



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

April 28, 2020, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. WORK SESSION - ELECTRONIC MEETING VIA LIFESIZE

Proposed Interim Adjustments to Procedures Relating to Public Meetings

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

The public may monitor or listen to open portions of the meeting electronically by following the instructions below.

Lifesize electronic meeting through Granicus at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>. Copy and paste the link to your web browser to view the live stream and meeting documents.

For information regarding revised practices for public meetings in Eagle Mountain City, click the link below.

[Revised Meeting Practices PC](#)

1. DISCUSSION ITEMS

1.A. [Development Code Amendments](#)

Amendments including, but not limited to, Business Park Zones (Education/Medical, Light Manufacturing/Distribution, Office Professional) and sign regulations. Discussion item only; no action to be taken.

6:30 P.M. POLICY SESSION - ELECTRONIC MEETING VIA LIFESIZE

2. PLEDGE OF ALLEGIANCE

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.

3. **DECLARATION OF CONFLICTS OF INTEREST**

4. **APPROVAL OF MEETING MINUTES**

- 4.A. [April 14, 2020 Minutes](#)
Regular Planning Commission meeting.
[04.14.2020 PC Minutes](#)

5. **STATUS REPORT**

6. **ACTION ITEMS - PUBLIC HEARINGS**

To provide comment during a public hearing, please fill out the Public Comment form online at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>. The City Recorder's Office will call you during the public hearing(s) to make comment.

- 6.A. [Development Code Amendment - Airpark Zone \(EMMC 17.45\) - Public Hearing](#)
This is a proposal at the request of the Planning Commission to amend/remove Chapter 17.45 Airpark Zone.
[Airpark Zone Ch 17.45](#)
- 6.B. [Development Code Amendment - Commercial Zones \(EMMC 17.35\) - Public Hearing](#)
This proposal amends Chapter 17.35 Commercial Zones, creating the Commercial Regional Zone.
[Commercial Zones - Commercial Regional](#)
- 6.C. [Development Code Amendment - Sign Regulations and Sign Permits \(EMMC 17.80\) - Public Hearing](#)
This is a proposal to amend Chapter 17.80 to clarify standards for "official" signs owned and operated by Eagle Mountain City.
[Sign Code Amendment - Official Signs](#)

7. **ACTION ITEMS**

- 7.A. [Overland Village 2 Concept Plan](#)
Concept Plan Review for Village 2 of the Overland Master Development Plan, located north of Village 1, west of Pony Express Parkway.
[Overall Villages Plan](#)
[Overland Village 2 Traffic Study](#)
[Overland MDP Map](#)
[Overland MDA](#)
[Overland Master Trails Plan](#)
[Overland - Parks & OS Examples](#)

8. **DISCUSSION ITEMS**
9. **NEXT SCHEDULED MEETING**
10. **ADJOURNMENT**

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **24th day of April, 2020**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



To comply with social distancing practices, the following procedures have been implemented to limit the number of people in attendance at meetings, while still providing ample opportunity for public input and ensuring legal requirements are met.

1. Meeting Schedule.

- A. All meetings will be held as planned until further notice. Any changes to meeting schedules will be posted via social media and other normal channels of communication.
- B. An electronic Lifesize meeting will be livestreamed via Granicus at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs> to allow the public remote attendance to the Work Session and Policy Session.

2. Work Sessions – Limiting Physical Attendance.

- A. The Council Chambers will be open to administrative staff to participate in the Work Session meeting, from that location.
- B. The Planning Commission will participate electronically from remote locations to limit the number of people in the Council Chambers. City staff may also participate electronically.
- C. Agenda items will be evaluated to determine if a presentation is necessary.

3. Policy Meetings – Limiting Physical Attendance.

- A. Planning Commissioners will participate electronically from remote locations to limit the number of people in the Chambers. City Staff may also participate electronically.
- B. General public comment will not be taken during meetings. General comments may be submitted through the following electronic options, prior to the meeting:
 - i. Telephonic message: 801-789-6611,
 - ii. Written comments through the Public Comment Submission Format <https://emcity.seamlessdocs.com/f/3pp842tmesrx>, or
 - iii. Written comments through email: recorder@emcity.org
- C. Action Items.
 - i. Policy Session. The Planning Commission will act on the consent agenda and policy session items where public comment is not accepted (normal practice).
 - ii. Public Hearings. On items where a public hearing is required by law, residents will be encouraged to provide comments prior to the public hearing date. At the public hearing, the Commission will receive a summary presentation and discuss the issue. Comments received prior to the hearing will be added to the record before closing the hearing and taking final action. Members of the public that wish to make a public comment during the hearing may fill out a Public Comment Submission Form

at <https://emcity.seamlessdocs.com/f/3pp842tmesrx>, and submit the form prior to the meeting. Comments for public hearings may also be submitted through the following electronic options:

- a. Telephonic message: 801-789-6611;
- b. Written comments through email: recorder@emcity.org

A computer, with remote access to the electronic meeting, will be available in the foyer at City Hall to accommodate those that prefer to make comments, in person, rather than using the other electronic means, provided.

- iii. Questions. Staff will ensure any questions received through email, the website or by phone, are answered.



EAGLE MOUNTAIN City Planning Commission MEETING MINUTES

April 14, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

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

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

City Recorder Fionnuala Kofoed explained the procedural adjustments due to the electronic meeting and the proposed interim adjustments to practices relating to the Planning Commission Work Sessions and Policy Meetings.

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

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

1. Discussion Items

1.A. Commercial Regional Zone – Discussion Item

Commissioner Wood thanked the Planning Commission for their efforts in the previous meeting and staff for their efforts during the crisis to facilitate the continuance of City meetings and the fulfillment of Planning Commission responsibilities.

The Planning Commission reviewed Commissioner Wood's Google Doc with suggestions for the creation and of land use designations for Commercial Regional and Office Professional zones. The Commission discussed and amended land usage for public parks, plazas, trails, and open space; grocery stores; tobacco specialty business; pawn shops; check cashing and deferred deposit lenders; and outdoor storage/parking of recreational vehicles, trailers, boats, and similar vehicles.

Commissioner Wood stated the following Planning Commission work session meeting would include zone designations recommendations for the City's General Plan Future Land Use Map. Mr. Mumford explained the land uses are not limited to the zone designation within the General Plan; the Future Land Use Map only denotes the location where the zone is most appropriate.

Commissioner Wood suggested removing the Commercial Development Standards from the General Plan category table and instead include the information as Code verbiage in Eagle Mountain Municipal Code Chapter 17.35 to reduce spacing restrictions and increase clarity.

Commissioner Wood stated he reviewed the land uses of other cities and most have an Office Professional zone and requested the Commission's feedback on the creation and inclusion of the Office Professional zone. Discussion ensued and the Planning Commission determined to recommend the implementation of the Office Professional zone.

1.B. Business Park Zone – Discussion Item

Commissioner Wood expressed concern with lack of use directives in the current Business Park Zone and explained his zoning districts and land use designation suggestions.

