafts.com>
Sent: Tuesday, June 25, 2019 9:42 AM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To the EM City Council and Planning Commission,

We have been following a plan recently brought to light regarding Parcel 58:040:0542. There is a proposed access (access 5) to Bridalway. We have some very serious concerns about this and ask that business access not be allowed to connect in any way to Bridalway Road.

These are some of the main concerns:

SAFETY - if the commercial development (Parcel 58:040:0542) connects to Bridalway it presents increased risk of accidents and traffic, especially for kids going to the elementary school or cars parked at the mailboxes. Cars already pass through Bridalway headed to Silver Lake rather frequently. This traffic is traveling faster than posted speed limits and poses a threat to those of us that live on this street. We have children playing in yards off this street and they access the community park from this street. There is also a walking trail access point from Bridalway. Allowing access 5 is a horrible idea and not well thought out in respects to the community it affects. This access will only bring more traffic to an already potentially dangerous street for children and pedestrians recreating in the area.

TRAFFIC - Eagle Mountain has denied requests to place speed bumps or monitor traffic on Bridalway, Golden Oak, Willow Oak and Bur Oak - the community will bear the costs of extra traffic due to the commercial development - financially and otherwise. As mentioned previously, Bridalway already has increased traffic for those traveling into Silver Lake. The traffic is generally too fast and speed limits are ignored on a road that already has community mailboxes, park access and walking trail access. Children have nearly been hit by cars already. Increasing traffic will inevitably lead to an accident that no one wants.

LITTLE USE - the new traffic impact study indicates 5 vehicles/hr at peak traffic using 'Access 5' onto Bridalway - why then, is 'Access 5' required. If the study is correct and there is only 5 vehicles, we should not even be considering this access as it is unnecessary to accommodate only 5 vehicles an hour. . The access point will only bring additional traffic through a subdivision that is not designed to handle traffic.
(<https://drive.google.com/file/d/1x00d9AXUMs5qhuuEjySf9aLxNt8rXv6a/view?usp=drivesdk&fbclid=IwAR1XAHON08eQ2VJdI44Z7XKcxORbTVkD1mTavvgMTzWBY1w2uIPdhsejttU>)

OPEN SPACE - Eagle Mountain requires developments to have a certain amount of 'Open Space'; Fieldstone paid a penalty because Oak Hollow already doesn't have enough 'Open Space.' Fieldstone may have utilized the 'Access 5' space to count towards their 'Open Space' requirements.

MAILBOXES - The developer and planning commission have discussed moving the Oak Hollow mailboxes to offset the safety issue of 'Access 5' - this is not a good solution as there is no other good area to relocate. Any other areas in Oak Hollow would be on a park strip maintained by the home owner in front of the home, or in front of the park entrance. If the mail boxes are put on a park strip in front of a home, the home owner would be expected to maintain the park strip as required by the city. How will they then be expected to maintain high foot traffic in their required area for USPS mail pick and delivery?

Also, the supposed, unfortunate home owner what might have these boxes on their park strip will certainly find it difficult to resell the home later. No one wants to have a home that has community mailboxes out front or to the side. This only brings more traffic to their home where people drive to and park to retrieve their mail. It's unsightly and a burden. It creates hazards as well.

If the mail boxes are placed in front of the park, you increase the number of cars driving past and parking around the park where children play. There are already a number of cars parking in that area around the park, so moving mail boxes there would only increase the congestion.

Please do not approve access 5 for Parcel 58:040:0542. This is not supported by the local community and we are very worried about the long term effect this will have on our quiet neighborhood.

Tayler Jensen

From: Rashel Cherry <rashel.cherry@gmail.com>
Sent: Tuesday, June 25, 2019 8:59 AM
To: Tayler Jensen; Michael Hadley
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542 (Access Road in Oak Hollow Development)

Hi Planning Commission members,

This email is about the Access road that developers are wanting to put within my community of Oak Hollow. I want you to know that my husband and I are against this proposal. I'm happy to list our reasons below:

1. We moved into this community in June of 2017 as one of the first 5 residents. At that time, Bridleway Road didn't even go through into Silverlake yet. Bridleway Road was never used, except for construction vehicles and the five people that lived here. It was quiet and safe. As soon as that road was opened up into the Silverlake development, we immediately had a huge increase in traffic. Silverlake community uses Bridleway as a "shortcut" to Ridleys, schools, etc. It has now become a street that is incredibly busy, especially at high traffic time of days. I don't feel comfortable letting my kids cross the street without supervision, it's that busy. Many of the residents here have asked about speed bumps, extra police presence, speed signs, etc. We were told EM city doesn't do speed bumps. We have yet to see an officer actually sit on one of the corners and see how fast people drive, and in turn ticket them. We did get some "children at play" signs and speed limit signs, but they do nothing. People still drive way too fast on Bridleway. Adding a "business" access road in our community and on Bridleway Road, is only going to add traffic to an already busy road. We don't need or want extra traffic on this road.

2. I've seen the proposal for the development, and it seems to have plenty of access off of Pony Express and Porter's Crossing. There is no need to add a road off of Bridleway Road.

I've lived in this great city since 2006, and I've seen a lot of the development over those years. I think it's great and I'm happy to have more options closer to home. However, no one should have to have access to a development, through their community. I'm pretty familiar with EM, and once I heard about this proposal, I started thinking about some of these other commercial areas. I started driving around to confirm my thoughts and I was right. All but one commercial area in the city, are not connected at all to a residential community. Please think about this and drive around if you need a refresher. Maverik gas station is not connected to any residential. Ridleys has residential all around that complex, but you do not HAVE to drive through the residential to get to Ridleys. Chevron, nope. Village pizza, six sisters, etc, have homes across from them on Ranches Pkwy, but once again, you don't have to drive through residential to get to those businesses. All the new ones in City Center are the same way. They are separate. I can see the need for businesses around residential, but it should not be within residential. The only new construction that I could find that DOES have access through a community is the new development off of Ranches Pkwy and Pony Express, on the north west corner. From what I noticed, they have one access off of Pony Express and one that goes into the Willow Springs condos. Willow Springs condos gets nowhere near the amount of traffic that we do, and especially not where they placed that access road. But, I also see how it was necessary to have another access road for that complex, as they only had ONE off Pony Express. The complex by Oak Hollow will have 3 off of Pony Express and one off Porters Crossing. That is already plenty and I see no reason why a fifth access road needs to be put through a residential community. This is not a process that EM has done in the past and I hope you won't do it in the future. Keep commercial separate from residential, please.