Discussion ensued regarding heavy manufacturing and industrial uses and the Commission concluded to further research and discuss concerns and allowance at a future date.

Commissioner Wood requested the Commercial Regional and Office Professional Commercial zones return to the next work and policy sessions and the Business Park zone for work session only.

Commissioner Pengra said the applicant with an Airpark Zone application sent an email to staff requesting to pull his rezone application. Commissioner Wood suggested the removal of the Airpark Zone designation due to the lack of need for the zone after the withdrawal of the application and its exclusion from the General Plan.

The meeting was adjourned at 6:27 p.m.

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

Commissioner Wood called the meeting order at 6:32 p.m. and announced the meeting was being held remotely via Lifesize.

2. Pledge of Allegiance

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

MOTION: *Commissioner Wright moved to approve the March 10, 2020 Planning Commission meeting minutes. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and*

Christopher Pengra. Those voting nay: None. The motion carried with a vote of 4:0. Commissioner Wells abstained as she was no in attendance at the March 10, 2020 meeting.

5. Status Report

Community Development Director Steve Mumford said a status report from the previous City Council meeting has been sent via email and informed the Planning Commission the City Council had approved an ordinance amending Municipal Code Chapter 17.35 Commercial Zone, and the Ranches Golf Course and Event Barn Site, with the requirement the applicant provide a detailed putting green plan due to the green counting in place of the fee-in-lieu as an open space amenity for housing units.

6. Action and Advisory Items

Commissioner Wood explained statements of policy and how the public comment portion of the remote meeting would be conducted and commenting options.

6.A. Development Code Amendment – Retaining Walls in PUEs – Public Hearing

Mr. Mumford presented the item and said it is often difficult for property owners to lose five feet of their property to place a retaining wall outside of a public utility easement, especially on smaller lots. While it is important for the City to obtain public utility easements on the backs and sides of lots in case utilities are needed in those areas, the City does not often use them for more than the occasional drainage system. The City Attorney recommended that the Municipal Code be amended to allow the City Engineer the ability to approve retaining walls within public utility easements when he determines that it will not unreasonably interfere with the easement.

Commissioner Wood opened the public hearing at 6:42 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

MOTION: ***Commissioner Wells moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code Section 15.80.050 Retaining Walls in PUEs. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.***

6.B. McDonald's – Site Plan & Conditional Use Permit – Public Hearing

Planning Manager Michael Hadley presented the item. This proposed project is for a McDonald's fast food restaurant. This application is for a site plan located in the Porter's Crossing Town Center Lot 3 and is approximately 0.974 acres in size. Porter's Crossing Town

Center was approved by the City Council on May 3, 2011, along with a master site plan; the preliminary plat was approved in April 2011.

Mr. Hadley suggested the Planning Commission consider if the building materials and elevations and the 6-foot-6-inch monument sign, that exceeds the height maximum of five feet, meet the intent of Municipal Code. He stated the monument sign would be located in the southwest corner of the lot.

Mr. Hadley stated staff recommends the Planning Commission recommend approval of the site plan to the City Council with the conditions that the applicant adds rock building materials to the building, the monument sign complies with City requirements, and any additional conditions that the Planning Commission deems appropriate.

Commissioner Pengra verified the lighting complies with the dark sky ordinance. Commissioner Wells verified parking lot access points and expressed concern regarding pedestrian traffic passing across the drive-through lane.

Applicant representative Darrin Perkes explained the site plan is for a standard McDonald's site and said the building faces south with customer entrances on the east side and the southwest corner, and an employee entrance is located on the rear of the building. He explained the three drive-through windows are located on the west side of the building and customers parking to the west of the building would cross the drive-through lane to reach the southwest corner entrance. The drive-through lanes will have stop-bar pavement striping at the second, main pickup window and at the third pick up window, only used when needed for large orders.

Mr. Perkes said it is common to have parking and successful pedestrian crossings on the drive-through side of McDonald's locations. He explained the site plan included the installation of five-foot safety rail fencing at southwest entrance to prevent pedestrians crossing the drive-through lane at the low-visibility point at the corner of the building.

Commissioner Wood suggested the configuration may be safer if the drive-through windows were moved to the south side of the building, facing Pony Express Parkway, and the drive-through entrance moved to the west side of the building to allow for an increase of parking on the east side of the building, facing Porters Crossing, and to wrap the drive-through traffic to the north to prevent drive-through overflow traffic backing up onto Porters Crossing.

Commissioner Everett said the design adequately addressed pedestrian traffic concerns due to the exclusion of an entrance on the drive-through side of the building, the fencing along the southwest corner, and the likelihood of customers parking on the east side of the building closest to the main entrance. He said requesting a redesign would place undue burden on the applicant.

Discussion ensued regarding drive-through pedestrian and vehicular traffic concerns.

Mr. Perkes explained the double-lane drive-through supports eleven vehicles and that the drive-through traffic striping indicators direct and wrap the traffic back through the parking lot along

the east, south, and west sides of the building before it would back up onto the commercial subdivision driveway access at Porters Crossing.

Commissioner Pengra stated an exhibit in the packet included the queue indicator stripping plan for the parking lot and said traffic backup onto Porters Crossing is unlikely due to the multiple parking lot and drive-through access points.

Mr. Perkes said a 180-degree rotation had been considered for the building but was determined to be unfavorable as the drive-through and the menu boards would front on Pony Express Parkway decreasing the aesthetics of the location and reducing the drive-through queue length. The presented design allows for natural wrapping through the McDonald's parking lot.

Mr. Perkes said the sign company had inadvertently been supplied erroneous height dimension requirements and the error was not discovered in time to allow for a redesign before the submission was due. He stated willingness to modify the sign height to comply with Municipal Code requirements and said the landscape plan design is in the process of alterations to include headlight screening berms and shrubbery. Mr. Perkes said he needed to confer with McDonald's corporate representatives to review branding requirements before agreeing to design alteration recommendations to increase façade rockery materials. He said McDonald's attempts to accommodate cities whenever possible and did not foresee issues with the request to increase the stonework on the monument sign.

Commissioner Wood opened the public hearing at 7:30 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at <https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs>, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Everett suggested requesting the applicant remove the drive-through painting indicators on the east parking lot access to make the access an exit only. He expressed appreciation of the applicant's willingness to adhere to Code requirements.

Commissioner Pengra stated that McDonald's has experience in construction, layout, and traffic flow and did not have concerns with the site plan.

Commissioner Wright said the drive-through design addressed pedestrian safety issues. He agreed with traffic flow concerns and said indicating the east parking lot access as an exit only through signage would help to direct traffic to wrap through the parking lot. He agreed it was appropriate to request design alterations to meet design aesthetics of other businesses in the area.

Commissioner Wells expressed concerns the drive-through traffic wrapping through the parking lot would increase pedestrian hazards and cause parking obstructions. She acknowledged the experience McDonald's has in facility layout and was not aware of a better solution to address her concerns.

Discussion ensued regarding drive-through and traffic concerns.

MOTION: *Commissioner Everett moved to recommend approval to the City Council of the McDonald's site plan with the following conditions:*

- 1. The applicant shall add rock masonry details to the building;*
- 2. The monument sign shall comply with City height requirements and the applicant shall add rock masonry details similar to other signage in the area; and*
- 3. The east parking lot access drive-through stripping indicators shall be removed.*

Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

MOTION: *Commissioner Everett moved to approve the McDonald's conditional use permit. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

6.C. Parkway Crossroads – Recorded Plat Amendment - Action Item

Mr. Hadley presented the item. Parkway Crossroads is a mixed-use commercial project located at the southeast corner of Ranches Parkway and Pony Express Parkway. This is an application for a recorded plat amendment for the Parkway Crossroads development, vacating the existing lots 3 & 4 and creating two new lots for new development. The new Parkway Crossroads site plan was approved by the City Council on January 21, 2020. Staff recommends the Planning Commission recommend approval to the City Council of the Parkway Crossroads recorded plat amendment with no conditions of approval. Mr. Hadley presented the recorded plat to clarify the item.

MOTION: *Commissioner Pengra moved to recommend approval to the City Council of the Parkway Crossroads Recorded Plat Amendment. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.*

Commissioner Wood recessed the meeting at 7:50 p.m. and reconvened the meeting at 7:58 p.m.

6.D. Overland Village 2 Concept Plan

Commissioner Wood explained that due to the Master Development Agreement the concept plan included an action item.

Mr. Mumford presented the item and cited the Overland Master Development Agreement (Section 6.4) that requires the review and approval of a village concept plan for each village prior to approving other development applications within the village. It states, "Master Developer shall present to the Planning Commission and City Council a Village Concept Plan,

and a traffic study based on the Village Concept Plan, before submitting any Development Application for any such Village. Each Village Concept Plan shall generally illustrate the various types of housing, where density of Residential Dwelling Units within each Village will be located, the location and size of parks and trail improvements, the location of roads and infrastructure improvements, and any potential locations for schools, churches, or other civic or community uses."

Mr. Mumford explained the Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots and a maximum count of 743. The proposed Village 2 concept plan includes the maximum number of units/lots, 743, and includes a mix of lot sizes and housing types. The lots range in size from the smallest, at about 5,200 square feet, to the largest, at about 11,200 square feet. An approximate percentage breakdown of the lot sizes is as follows: 33% Townhomes, 22% Cottage at 5,200 square feet, 15% Collection at 6,000 square feet, 4% Garden at 6,500 square feet, 14% Collection at 8,000 square feet, 10% Estate at 10,000 to 11,000 square feet, and 2% Homesteads at 11,000+ square feet.

Mr. Mumford said the proposed village plan also includes a ten-acre elementary school site, already owned by the Alpine School District. Although this concept plan maximizes the allowed density, it is unlikely that the maximum number of units will ultimately be developed in this village. Increases in lot sizes, reductions in units, minor changes to road and lot configurations, and minor changes to trail locations and park locations are not considered major changes and would not require an amendment to this village concept plan. These changes can be proposed/made at the preliminary plat stage.

Mr. Mumford suggested the Planning Commission consider the Section 6.4 requirements of the Overland MDA. Areas with MDA requirement compliance concerns include: the MDA requires a minimum of a three-acre park to be improved in village two instead of the two two-acre parks in the plan; the proposed 242 units of townhomes may be an inappropriate large number to be located at a two-road intersection and the area has insufficient open space; cul-de-sacs exceeding the maximum length of 250 feet, per the City's connectivity code; the exclusion of potential locations for schools, churches, and other civic and community uses; the exclusion of trails approved in the master trail plan and the need for additional trails to provide better connectivity and recreation throughout the village; the north-south road in the middle of the development connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project, in front of all of homes that front along this street; and the applicant may consider amending the MDP/MDA to allow for some commercial development at the southeast corner (major intersection) or the northwest portion of the development.

Mr. Mumford stated that staff recommends the following conditions, should the Planning Commission determine to recommend approval to the City Council should the concept plan comply with the Overland MDP and MDA: 1. The north-south road in the middle of the development shall be upgraded to a minor collector road; 2. The park shall be increased to a minimum of three acres, and be moved to a new location (either adjacent to the hilltop park or more centralized in the village); 3. Additional trails shall be added to improve connectivity throughout the village; 4. The cul-de-sacs shall not exceed 250 feet in length; 5. Additional open space shall be added to the townhome area to improve the livability; and 6. Potential church

locations shall be shown on the plan or on another exhibit. Mr. Mumford stated plan amendments submitted to staff addressed and met conditions two, four, and six.

Mr. Mumford said the concept plan meets the requirements for lot transitioning at the time of the MDA's creation and explained the MDA restrictions in Section 6.3 limiting multifamily units to villages five and eight indicated apartments and condominiums and does not prohibit townhomes units in the other villages.

Applicant representative Byron Prince with Ivory Development clarified that townhomes were not excluded in the multifamily restrictions defined in the agreement as the townhomes units are not stacked vertically and the underlying ground the unit sits on would be owned by the home owners, and the community areas would be owned by the HOA.

Mr. Prince stated, a few months ago, he had a heated debate with Councilmember Colby Curtis regarding the interpretation of the MDA. He said Councilmember Curtis expressed frustration because the total number of units included on the preliminary plat for Village One exceeded the concept plan by a few units. Mr. Prince said the number of units was still under the maximum number of units allowed per the MDA. Mr. Prince recalled that Councilmember Curtis said he was being disingenuous and directed him to present "the worst-case scenario" in future concept plans to show the maximum number of units that may be included in the final preliminary plat. Mr. Prince said, as a result of the discussion, he prepared a "worst-case scenario" concept plan including the maximum density allowed per the MDA, even though the concept plan does not reflect his intended design, his preferred approach, or good planning practices. He said the preliminary plat would depict the actual design plans for Village Two, which contains fewer housing units, and hopefully earn the favor and approval of the City Council.

Mr. Prince explained the actual plan includes the various sizes of single-family lots as presented and would most likely result in a replacement of approximately half of the townhomes with additional single-family units. He explained he arbitrarily increased the townhome units to reach the maximum allowable density.

Commissioner Pengra said he appreciated Mr. Prince accommodating the Councilmember's request and stated his preference to see what is planned over a maximum density proposal.

Commissioner Wells concurred with Commissioner Pengra's preference to review the intended plans and noted the difficulty in evaluating staff's recommendations due to the arbitrary number of townhomes impact on the recommendations.

Mr. Prince explained the MDA limits commercial development to Villages 5 and 8. He expressed willingness to allow commercial development in Village 2, if a business expressed interest and were permitted.

Commissioner Wood expressed hesitation in approving a concept plan that did not reflect the intended or desired plans and suggested the inclusion of a concept plan B of the actual plans.