3. From what I understand, Fieldstone Homes paid a penalty because they didn't have enough open space in the Oak Hollow community. If this access road is put in, it will take out a large portion of the "open space" that we do have. Having a road right off our entrance will make it feel more commercial. Some of our residents are already going to have commercial buildings in their backyards, with little privacy. The privacy wall that was already placed is very low compared to what those houses elevation will be. This development is already going to potentially cause smells, trash, less privacy and noise. That affects home prices in our area and especially on Willow Oak Way. Some of the homes that

will be built in the future on Willow Oak Way, would be RIGHT next to that access road. I also hope that as you consider what types of businesses that are allowed in this development, that you consider some of the points I made above. I would hope we don't have large buildings that impose on peoples properties and privacy. But also, any kind of food place is going to cause smells, noise and more traffic. We all know that new food places are a huge hit in this city, so if one was placed here, it's going to be super busy. Places like that shouldn't be placed around homes.

4. I read that a traffic study (which I'm not sure when was done) said Access five would only have five cars an hour. What's the point then of having it? There is an Access road right around the corner on Porter's Crossing. It seems excessive to have two so close together. I also feel like, depending on what is placed in this commercial area, access five could have a lot more traffic than five cars. Like I said, if a food place goes in, I'm positive that it would cause a lot more traffic to Access five. But since we don't know what's going in just yet, this traffic study is kind of irrelevant.

5. I know it was discussed to move the mailboxes that are right at the top of our community to a different location, and that would lessen the traffic congestion, should the access road go in. The mailboxes really don't have a better place to go within our community. If they were to be moved, they'd most likely have to be moved to a highly trafficked park that often has cars parked around it, or directly on someones property, which no one wants. They ARE in a terrible place right now as it is. But Fieldstone obviously planned it that way, based on how the community was going to be developed. They weren't planning on having an access road right across from them.

Thank you for considering our concerns as a community. I love living in Oak Hollow and in Eagle Mountain. It has grown so much since I first moved out here, and I hope it continues to appropriately grow.

Rashel and Carter Cherry
7860 N Bridleway Road

Tayler Jensen

From: Stephen Porter <porterstephen@gmail.com>
Sent: Friday, June 28, 2019 3:25 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Please do not proceed with Access point 5 on Parcel 58:040:0542

I am a resident of Oak Hollow in Eagle Mountain on Bridleway Road. I do not wish to have the 5th access point from the commercial plot feed in to our residential street, especially when there are already 4 other outlets to leave that plot planned out.

Having cars (And likely loading trucks) use that road will add a safety hazard to that nearby intersection with increased traffic (that already is slow during peak hours) and the community on these streets is still increasing with new houses being completed regularly.

Again, I honestly just see this ending up turning the entrance to our street into the 'back way' for trucks to take goods to these commercial sites, otherwise there seems to be no need for that access point.

It is also a change that would have impacted the decisions of home owners to purchase if they had known that they would become a hybrid commercial/residential traffic area.

Please do not implement the access point 5.

--

Stephen Porter

Tayler Jensen

From: Leah Green <leahdgreen89@gmail.com>
Sent: Wednesday, June 26, 2019 10:42 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Planning commission-

I am sending this email because I am extremely concerned about and opposed to the 'access 5' for the newly proposed commercial development on pioneer crossing, on bridlemway road in eagle mountain. I don't think this access is necessary at all, as evidenced by the traffic study that was done showing that there would be a max of 5 cars an hour using this entrance at peak traffic times. I'm concerned for any and all added traffic to bridlemway though, as this is where my children play and there is already quite a bit of traffic on this road. There is always an increased risk of accidents as traffic increases, and the left turn from Bridlemway onto porters crossing is currently the only way for a lot of people to get their children to school at Brookhaven Elementary. I am also concerned that our mailboxes are right at that entrance and there are constantly cars stopped there to pick up mail and packages, already causing traffic obstructions and increasing the risk for accidents. When we first moved into this development, Oak Hollow, Bridlemway was a nice quiet street and my children were able to play out front without much concern on my part. Not long after, they connected the former bridlemway to the new one, causing. Lots of traffic to be funneled through our neighborhood. We now have lots of speeding issues and it's definitely not the quiet street it was two years ago. Adding this entrance will only add to the problem. I am very against 'access 5' on bridlemway and urge you to turn down this proposed entrance. Thank you for your time.

Sincerely,
Leah Green

Sent from my iPhone

Tayler Jensen

From: Joshua Hanson <joshjhans@gmail.com>
Sent: Monday, July 8, 2019 7:45 PM
To: Michael Hadley; Tayler Jensen
Cc: Matthew Everett
Subject: Parcel 58:040:0542

Hi Eagle Mountain City Planning Department,

The Oak Hollow community has gathered at least 55 signatures from voting, tax paying adults in Oak Hollow who are concerned and invested in the outcome of the Carson Commercial development and presently any outlet from the proposed Carson Commercial development into a residential community (specifically the planned 'Access 5' into Oak Hollow).

Please see the attached scans of petitions against 'Access 5' from the Carson Commercial development onto Bridleway Road.