Mr. Prince said, due to the direction he received from the Council, he preferred to move forward with the presented concept plan but offered to allow the Planning Commission to view the intended concept plan.

Commissioner Everett expressed concern that he did not have time to review the concept plan changes that had been submitted to staff and verified the townhomes would have rear-loading garages.

Mr. Prince explained he had spoken with representatives from the Church of Jesus Christ of Latter-day Saints regarding potential chapel sites and, due to chapel sites located in other villages, a site is not currently needed for Village 2. He reserved an area with favorable topography in the western corner of the village, due to its distance from the school and other church sites, should a church site be needed in the future.

Mr. Mumford displayed the Village 2 initial concept plan, before the changes to meet Councilmember Curtis' request for a maximum density. Mr. Prince explained the lot size designation differences.

Commission Pengra said the Commission and Mr. Prince have both been placed in a difficult position and he was unsure how to move forward. Mr. Prince requested the Planning Commission only consider the submitted concept plan in their decision to prevent complications with the City Council.

Commissioner Wood expressed discomfort in voting on a concept plan that was neither what the applicant intended to build nor what was in the best interest of the City. He suggested including the initial and revised concept plans in the City Council proposal.

Mr. Prince expressed a willingness to include both plans and stated the purpose of a concept plan process is not to define exact density but to provide a general sense of layout and amenities.

Commissioner Wood said the maximum density concept plan complicates a recommendation for approval due to the increase in open space requirements due to the high number of units.

Mr. Prince explained the MDA allowed for a cash donation of \$1.71 million to Cory Wride Memorial Park in lieu of open space. The only open space requirement for Village 2 is a three-acre park.

Mr. Prince said traffic issues are difficult to anticipate and the study did not take into account the traffic from future developments to the north. He said he was willing to discuss the potential need of a minor collector road with staff before meeting with the City Council.

Mr. Prince explained the grouping of lot sizes was intended to provide adequate transitioning while maintaining a mix of architecture and housing types without the optics of economic segregation.

Commissioner Wright said, although the Planning Commission does not like and the applicant does not plan to build the presented concept plan, per the terms of the MDA, the applicant would be allowed to build it. He said the Planning Commission should only vet the presented concept plan in accordance with Code requirements, not Commission preference. He agreed with the staff recommendation to increase the size of the main road to a minor collector road to facilitate traffic flow. He suggested the inclusion of additional trails and open space and the placement of the three-acre park in a more accessible location.

Commissioner Pengra said the MDA predates many of the City's current Code requirements and agreed the Planning Commission should make the decision on the application as presented not discussed. He stated he did not believe Councilmember Curtis anticipated the impact of his maximum density concept plan request. He said the role of the Planning Commission is to vet the application against Code to facilitate City Council decisions. He suggested for Commission Wood speak with the Mayor and Councilmembers to indicate the Planning Commission's preferences and concerns.

Commissioner Everett stated the applicant and the Planning Commission have been put in a difficult position. He proposed tabling the application due to significant alterations to the concept plan being submitted hours before the meeting. He expressed frustration to have major changes and insufficient time to adequately review them.

Commissioner Wood also stated opposition to permitting last-minute changes to an application with insufficient time to review the amended plan.

Commissioner Wright stated the desire for a mutually beneficial, respectful relationship between the applicant and the Planning Commission.

Mr. Mumford explained the action item requirements of the MDA and options for tabling or recommending approval to the City Council with the condition of presenting the intended concept plan in addition to the maximum density concept plan requested by Councilmember Curtis.

Mr. Mumford stated the expansion of a north to south road into a minor collector road would require significant concept plan alterations due to the resulting relocation of roads and lots to prevent units fronting on the minor collector road. He presented the Future Land Use and Transportation Corridor Plan that was completed after the Overland MDA and MDP were approved and explained the closure of the Jake Garn Airport and City expansion resulted in the need for an additional minor collector road running north to south through the Overland development, linking Pony Express Parkway and Wride Memorial Highway.

Discussion ensued regarding concerns the allowance of application changes after the submission deadline, uncertainty in drafting conditions where the plan does not reflect the intent of the applicant, and the resulting difficulty in fulfilling their responsibilities as a Planning Commission.

Mr. Prince explained the placement of the park in Village 2 was due to the location of parks within other villages. He agreed to work with staff to adjust the location or size of the park and/or the trails within the City rights-of-way. He said the only changes from the original submission were the addition of a section of trail and the increase in the park size. Mr. Prince stated if the Planning Commission were to table the item in order to have more time to review the changes, he did not intend to make changes to the concept plan.

Commissioner Wells asked Mr. Prince if he would be willing to change the application should Councilmember Curtis rescind his requirement for a maximum density concept plan. Mr. Prince expressed a willingness to change the concept plan to the intended design if desired by both the Planning Commission and City Council. He stated regardless of the concept plan presented, per the MDA, he could legally increase or decrease the number of housing units during the final design phases of the project.

Commissioner Pengra requested clarification regarding Mr. Prince's reasons for adhering to Councilmember Curtis' request for a maximum density concept plan regardless of the Planning Commission's and other Councilmembers directives.

Mr. Prince stated he had not anticipated the Planning Commission's request for the intended concept plan. He expressed frustration with the process, because it makes him appear disingenuous. He stated a second Councilmember agreed with the request for a maximum density concept plan and the intended concept plan had been submitted prior to his discussion with the City Council. He said he intends to adhere to the concept plan with 630 units. However, changes in the market or other factors could cause alterations to the plan.

Commissioner Pengra said he would never accuse Mr. Prince of being disingenuous and the applicant can alter the concept plan regardless of Planning Commission recommendations.

Commissioner Wells suggested for staff to discuss concept plan alteration recommendations with the applicant and for the Commissioner Wood to discuss the Planning Commission concerns with the City Council prior to the next meeting.

MOTION: *Commissioner Everett moved to table the Overland Village 2 concept plan until the next scheduled Planning Commission meeting. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Brett Wright. The motion carried with a vote of 4:1.*

[7. Discussion Items](#)

[8. Next scheduled meeting](#)

Discussing ensued regarding the agenda items for the next Planning Commission meeting on April 28, 2020.

Mr. Mumford asked for clarification regarding application change submissions. He explained he has allowed for minor changes that attempt to address staff recommendations to be sent to the Planning Commission after the deadline and to be discussed during the meeting. He requested direction from the Planning Commission regarding plan changes.

Commissioner Wright stated he voted against tabling the Overland Village 2 concept plan, because the changes were minor and addressed staff recommendations.

Commissioner Everett said he felt the changes were significant, and he had not been aware of the alterations until they were discussed during the meeting. He expressed the desire to have specific guidelines to facilitate consistency in staff decisions to accept or reject late application alterations.

Commissioner Wood said the purpose of the policies and procedures is to prevent subjective judgements on applications to prevent the appearance of favoritism and to provide direction and set expectations.

Commissioner Pengra said the refusal to accept late submissions may slow the application process or put staff in difficult positions. He suggested allowing flexibility to permit changes with the expectation that the Planning Commission would table the item should the alterations be deemed excessive and said the intention of the policy is to prevent the addition of new items not changes to address staff recommendations.

Commissioner Wood suggested discussing an amendment to provide staff direction in the next meeting.

Mr. Mumford said staff allows as much flexibility as possible with the submission timeframe but will refuse new materials submitted significantly after the deadline. He said the purpose in including late submission alterations is partially to ensure the Planning Commission is aware of all the materials and changes given to staff. He stated staff will adhere to policies and procedures as much as possible and send emails with additional materials and alterations as soon as possible then follow the Planning Commission's directives concerning those submissions.

Mr. Mumford and the Planning Commission expressed appreciation for the efforts of the Recorder's Office staff in facilitating and running the remote meeting.

The meeting was adjourned at 9:44 p.m.

MOTION: *Commissioner Pengra moved to adjourn. Commissioner Wells seconded the motion. No vote was called.*

9. Adjournment

Approved by the Planning Commission on April 28, 2020.

Steve Mumford, AICP
Community Development Director



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 28, 2020

TITLE:	Development Code Amendment - Airpark Zone (EMMC 17.45) - Public Hearing
ITEM TYPE:	Development Code Amendment
APPLICANT:	Planning Commission

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Code amendments are legislative actions and decisions are valid if reasonably debatable and not illegal.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

The Planning Commission requested that the Airpark Zone be placed on this agenda for consideration of removal from the City Code. Several months ago the Commission expressed concern about the zone, especially the permitted and conditional uses. The zone was created many years ago, and was intended for a much more robust airpark than has been recently considered by landowners/applicants. While the City has reviewed several proposals over the years for a residential airpark, the current zone allows for manufacturing, distribution, research and development, shopping centers, aircraft manufacturing, and much more. There are no active applications for the airpark zone.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

The following is a recommended motion, if the Commission chooses to recommend approval:

- I move that the Planning Commission recommend approval of the development code amendment to Chapter 17.45, removing the Airpark Zone from the City Code.

Attachments:

[Airpark Zone Ch 17.45](#)

Chapter 17.45 AIRPARK ZONE

Sections:

- 17.45.010 What this chapter does.**
- 17.45.020 Purpose and objective.**
- 17.45.030 Permitted uses.**
- 17.45.040 Conditional uses.**
- 17.45.050 Prohibited uses.**
- 17.45.060 Area and density requirements.**
- 17.45.070 Land use standards.**
- 17.45.080 Driveways.**
- 17.45.090 Protection of airspace.**
- 17.45.100 Open space requirements.**
- 17.45.110 Supplementary regulations.**
- 17.45.120 Previous zoning district equivalents.**

17.45.010 What this chapter does.

This chapter establishes the land use regulations for the airpark zoning district in Eagle Mountain City, including permitted and conditional uses, minimum land use standards, and open space provisions. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.1)].

17.45.020 Purpose and objective.

The purpose and objective of this chapter is to provide commercial and residential sites with access to hangars and taxiways suitable for business and general aviation aircraft. The airpark zone will encourage a variety of uses including business parks, light manufacturing, professional offices, restaurants, and lodging. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.2)].

17.45.030 Permitted uses.

The following land uses shall be permitted uses in the airpark zone. Any use not specifically permitted in this chapter is prohibited.

- A. Aircraft sales, manufacturing, assembly and service operations or other aviation services carried out under contract with the city are permitted uses;
- B. Single-family detached dwellings;
- C. Research and development uses, including medical or electronic assembly and manufacturing;

D. Wholesale trade, warehousing, distribution and other operations characterized by the need for large truck and shipping establishments;

E. Light manufacturing of finished products or parts, including processing, fabrication, assembly, treatment, packaging, and incidental storage of such products. Such uses include, but are not limited to, food, beverages, apparel, textiles, pharmaceuticals, household appliances and plastics;

F. Laundry and dry cleaning establishments;

G. Commercial recreation including golf courses;

H. Motels and hotels;

I. Office/business parks;

J. Shopping centers that include grocery stores, restaurants without drive-through windows, general retail services in multi-unit buildings;

K. Mixed uses of residential and commercial including small-scale retail, service commercial, or offices;

L. Public parks;

M. Public and private utility structures or facilities;

N. Residential facilities for the elderly;

O. Manufacturing. [Ord. O-11-2017 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(1) § 9.3)].

17.45.040 Conditional uses.

The following conditional uses and such uses as the planning director and planning commission may recommend as similar and consistent with the scale, character and impact of the area will be considered:

A. Retail establishments such as restaurants, department stores, furniture outlets, warehouse stores, hardware and building supply stores, auto parts and gasoline service stations and auto sales facilities;

B. Printing, lithography and publishing establishments;

C. Convenience stores;

D. Restaurants with drive-through windows;

- E. Banks and banks with drive-through windows;
- F. Religious or cultural meeting halls;
- G. Public or private schools;
- H. Home businesses (as allowed by Chapter [17.65](#) EMMC);
- I. Pet stores. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.4)].

17.45.050 Prohibited uses.

The following are prohibited uses and such uses as the planning director and planning commission determine to be similar or consistent with the prohibited use:

- A. Sexually oriented businesses;
- B. Multifamily dwellings and twinhomes. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.5)].

17.45.060 Area and density requirements.

The following area and density requirements shall apply to this district:

- A. The minimum lot size for single-family detached dwellings in this zone is one-half acre. Other uses may require a minimum size greater than one-half acre and will be evaluated by the city council, after review and recommendation by the planning commission, on an individual basis to determine if more property is required to reasonably accommodate the proposed use.
- B. Subdivisions in this zone shall not exceed 1.6 dwelling units per acre. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.6)].

17.45.070 Land use standards.

The diverse types of land uses including aviation, residential, retail, warehouses, light industrial and manufacturing require all projects in this zone to be subject to a site plan review and approval. The planning commission shall approve all building setbacks and heights in compliance with the Federal Aviation Administration (FAA). The planning commission shall also approve the setbacks of accessory structures, lot widths, and dwelling sizes. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.7)].

17.45.080 Driveways.

Residential driveways shall comply with the following standards:

A. Slopes. Driveways shall not exceed grades of 12 percent. The building official may approve driveway slopes that exceed 12 percent in circumstances that are deemed necessary because of the topographical conditions.

B. Clear Vision Triangle. Residential driveways when feasible shall not be permitted in the clear vision triangle at local streets as described in this title.

C. Driveway Length. Residential driveways shall be a minimum of 24 feet, measured from the property line. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.8)].

17.45.090 Protection of airspace.

The following standards will encourage aviation while at the same time provide for safety of residential and commercial development.

A. Development under Landing and Approach Patterns. All property within one-half mile of the end of an active runway and located under the noninterference cone trapezoids established by the Federal Aviation Administration (FAA) will be limited to agricultural or open space uses. Lands from one-half to one mile from the end of an active runway and located under the FAA cone trapezoid will generally be limited to agriculture, open space, low density commercial development or airpark uses.