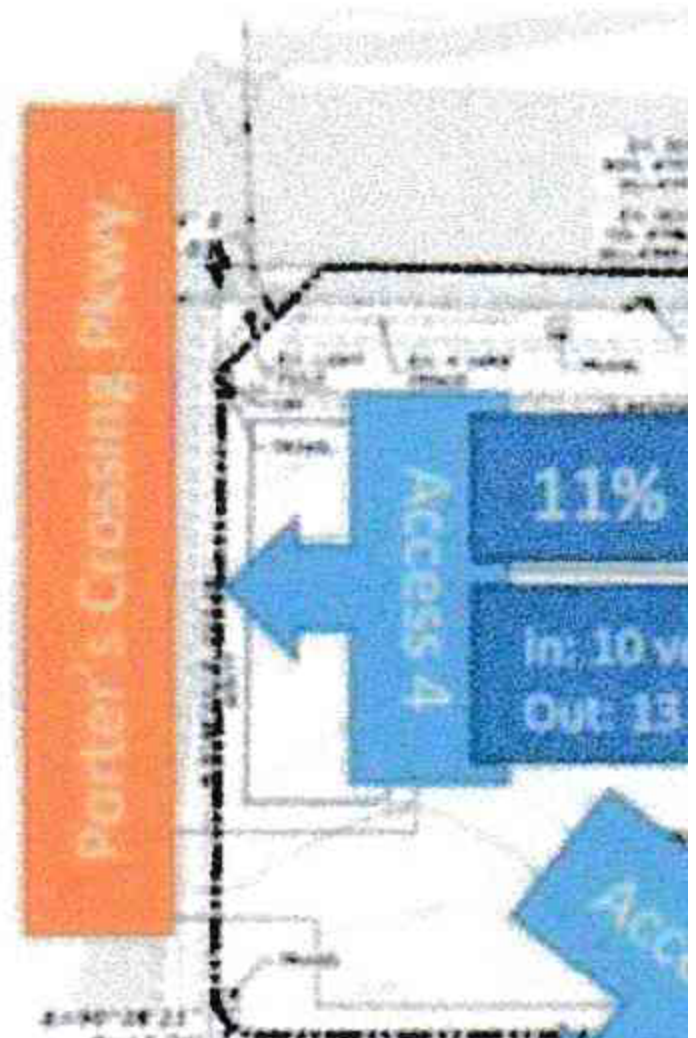
Please do not approve commercial connections into residential communities. It's a safety hazard and the cost of the extra traffic is carried by the communities.

Thank you!!