B. Radio Communication. All aircraft in Eagle Mountain airspace and below 6,500 feet mean sea level (msl) must use radio communication in accordance with and as published in the Federal Aviation Administration's guidelines.

C. Minimum Altitude. All aircraft transiting Eagle Mountain airspace are requested to maintain an altitude in accordance with and as published in the Federal Aviation Administration's guidelines.

D. Approaches. Traffic patterns for landing at airports in Eagle Mountain will be from the west. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.9)].

17.45.100 Open space requirements.

Projects within this zone are required to provide at least 10 percent of the project areas as improved open space. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.10)].

17.45.110 Supplementary regulations.

All properties in Eagle Mountain City are also subject to the supplementary land use provisions of this title. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.11)].

17.45.120 Previous zoning district equivalents.

The equivalent zoning district contained in previous development codes includes the airport zone. Properties zoned prior to the adoption of the ordinance codified in this title shall only be entitled to the permitted and conditional uses permissible under the land use ordinance in which the property was zoned. With the exception of the land uses, property zoned under previous development codes shall comply with all other regulations and standards contained in this chapter so long as it does not restrict density entitlements that are solidified in a master development agreement. Property zoned under the development code of Eagle Mountain City adopted on September 28, 1999, is entitled to the following land uses:

A. Airport Zone. Aircraft sales, manufacturing, assembly and service operations or other aviation services carried out under contract with the city are permitted uses. The following conditional uses and such uses as the planning commission may recommend as similar and consistent with the scale, character and impact of the area will be considered: office use, restaurants, hotels, motels, bed and breakfast facilities, light manufacturing, warehousing, dwellings, group homes, places of worship, schools (public and private), banks and retail goods establishments. All other uses are expressly prohibited. [Ord. O-23-2005 § 3 (Exh. 1(1) § 9.12)].



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 28, 2020

TITLE:	Development Code Amendment - Commercial Zones (EMMC 17.35) - Public Hearing
ITEM TYPE:	Development Code Amendment
APPLICANT:	City Staff & Planning Commission

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Development Code Amendments are legislative decisions and are considered valid if reasonably debatable and not illegal.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

Recently the Planning Commission and the City Council approved the creation of the Commercial Community and Commercial Neighborhood Zones, in place of the previous Commercial Zone. We are now proposing that Chapter 17.35 be amended (see attached) to create a Commercial Regional (CR) Zone. The proposed code includes permitted and special land uses and development standards.

ITEMS FOR CONSIDERATION:

General Plan Designation

Please note that the Commercial Regional Zone is generally most appropriate in areas designated in the City's Future Land Use Map as Regional Commercial, but it may also be appropriate in other areas, depending on surrounding land uses and other circumstances.

Special Use Standards

We are actively working on drafting special use standards for uses designated as "special" uses. They are considered prohibited until specific standards have been approved.

Minor Changes

After additional research and consideration, some minor changes are also being proposed for the Commercial Community and Commercial Neighborhood Zones, including adjustments to the front setback (to provide space for utilities) and some uses, along with eliminating uses that are not permitted in any of the three zones.

RECOMMENDATION:

We recommend the following motion:

I move that the Planning Commission recommend approval of the proposed code amendments to Chapter 17.35 to the City Council as presented (or with minor changes agreed upon at the meeting).

Attachments:

[Commercial Zones - Commercial Regional](#)

Chapter 17.35 COMMERCIAL ZONES

Sections:

17.35.010 What this Chapter Does

17.35.020 Commercial Zones

17.35.030 Land Use Table

17.35.040 Commercial Development Standards

17.35.050 Generally Applicable Provisions

17.35.010 What this chapter does.

In order to further the purposes of LUDMA (Utah's Municipal Land Use, Development, and Management Act) and the City's General Plan, the city is divided into various zones, including a number of commercial and office zones. This chapter establishes the land use regulations for these zones in Eagle Mountain City, including allowed uses, minimum land use standards, and other development provisions.

17.35.020 Commercial Zones.

1. Zone: **Commercial Neighborhood (CN)**. This zone provides small scale commercial retail, office, and services, located to accommodate the daily needs of local residents. Uses should be integrated with adjacent neighborhoods and impose minimal impacts resulting from traffic, lighting, noise, etc. This zone is generally appropriate within some areas designated as Community Commercial on the City's Future Land Use Map, **but may also be considered for approval in other areas, depending on the surrounding land uses and other circumstances.**
2. Zone: **Commercial Community (CC)**. This zone provides areas of commercial retail, office, and services, located near transportation hubs and major intersections and designed to buffer neighboring residential areas. Developments should incorporate coordinated circulation, architecture, and landscaping, and a balance of uses oriented to local residents and passing motorists. This zone is generally appropriate within some areas designated as Community Commercial on the City's Future Land Use Map, **but may also be considered for approval in other areas, depending on the surrounding land uses and other circumstances.**
3. Zone: **Commercial Regional (CR)**. This zone provides areas appropriate for highway-oriented retail and service uses and regional shopping centers that serve community-wide and regional shopping needs. The CR zone should be located close to freeways and/or major arterials to provide convenient access for major traffic volumes without impacting residential areas. Developments should incorporate coordinated circulation, architecture, and landscaping, and contain a wide range of retail and service establishments within a unified shopping center

complex. When supported by the General Plan, an appropriate mixture of uses, such as professional office, and institutional uses, as well as entertainment and recreational venues, is allowable. Where necessary and appropriate, the development must provide transitioning toward less intensive uses neighboring the district. This zone is generally appropriate within areas designated as Regional Commercial on the City's Future Land Use Map, but may also be considered for approval in other areas, depending on the surrounding land uses and other circumstances.

17.35.030 Land Use Table.

This land use table contains the various land uses that are permitted, special, and prohibited uses in the commercial zones. Uses that are not listed in this table are prohibited.

P = Permitted (Permitted uses may still require approval through an application process as detailed in this chapter and other chapters)

S = Special (Special uses are permitted uses that must also comply with the standards listed in Chapter 17.75 EMMC that are specific to that type of use)

BLANK = Prohibited

Land Use Table

LAND USE	ZONING DISTRICT		
	Commercial Neighborhood (CN)	Commercial Community (CC)	Commercial Regional (CR)
RESIDENTIAL USES			
Assisted Living Facility (12+ residents)		S	
Assisted Living Facility (up to 12 residents)	P	P	
Bed and Breakfast	P	P	
Caretaker / security guard dwelling unit			
Residential Juvenile Group Home; Residential Facility for Persons with a Disability; Residential Rehabilitation and Treatment Facility		S	
Skilled Nursing Facility; Transitional Care Facility		P	
CIVIC / INSTITUTIONAL			
Cultural & Entertainment Uses (Theaters, Museums, Galleries, Libraries, Performing Arts Studios, Movies, etc.)		P	P
Schools (Public / Charter / Private)	S	S	
Public / Civic buildings & facilities (City Owned)	P	P	P
Public parks, plazas, trails, and open space	P	P	P
Religious or Cultural Meeting Halls	P	P	
Sports Facilities / Arenas / Fields (Indoor)		P	P
Transit Stop (Bus, Light-Rail)	P	P	P
COMMUNICATION & UTILITIES			