Joshua Hanson

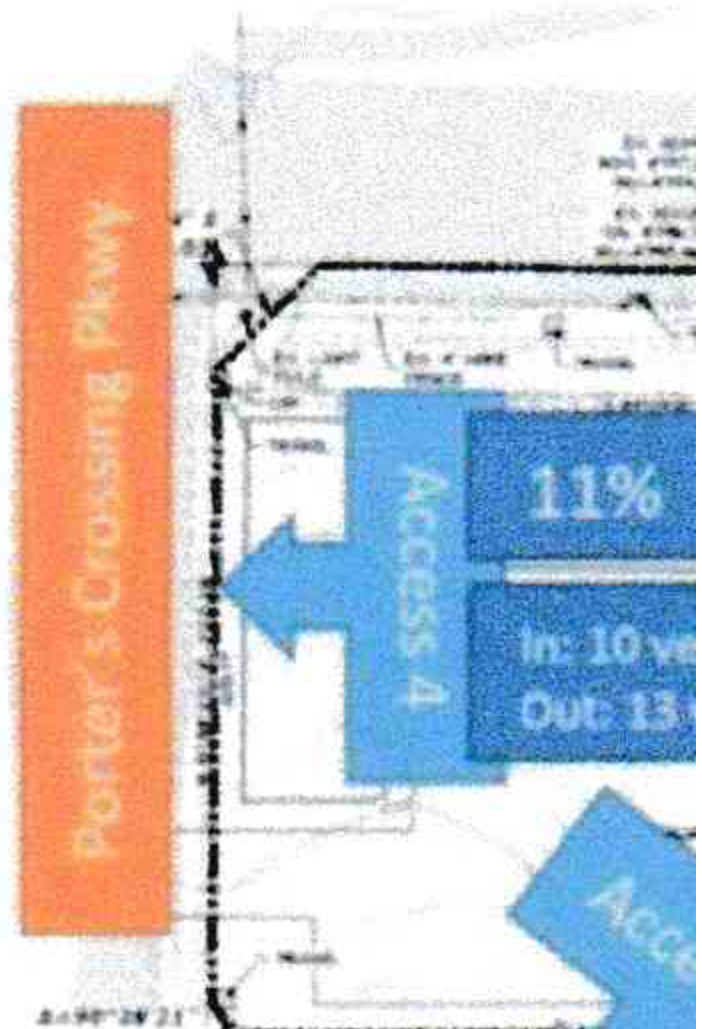
Petition Aga

Figure 1: Project



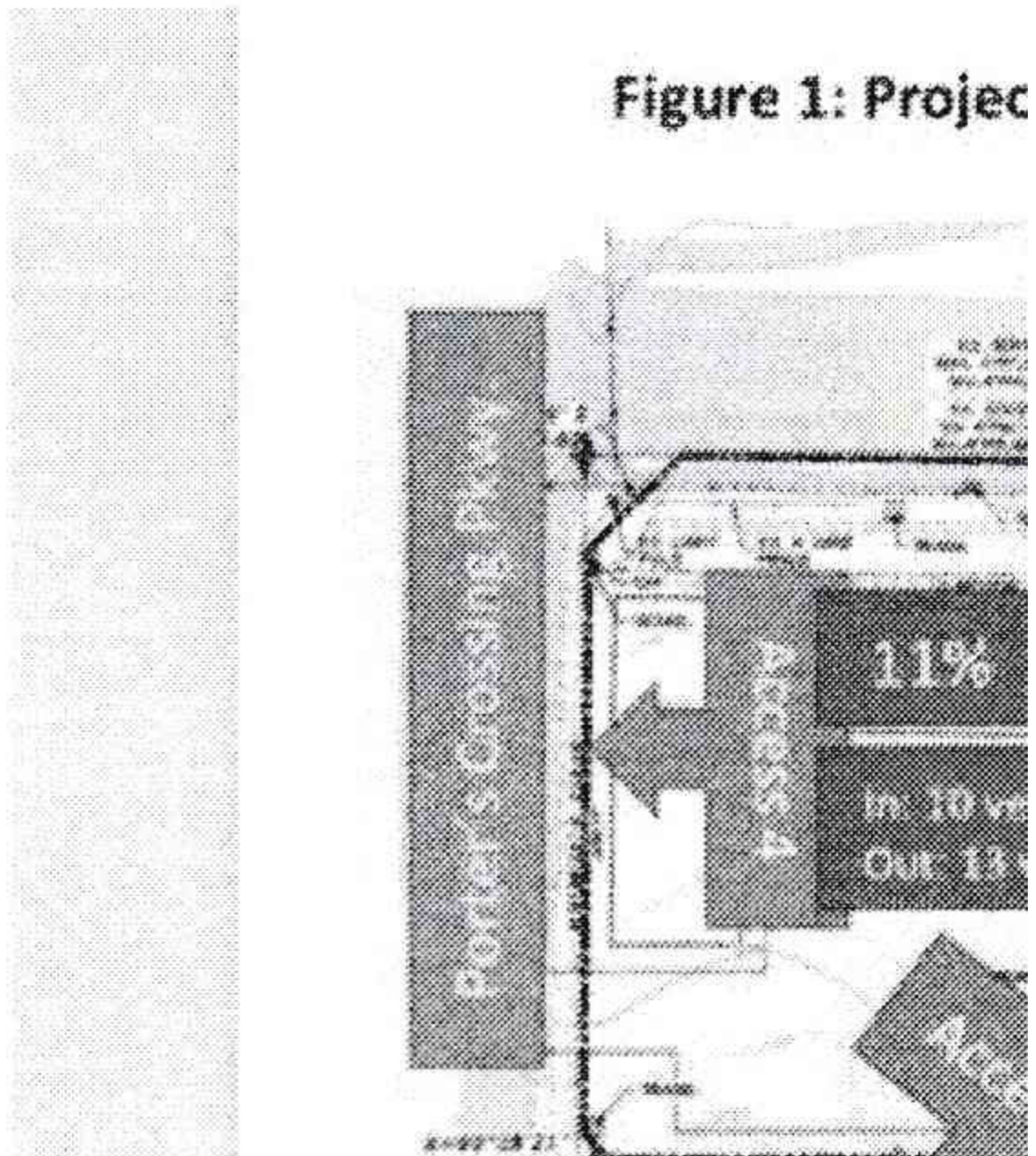
Petition Against

Figure 1: Project



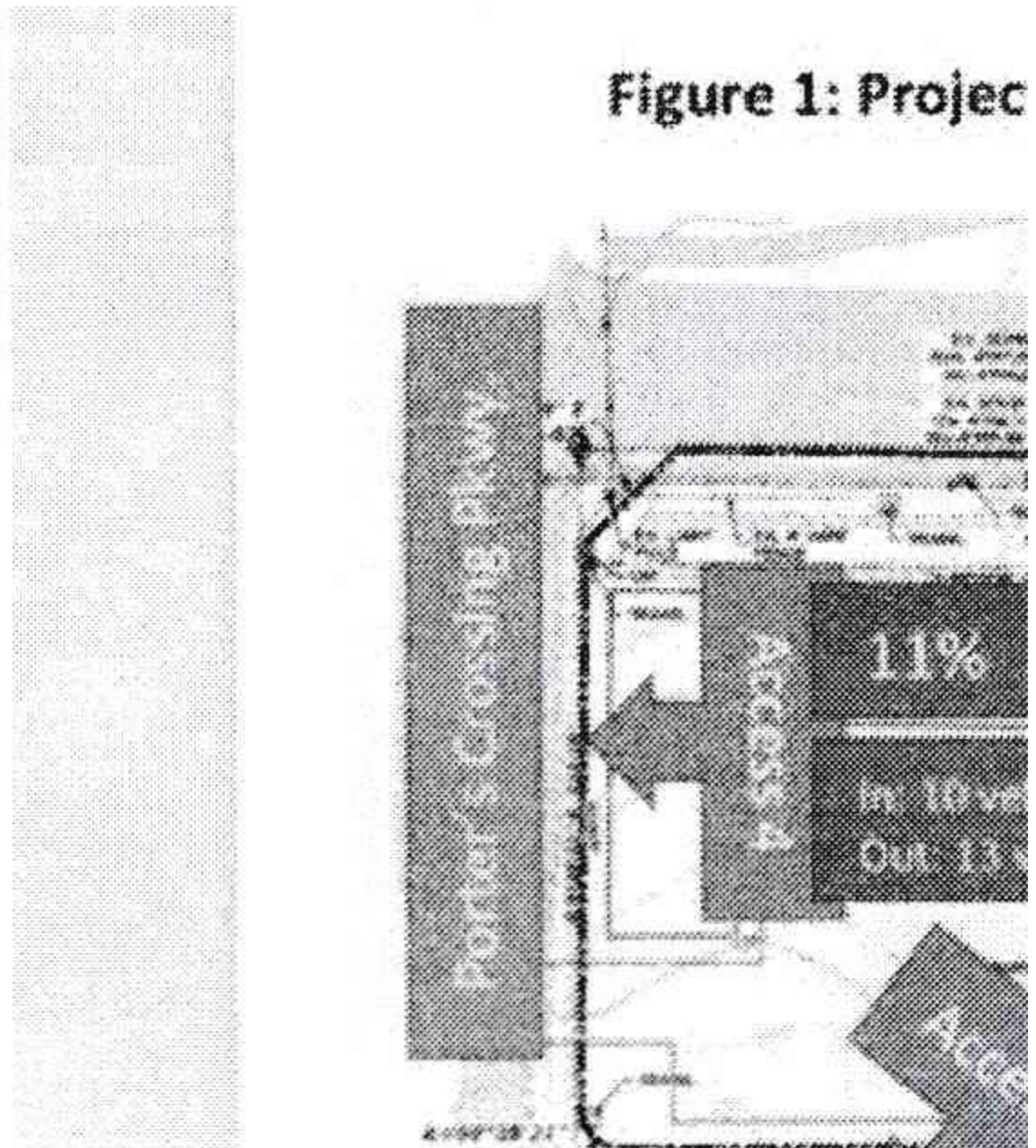
Petition Against

Figure 1: Project



Petition Against

Figure 1: Project



Signature

Murphy

Justin Thompson

John Doe

Signature

Cherry Ladd

ca k d

Tayler Jensen

From: Kathryn Porter <kathryn.porter11@gmail.com>
Sent: Tuesday, July 9, 2019 3:57 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello Planning Department,

My name is Kathryn Porter and I am a resident of the Oak Hollow community on the east side of Eagle mountain. I, my family, and much of our community is concerned about the Access 5 road that will be going in between the new business park and Bridleway Road.