Communication Facilities & Towers	S ⁵	S ⁵	S ⁵
Electrical Substations & Power Transmission Lines		S ⁵	S ⁵
Public and Private (with franchise agreement) Utility Underground Lines, Utility Buildings, and other Above Ground Structures	S ⁵	S ⁵	S ⁵
Public and private utility equipment and inventory storage, fenced or enclosed	S ⁵	S ⁵	S ⁵
COMMERCIAL / NONRESIDENTIAL USES			
Adult Group Care Facility (Nonresidential)		P	
Animal Care Service		S ⁵	S ⁵
Athletic Instruction, including Dance, Gymnastics, Martial Arts, etc.	P	P	P
Automobile gas/service stations	P	P	P
Automobile sales and/or minor service		P	P
Automobile Service & Repair (minor)		P	P
Automobile Service & Repair (including auto body)		P	P
Banks & Credit Unions	P	P	P
Brewery		P	P
Car Wash		P	P
Car Wash (Ancillary to a gas/service station)	S ⁵	P	P
Check Cashing and Deferred Deposit Lenders ³			S ⁵
Child Day Care Center or Preschool	P	P	P
Construction and Equipment Sales / Rental			P
Convenience Store; Corner Market	P	P	P
Fitness Center	P	P	P
Flex Office / Retail / Warehouse			P
Grocery Store, small/Neighborhood (generally < 30,000 sq ft)	P	P	P
Grocery Store, Medium/Community (generally 30,000 - 75,000 sq ft)		P	P
Grocery Store, Large/Regional (generally > 75,000 sq ft)			P
Hospital			P
Hotel ⁴		P	P
Laundry Services (No On-Site Dry Cleaning)	P	P	P
Mortuary		P	P
Moving and storage facilities and businesses			
Office (Medical, Health Care, Professional)	P	P	P
Outdoor Sales and Display (including storage of materials, products, and equipment incidental to an allowed use)	S ⁵	S ⁵	S ⁵
Outdoor storage/parking of recreational vehicles, trailers, boats, and similar vehicles			
Parking Garage		S ⁵	P
Pawn Shop			P ⁶
Pharmacy (Retail)	P	P	P
Plant & Tree Nursery / Garden Center (with outside display; min. 1 acre lot)	S ⁵	P	P

Portable Storage Container			
Race Tracks for Go-Carts, ATVs, and other Motorized Sports Recreational Facilities			S⁵
Reception/Conference/Meeting Center	S⁵	S⁵	S⁵
Recreation (Indoor)		P	P
Recreational Vehicle Sales/Rentals		P	P
Research and Development Facilities, including medical or electronic assembly and associated light manufacturing			
Restaurant or Bakery (without drive-through services)	P	P	P
Restaurant (with drive-through services)	S⁵	P	
Retail Sales, General ¹		P	P
Retail Sales, Neighborhood (generally < 5,000 sq ft) ²	P	P	P
Retail Sales, Regional (generally > 55,000 sq ft)			P
Salon (hair, nails, etc.)	P	P	P
Sexually Oriented Business			
State Liquor Store		P	P
Storage Units (indoor climate-controlled)			
Temporary Sales (Christmas tree lots, farmers market or fruit/vegetable stands, fireworks, food trucks, snow cones, etc.)	S⁵	S⁵	S⁵
Tobacco Specialty Business		S⁵	S⁵

¹ Includes arts & crafts sales, body art facility, electronic media rental & sales, hardware and home improvement, pet store, and uses deemed similar or appropriate by the City

² Includes bookstore, copy center or postal center, floral sales, ice cream or dessert shop, and uses deemed similar or appropriate by the City

³ Check cashing and deferred deposit lenders include any business that must register in accordance with Utah Code Ann. § 7-23-101, *et seq.*

⁴ Hotels offering extended stay must include a mix of extended stay and standard rooms (maximum 70% extended stay)

⁵ These special uses are considered prohibited until special use standards specific to these uses are approved and included in Chapter 17.75 EMMC

17.35.040 Commercial Development Standards.

This Development Standards table contains required standards for each commercial zone in the city.

More details and clarification are included as footnotes and as generally applicable provisions later in this chapter.

Commercial Development Standards

Zone Designation	CN (Commercial Neighborhood)	CC (Commercial Community)	CR (Commercial Regional)
Maximum Height of Structures	35' ¹	50' ¹	50' ¹
Minimum Setback Requirements ²			
Front	5' 10' Min; 20' 25' Max	5' 10' Min; 20' 25' Max	10' Min

Rear	20'	20' (35' ¹³)	20' (35' ¹³)
Side	None (20' ¹³)	None (Equal to building height ³)	None (Equal to building height ³)

¹ Height is measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures.

² The approval authority may approve alternative setbacks if, in its judgment, the setbacks comply with the following:

1. Does not interfere with the use, enjoyment, and character of adjacent properties;
 2. The success of the business necessitates the setbacks, proven by data or research;
 3. The setbacks are not solely to provide space for parking between the building and the street;
 4. Topography or natural features make it impossible or impracticable to place the building within the setback
- *Maximum setback does not apply to anchor buildings if pad sites are provided which comply with this standard.

³ If adjacent to residential

17.35.050 Generally applicable provisions.

All development projects within the commercial zones in this chapter shall conform to the following general requirements:

A. Site Plan Approval. All permitted or special uses in the commercial zones must comply with Chapter 17.100 EMMC, Site Plan Review, unless exempted in that chapter.

B. Architecture & Site Design. All permitted or special uses in the commercial zones shall comply with Chapter 17.72 EMMC, Commercial and Multifamily Design Standards. Exceptions include communication & utility structures, transit stops, temporary commercial uses, and similar uses.

C. Lighting. All exterior lighting, including parking lot lights, building lights, and other lighting must comply with the standards found in Chapter 17.56 EMMC, Outdoor Lighting Standards. Streetlights are required to be paid for by developers and installed by the City's contractor along all roads in and surrounding a project, in accordance with Section 15.10.390 EMMC.

D. Parking. Parking stalls, including ADA stalls, and parking lot improvements shall be provided in accordance with the standards in Chapter 17.55 EMMC, Off-Street Parking.

E. Landscaping. All landscaping shall comply with the standards in Chapter 17.60 EMMC, Landscaping, Buffering, Fencing and Transitioning. Landscaping in parking lots shall comply with Chapter 17.55 EMMC, Off-Street Parking. All landscaping shall be installed prior to the issuance of a certificate of occupancy for the building. The City Building Official may approve exceptions as seasonal conditions warrant. It shall be the responsibility of the property owner to maintain all approved landscaping in

accordance with the approved site plan and in compliance with the City's parking and landscaping requirements.