My main concerns have to do with safety and traffic. Bridleway has already become more of a thoroughfare than was expected, if not by the developers then at least by the members of this community. People already use it as a way to get to Brookhaven Elementary or to Ridley's, and putting an access road there would only increase the number of people just driving through the neighborhood. Those who use Bridleway as a "through" road often drive above the speed limit and it has been a huge area of concern for those of us living on Bridleway—especially as the majority of us have small children.

Additionally, there is the problem of the mailboxes. Leaving the mailboxes at the end of an access road would clearly cause safety and traffic issues. It has been suggested to move the mailboxes. My worry is that the most logical place to move the mailboxes would be in front of the park. Having more cars parking and leaving from the park continuously thought the day would pose a safety hazard to children playing in that area. Visibility for drivers and park goers, particularly children, would be limited. There is a designated crossway at the park as well so this is where most children cross the street. Lastly, moving the mailboxes by the park, or anywhere further down Bridleway would also cause ALL of the community to drive down Bridleway to get their mail. As it is now, there are many that can turn off onto one of the other roads, thus diminishing the traffic on Bridleway itself. For these reasons, I would ask that the mailboxes NOT be moved much farther down Bridleway, particularly by the park.

Seeing as the estimated use of that road is low (5 cars/hr max)—I believe that the safety of the whole community is more valuable than the convenience of a few. 5 cars/hr is a little to the business park, but would impact the community greatly.

I understand that the purpose of the road is to provide a southern exit, however, seeing how few people will use that exit and how there are other ways to go south that may make their trip 2 minutes longer—I would hope that safety will outweigh convenience in this situation.

Thank you for your time
Kathryn Porter
801-919-9966

Tayler Jensen

From: Jillian Porto <portojillian@gmail.com>
Sent: Sunday, July 7, 2019 10:40 PM
To: Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

Hello,

My name is Jillian Porto. I live in the Oak Hollow community in Eagle Mountain. I am writing in regards to the proposed access 5 road in our community. This access will pose as a safety issue to our community. It is planned to be located close to our neighborhood entrance where it can cause some traffic congestion and potential accidents as people are waiting to turn into the development as others are trying to enter/leave our community. Increased traffic also would mean people coming into our community at potential increased speeds, as they are not concerned about the people that live here as we community members are. It is also along a road that youth use the sidewalk to go to Porters Crossing to access Ridleys and the other close by establishments. It is also planned closely to our neighborhood mailboxes that is already a congested area when someone is stopped to get their mail while others are entering/leaving our community. There is not another spot to move the mailboxes in our community that isn't already a heavily trafficked area or as limited space due to permitted street parking. It also will be located close to one of our community members home, which will increase road noise and decrease the safety for their children to be outside their home to play and enjoy our community.

As this Access 5 was shown to be only utilized by approximately 5 cars/ hr or less, this seems an unnecessary addition to the development. Keeping the development with the other 4 access points is sufficient and will keep our access to our community for the residents. It will keep the residents of Oak Hollow happy which would lead to more happy neighbors of this development and the business owners.

Thank you for your time and consideration in this situation.

Please feel free to contact me for further information as needed.

Jillian Porto
801-949-2981

Tayler Jensen

From: Natalie Torres <natalie0084@aol.com>
Sent: Sunday, July 7, 2019 10:39 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com
Subject: Parcel 58:040:0542

To Whom it May Concern:

We would like to state our opposition to the business access being proposed through our neighborhood (Oak Hollow). We already receive traffic from the surrounding neighborhood communities due to two schools being in close range and from people using it as a short cut to get to [Ridleys](#) and other stores.

We also have a community mail box across the street from the proposed access that already creates problems with traffic and there isn't a location in the community that would be better suited if the boxes were to be moved to add the access.

We find it amusing that 5 accesses are being requested for the businesses when we only have one into our own neighborhood. We see this access as being unnecessary and a safety hazard due to the reasons listed above.

Please do not approve the business access through our neighborhood.

Sincerely,

Andy and Natalie Torres

Sent from my iPad

Sent from my iPhone

Tayler Jensen

From: Kevin Webster <kevinwebster@gmail.com>
Sent: Sunday, July 7, 2019 5:19 PM
To: mhadley@emciy.org; Tayler Jensen
Cc: Joshua Jeffrey Hanson
Subject: Parcel 58:040:0542

To Whom It May Concern:

My name is Kevin Webster. My wife, Annette, and I live in the Fieldstone Oak Hollow subdivision and we strongly oppose the construction of Access 5 from the commercial land to Bridleway Road. This subdivision already lacks the prescribed amount of green space required by the city of Eagle Mountain. Adding Access 5 will reduce our all ready limited green space. In addition, according to the developer, the mailboxes will need to be moved. Where would you move them? In front of the park? That is unacceptable, as that is where many children are coming and going. Placing the mailboxes there would make it far more likely for additional traffic from the subdivision residents to pick up their mail daily. Whereas, now, residents that do not live on the streets adjacent to the park do not generally drive there. Increased traffic by the park increases the likelihood of an accident with a child occurring. According to the most recent study, five cars would be using Access 5 per hour. If that is true, is that access really necessary? There will be four other access points available to patrons using the facilities in the commercial development. We already have enough traffic on Bridleway Road, as residents in the adjacent Silver Lake community use it to access Pony Express Parkway. Additional homes will be forthcoming to the south of the Oak Hollow subdivision on Willow Oak Way. Please do not approve this access, as we do not need the added traffic.

Thank you,
Kevin & Annette Webster
7914 N Willow Oak Way
Eagle Mountain, UT 84005
801.616.2753

Tayler Jensen

From: Zachary Summers <zacharysummers@me.com>
Sent: Tuesday, June 25, 2019 12:40 PM
To: Michael Hadley; Tayler Jensen
Cc: joshjhans@gmail.com; Jake Summers
Subject: Parcel 58:040:0542
Attachments: attachment 1.pdf

Hello,

My name is Zac Summers and I am a resident in Oak Hollow and live on Bridleway Road just a few houses down from the proposed entrance 5. I have a concerns about the proposed access point onto Bridleway.

1. Increased traffic. Bridleway traffic has increased over the last few years prompting community members to be concerned for their kids trying to cross the road to go to the park on Bridleway. Adding an additional access would increase traffic on the road. Porters crossing can back up too in the mornings. I feel like people will cut through the development to avoid traffic at the light. (Access 4 and 5)
2. Old impact study. The impact study is old and only concludes that a total amount of 5 cars an hour will use it. If that is really the case, I don't feel that it is needed. I feel like access 1 or 2 (I don't remember which allows for a left on pony) gives residents that want to turn left onto porters the ability to do so. If I were to drive to these stores, I would have to use access 1 or 2. I don't feel like it would be a burden to use them and it puts me in the passing lane on pony so I can turn left easily at porters.
3. Putting a commercial entrance on a residential neighborhood street is harmful to the community. With the proposed entrance 5 Bridleway, when running north feels like it just turns into a commercial pad. I'm not aware of another community in eagle mountain that has a commercial entrance into a residential neighborhood. I feel like it makes the community a part of a commercial zone rather than its own residential zone.
- 4) Traffic flow. I worry about how traffic flow will work through access 4, 5 and Bridleway/porters crossing. Cars may be trying to turn in or out around the bend and may have blind corners or blocked site by traffic. Bridleway is a busy road (I back out on it everyday). A lot of cut through traffic already exists for silver lake. Cars drive too fast and putting in access 5 adds to the confusion for drivers and more potential safety issues. Even with moving the mailboxes, I can imagine it being a hazard, especially in Utah where it snows.
- 5). Not disclosed. I feel like if this had been the plan from the start, fieldstone/city/developer should have disclosed it to all us homebuyers. I feel like this is a change to our neighborhood and am surprised that it didn't show on plot map when I purchased (see attached).

Had it been in the original design, I may have considered a different community. I knew we had commercial coming in but as entrance 5 wasn't listed, I wasn't concerned about the entrance to my community being altered. It feels like a big change to have the entrance to my community actually be an entrance to a commercial property as well and, had I known that, I would have explored other options. I can't imagine many home owners would be thrilled to have their entrance changed to allow access for a commercial pad.

I would be happy to speak more about this and give any input that would be helpful. I am excited for commercial to come into Eagle Mountain but would rather its driveway not be across the street from mine. I feel like the entrances on pony express adequately provide entrance and exits to the pad and look forward to the commercial pad to be a

backyard, not a front yard neighbor.

Thanks for your time!

Zac

Sent from my iPhone (please forgive any typos)

First Name	Last Name	Address	Date	Signature
Rachel	Cherry	7800 N Bridleway Rd	6/26/19	Rachel Cherry
Jaycee	Sullivan	7840 N Bridleway Rd	6/26/19	Jaycee Sullivan
Geovana	Billings	7842 N Bridleway Rd	6/26/19	Geovana Billings
Stacy	Summers	7827 N Bridleway Rd	6/26/19	Stacy Summers
Leah	Green	7859 N Bridleway Rd	6/26/19	Leah Green



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
AUGUST 6, 2019**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 16.35.080 Street Trees and Chapter 17.60.140 Clear Vision Triangle.
ITEM TYPE:	Development Code Amendment
APPLICANT:	City Staff

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

Currently, the Municipal Code requires street trees along collector and arterial roads, and mandates that trees are spaced so that when full-grown crowns don't overlap. Code doesn't address what type of trees should be planted, or take into account the different sizes of park strips and what is an appropriate tree for each area. This proposed code creates standards for required trees along arterial and collector roads. It also sets up standards for types and spacing of trees that may be placed in park strips along residential streets, to promote a healthy urban forest while avoiding damage to public and private infrastructure and property. We fully understand that details of enforcement mechanisms of these standards will have to be resolved and fine-tuned, and the approval of this code will be the first step in that process.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

On June 9, 2019 the Planning Commission held a public hearing on the proposed code change. No one from the public made comment and the Planning Commission voted (4-0) to recommend approval of the ordinance with the change being made that trees be trimmed to 14' over roads and parking areas rather than 12'. The City Council recently reviewed the proposal on July 16 and tabled it with some concerns to resolve, including the required escrow and requirements for trees on residential streets vs collector and arterials. We have attempted to resolve these concerns with this latest proposal.

Attachments:

ORD--Trees and Clear Vision Triangle
Street Tree Ordinance

ORDINANCE NO. O- -2019

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH
AMENDING CHAPTERS 16.35 AND 17.60
OF THE EAGLE MOUNTAIN MUNICIPAL CODE
FOR STREET TREES AND CLEAR VISION TRIANGLE**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend Chapters 16.35.080 and Chapter 17.60.140 of the Eagle Mountain Municipal Code for Street Trees and the Clear Vision Triangle;

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

1. The City Council finds that all required public hearings have been held and all legal requirements have been met to amend Chapters 16.35.080 and 17.60.140 of the Eagle Mountain Municipal Code, which are attached to this Ordinance as Exhibit A.
2. Chapters 16.35.080 and 17.60.140 of the Eagle Mountain Municipal Code are hereby amended as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of August, 2019.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of August, 2019.

Those voting aye:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Those voting nay:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A

16.35.080 Street trees.

A. General Requirements. Street trees shall be planted by the developer in the park strip along all new arterial and collector streets and an irrigation system shall be installed to water the street trees. Street trees may be planted in park strips with an irrigation system along any residential road. Any new street trees must be in compliance with the standards in this chapter.

B. Street Tree Specifications. At the time of planting, street trees shall have a trunk caliper of at least one and one-half inches at a location of eight inches above the soil line. Street trees shall be selected from the approved street trees listed in tables 16.35.080(1), 16.35.080(2) and 16.35.080(3).

C. Street Tree Requirements.

1. Utility Spacings. Street trees shall be located at least:
 - a. 10' from any utility pole, fire hydrant, and/or utility boxes
 - b. 15' from any driveway or drive access
 - c. 30' from all legal traffic control signs
2. Spacing. Except as necessary to comply with the Utility Spacing above, to ensure mature crowns overlap and safe sight lines are maintained, street trees shall be spaced as follows:
 - a. Minor Collectors: Every 35'
 - b. Major Collectors: Every 45'
 - c. Minor and Major Arterials: Every 50'
 - d. Parkways: Every 50'
3. Height. Trees that hang over the road, parking, sidewalks or paths shall have the following clearances:
 - a. Sidewalks, trails or paths: 8'
 - b. Roads or parking: 14'
4. Alternation. In order to protect the urban forest from diseases and harmful pests, street trees shall alternate among several genera. At least two genera of street trees are required for each road section, but multiple genera should be included in larger development projects.

D. Escrow. In accordance with Utah Code Ann. § 10-9a-604.5, all required street trees shall be installed prior to any development activity or recording a final plat for the project including required street trees, or the applicant shall post an improvement completion assurance. Eagle Mountain may require an improvement warranty for an improvement warranty period of one year after installation of any street

trees, unless Eagle Mountain: (i) determines for good cause that a one-year period would be inadequate to protect the public health, safety, and welfare; and (ii) has substantial evidence, on record of prior poor performance by the applicant or that the area upon which the infrastructure will be constructed contains suspect soil and the municipality has not otherwise required the applicant to mitigate the suspect soil.

E. Approval Process. Street tree locations and genus/species shall be shown on open space and landscaping plans, preliminary plats or site plans. Street tree locations and species shall be approved by the Eagle Mountain Forester, Parks Director, and the Community Development Director, or designees.

F. Residential Street Tree Standards. The planting of street trees is encouraged, but not required, along all residential roads. If proposed as part of a new development, tree locations and species shall be included on a preliminary plat, site plan, or landscaping plan, and require approval by the Eagle Mountain Forester, Parks Director, and the Community Development Director, or designees. All street trees along residential roads shall be installed according to the following standards:

1. 20' – 30' spacing
2. 10' from any utility pole, fire hydrant, and/or utility boxes
3. 15' from any driveway
4. 30' from all legal traffic control signs
5. 8' Minimum clearance over sidewalks
6. 14' Minimum clearance over parking and road

G. Tables

Small Parkstrip Trees (Residential ROW) 20 - 30 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Acer campestre</i> Hedge Maple	25	25	Slow
<i>Acer ginnala</i> Amur Maple	15	10	Medium
<i>Acer grandidentatum</i> Bigtooth Maple	25	15	Slow
<i>Acer griseum</i> Paperbark Maple	30	30	Slow
<i>Acer tartaricum</i> Tartarium Maple	20	20	Slow/Medium
<i>Aesculus pavia</i> Red Buckeye	20	20	Medium
<i>Cercis canadensis</i> Eastern Redbud	30	35	Medium
<i>Crataegus phaenopyrum</i> Washington Hawthorne	30	25	Medium
<i>Crataegus laevigata</i> English Hawthorne	20	20	Slow
<i>Crataegus crus-galli 'inermis'</i> Cockspur Hawthorne	30	35	Slow
<i>Koelreuteria paniculata</i> Goldenrain Tree	40	40	Fast
<i>Malus spp.</i> Flowering Crabapple	20	20	Fast
<i>Prunus serrulata</i> Flowering Cherry	25	15	Medium
<i>Prunus cerassifera</i> Flowering Plum	20	15	Medium
<i>Syringa reticulata</i> Japanese Lilac Tree	25	15	Medium

Table 16.35.130 1

Large Parkstrip Trees (Collector Roads) 30 - 40 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Acer plantanoides</i> Norway Maple	45	35	Medium
<i>Acer pseudoplatanus</i> Sycamore Maple	30	25	Medium
<i>Acer nigrum</i> Black Maple	45	25	Slow
<i>Aesculus X carnea</i> Red Horsechestnut	40	35	Slow
<i>Carpinus betulus</i> European Hornbeam	40	30	Medium
<i>Celtis occidentalis</i> Common Hackberry	45	35	Fast
<i>Fraxinus pennsylvanica</i> Green Ash	60	40	Fast
<i>Ginkgo biloba</i> Maidenhair Tree (Ginko)	35	35	Medium
<i>Gleditsia triacanthos inermis'</i> Thornless Honey Locust	45	40	Fast
<i>Gymnocladus dioica</i> Kentucky Coffeetree	55	30	Medium
<i>Metasequoia glytostroboides</i> Dawn Redwood	70	35	Fast
<i>Pyrus calleryan</i> Flowring Pear	30	25	Fast
<i>Sophora japonica</i> Japanese Pagoda Tree	35	30	Fast

Table 16.35.130 2

Very Large Parkstrip Trees (Arterial Roads) 40-60 foot spacing			
Botanical & Common Name	Height (In Feet)	Width (in Feet)	Growth Rate
<i>Aesculus hippocastanum</i> Common Horsechestnut	60	45	Medium
<i>Catalpa speciosa</i> Northern Catalpa	60	40	Fast
<i>Liriodendron tulipifera</i> Tulip Tree	80	45	Fast
<i>Quercus bicolor</i> Swamp White Oak	50	35	Medium
<i>Quercus macrocarpa</i> Bur Oak	70	65	Slow
<i>Quercus robur</i> English Oak	55	45	Fast
<i>Quercus rubra</i> Northern Red Oak	50	45	Medium
<i>Tilia americana</i> American Linden	55	35	Medium
<i>Tilia cordata</i> Littleleaf Linden	45	40	Medium
<i>Tilia tomentosa</i> Silver Linden	60	40	Medium
<i>Plantanus acerifolia</i> London Planetree	90	60	Medium/Fast
<i>Ulmus parvifolia</i> Lacebark Elm	50	30	Medium

Table 16.35.130 3

17.60.140 Clear vision triangle.

Clear lines of sight shall be provided at intersections by delineating triangular areas adjacent to all intersections, within which no parking, building, structure, berming, or landscaping over three feet in height above the street shall be permitted. No trees are allowed within clear-vision triangles. Driveways are prohibited within the clear vision triangle of local streets unless there is no other feasible placement of a driveway on a lot. Clear vision triangles may not be required if an approved chain link or other non-sight-obscuring fence is used. The size of the clear vision triangles shall be as follows:

A. Local Streets. At intersections of local streets, the triangle shall be defined by drawing a line between two points that are 30 feet from the intersection. See Diagram 17.60.170(a), Clear Vision Triangle.

B. Alleys or Driveways and Local Streets. At intersections of alleys or driveways (this includes private driveways) and local streets, the triangle shall be defined by drawing a line between two points that are 15 feet from the intersection along the lot lines (along alleys) or driveways and 30 feet on the street side. See Diagram 17.60.170(c), Alleyway Fencing.

C. Other Streets. Larger clear vision triangles may be required by the city engineer where local streets enter arterial streets, major collector streets, or parkways. [Ord. O-05-2008 § 2 (Exh. A § 12.14); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.14)].



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
AUGUST 6, 2019**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Approving the First Amendment to the Fiscal Year 2019-2020 Budget.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

PREPARED BY:

Paul Jerome, Admin

RECOMMENDATION:

City Administration recommends that the City Council approve a fiscal year 2020 budget amendment for expenditures related to the General Fund, Enterprise Funds, Capital Projects, and Impact Fee Funds.

BACKGROUND:

State statute requires that cities amend their budgets to appropriate funds for increased expenditures. This can be accomplished throughout the fiscal year, as well as at the end of the fiscal year by means of final budget amendments.

The current fiscal year 2020 budget amendments are for various projects including an additional city event, IFAs and IFFPs in three impact fee funds, expenditures related to the widening of Pony Express Parkway and certain accommodation renovations to City Hall.

Attachments:

ORD--FY 2020 Budget Amendment #1
FY2020 Budget Amendments

ORDINANCE NO. O- -2019

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH
AMENDING THE FISCAL YEAR 2019-2020 ANNUAL BUDGET
(FIRST AMENDMENT)**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend the budget for fiscal year 2019-2020; and

WHEREAS, the City Council finds that procedures for the amendments, pursuant to Section 10-6-127 of the Utah Code, Annotated have been followed, including a public hearing if budgetary funds are increasing;

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

1. The City Council finds that the all required notices have been given and that a public hearing has been conducted, public comment received and considered and that the Council may consider and amend the budget of Eagle Mountain City as follows:
2. "FISCAL YEAR" means that year which began on the first day of July, 2019 and ends on the last day of June, 2020.
3. APPROPRIATIONS. The budget set and adopted by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget ordinance, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures shall be appropriated for the several objects and purposes therein named.
4. This Ordinance shall be effective for fiscal year 2019-2020.

ADOPTED by the City Council of Eagle Mountain City this 6th day of August, 2019.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this 6th day of August, 2019.

Those voting aye:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Those voting nay:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Those excused:

- ☐ Donna Burnham
- ☐ Melissa Clark
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A



Eagle Mountain City Budget Amendments for FY 20120

August 6, 2019

<u>Fund Name</u>	<u>Original Budget</u>	<u>Proposed Budget</u>	<u>Increase</u>	<u>Funding Source</u>	<u>Approval Date Done?</u>
General Government					✓
Polynesian Celebration Event	\$ -	\$ 5,000.00	\$ 5,000.00	Fund Balance	
			\$ -		
			\$ -		
			\$ -		
			\$ -		
			\$ -		
Subtotal General Government:	<u>\$ -</u>	<u>\$ 5,000.00</u>	<u>\$ 5,000.00</u>		
Enterprise Funds					
Water Impact Fee IFA/IFFP	\$ -	\$ 25,000.00	\$ 25,000.00	Fund Balance	
Sewer Impact Fee IFA/IFFP	\$ -	\$ 25,000.00	\$ 25,000.00	Fund Balance	
Solid Waste Fund Balance Xsfr to Trans. I.F. Fund	\$ -	\$ 250,000.00	\$ 250,000.00	Fund Balance	
			\$ -		
			\$ -		
			\$ -		
Subtotal Enterprise Funds:	<u>\$ -</u>	<u>\$ 300,000.00</u>	<u>\$ 300,000.00</u>		
Capital Projects					
PE Parkway Widening (Lake Mtn. to Frontier MS)	\$ -	\$ 2,000,000.00	\$ 2,000,000.00	Loan - State Infrastructure Bank	
Accomodation and Storage Renovations to City Hall	\$ -	\$ 5,000.00	\$ 5,000.00	G.F. Fund Balance	
Additional City Center Trail Connections (2)	\$ -	\$ 20,000.00	\$ 20,000.00	G.F. Fund Balance/Grant Revenue	
			\$ -		
			\$ -		
			\$ -		
Subtotal Capital Projects:	<u>\$ -</u>	<u>\$ 2,025,000.00</u>	<u>\$ 2,025,000.00</u>		
Impact Fees					
Transportation Loan Payment (PE Pkwy)	\$ -	\$ 250,000.00	\$ 250,000.00	Fund Balance/Solid Waste Fund	
Transportation Impact Fee IFA/IFFP	\$ -	\$ 25,000.00	\$ 25,000.00	Fund Balance	
			\$ -		
			\$ -		

			\$	-
Subtotal Impact Fees:	<u>\$</u>	<u>-</u>	<u>\$</u>	<u>275,000.00</u>
			<u>\$</u>	<u>275,000.00</u>
Debt Service				
			\$	-
			\$	-
			\$	-
			\$	-
Subtotal Debt Service:	<u>\$</u>	<u>-</u>	<u>\$</u>	<u>-</u>
Other				
			\$	-
Subtotal Other:	<u>\$</u>	<u>-</u>	<u>\$</u>	<u>-</u>
Total Increase (All Funds):	<u>\$</u>	<u>-</u>	<u>\$</u>	<u>2,605,000.00</u>

*Please note that General Fund balance in excess of 25% of FY 2019's budgeted revenues at the end of FY 2018 will be transferred to the General Fund Capital Projects Fund for use in completion of city capital projects.

UPCOMING AGENDA ITEMS

AUGUST 20, 2019

AUGUST 27, 2019

- 2019 Primary Election Canvass
- Joint Meeting with Saratoga Springs CC

SEPTEMBER 3, 2019

SEPTEMBER 17, 2019

- Silverlake South- Preliminary Plat

OTHER PROJECTS

- Business Licensing
- Oquirrh Mountain Ranch
- Stratton Estates