F. Buffers and Transitions Between Developments and Uses. Commercial and other non-residential uses require buffering or transitioning when built adjacent to residential uses. Buffering standards can be found in Chapter 17.60 EMMC, and include walls or fences, landscaping, and distance separations. Screening walls shall be built by the developer/builder of the commercial or non-residential use, when adjacent to a residential use.

G. Hillside Development and Sensitive Lands. No construction, development, or earthwork may occur on land restricted by utility corridors, natural washes, storm drain retention/detention areas, geologically sensitive areas that require special engineering considerations for safe habitation, and steep slopes, unless in full compliance with Chapters 15.80, 17.62, other applicable City Codes, and approved by the approval authority for site plans. The approval authority may consider, at their discretion, approval of uses on land restricted by utility corridors, including parking lots, recreation (trails, plazas, open space), appropriate temporary uses, and transit stops. Development projects that include hillsides, ridgelines, or retaining walls must comply with the standards in Chapters 15.80 and 17.62 EMMC. Development near natural washes must include significant setbacks from the edge of the wash to any structure, unless approved to pipe the wash. Utility corridors shall be preserved and deeded to the City whenever possible for trails and open space corridors.

H. Signs. Permanent monument signs for a project shall comply with the standards in Chapter 17.80, Sign Regulations and Sign Permits, and sign locations shall be reviewed along with the site plan review. All business signs require submittal and approval of a sign permit application, and signs may require a building permit.

I. Street Trees. Developers and/or builders shall plant appropriate trees in park strips along all public streets. Planting shall be done along with the project landscaping and in accordance with the standards found in EMMC 16.35.080. Street trees are required along all collector and arterial roads.

J. Uses within Buildings. All uses in the commercial zones shall be conducted entirely within a fully enclosed building except those uses deemed by the approval authority to be customarily and appropriately conducted outside (merchandise, gas pumps, plant nurseries, home improvement material yards, automobile sales, etc.). No trash, used materials, wrecked or abandoned vehicles or equipment shall be stored in an open area. All such materials shall be kept within an opaque enclosure that is architecturally compatible with the main building. Trash enclosures, compactors, truck loading areas, and outdoor storage shall be oriented away from residential uses to the extent practical.

K. Bicycle Parking. Convenient bicycle parking shall be provided in locations that do not interfere with pedestrian circulation. Bicycle parking facilities shall be disbursed throughout larger sites and located in convenient and visible areas.

L. Drive-Through Lanes. Drive-through lanes shall be located away from adjoining residential developments. Speakers and menu boards shall be located so that noise is not directed toward residential uses and shall incorporate a screen wall and landscaping to mitigate noise. Where possible, public access doors shall not be located in an area that requires pedestrians/customers to cross drive-through lanes. Where unavoidable, improvements shall be provided to slow vehicles or improve visibility for pedestrians.



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 28, 2020

TITLE:	Development Code Amendment - Sign Regulations and Sign Permits (EMMC 17.80) - Public Hearing
ITEM TYPE:	Development Code Amendment
APPLICANT:	City Staff & Planning Commission

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Code amendments are legislative actions and decisions are valid if reasonably debatable and not illegal.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

At the suggestion of the City Attorney, we are proposing to add a category for "official signs" in the Exempt Signs section of Chapter 17.80. The additional language clarifies that signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within the city, are exempt from the regulations in Chapter 17.80 and do not require a permit. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Any official sign that doesn't comply with the standards in Chapter 17.80 requires approval by the City Council.

ITEMS FOR CONSIDERATION:

RECOMMENDATION:

We recommend the following motion:

- I move that the Planning Commission recommend approval of the development code amendment to Chapter 17.80 as proposed (or as amended).

Attachments:

[Sign Code Amendment - Official Signs](#)

Chapter 17.80 SIGN REGULATIONS AND SIGN PERMITS

17.80.120 Exempt signs.

All signs exempt from the permit process shall comply with the general provisions of this chapter except traffic signs approved by the city engineer. No sign permits shall be required for the following signs:

P. Official Signs. Signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within Eagle Mountain City. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Official signs that do not comply with the general provisions of this Chapter 17.80 must be approved by the city council.



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
APRIL 28, 2020

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

ACTION ITEM:

Yes

PUBLIC HEARING:

No

REQUIRED FINDINGS:

The Overland Master Development Agreement (MDA) is to be used in considering approval of this application. The Commission may make recommendations and changes based upon legitimate and quality planning principles and other criteria specified in the "Items for Consideration" section of this report and Section 6.4 of the Overland MDA.

PREPARED BY:

Steve Mumford,
Planning

BACKGROUND:

This item was tabled by the Planning Commission on April 14th, 2020. Concerns expressed in the meeting included, but were not limited to, the "maximizing" of density in the plan, the changes to the plan that were submitted prior to the meeting, the open space sizes and locations (and lack of open space in the townhome area), and the transportation network. At the time of this report the applicant has chosen to continue to propose the updated plan that was reviewed by the Commission at that meeting.

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

The Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots and a maximum count of 743. The proposed Village 2 concept plan includes 742 lots/units, and includes a mix of lot sizes and housing types. The lots range in size from the smallest, at about 5,200 sq ft, to the largest, at about 11,200 sq ft. An approximate percentage breakdown of the lot sizes is as follows:

- 33% Townhomes
- 22% Cottage; 5,200 sq ft
- 15% Collection; 6,000 sq ft
- 4% Garden 3rd Car; 6,500 sq ft
- 14% Collection; 8,000 sq ft
- 10% Estate; 10,000 - 11,000 sq ft
- 2% Homesteads; 11,000+ sq ft

The proposed village plan also includes a 10-acre elementary school site,

already owned by the Alpine School District. Although this concept plan maximizes the allowed density, it is unlikely that the maximum number of units will ultimately be developed in this village. Increases in lot sizes, reductions in units, minor changes to road and lot configurations, and minor changes to trail locations and park locations are not considered major changes and would not require an amendment to this village concept plan. These changes can be proposed/made at the preliminary plat stage.

ITEMS FOR CONSIDERATION:

Section 6.4 of the Overland MDA states that "the City's review of the Village Concept Plan for any Village may consider legitimate and quality planning principles, adjacent or planned land uses, the location of appropriate public and private infrastructure, the location of public and private open space, the location and type of Commercial Uses and Residential Uses in the Village, and the location and amount of any non-standard lots. The City shall have the right to require changes to the Village Concept Plan provided that the changes do not materially impact Master Developer's ability to obtain the allowed densities, significantly alter the types or locations of residential or commercial uses (i.e. townhomes, cluster homes, etc.), significantly alter proposed lot sizes, or result in unreasonable additional development costs."

ITEMS TO CONSIDER:

Parks

- The MDA requires a medium park to be improved in Village 2. The park examples document with the MDA showed a 3-acre and a 5-acre park as medium park examples. This plan contains a 3-acre park and a couple smaller ones. Also, the City has planned a park adjacent to the northeast corner of Village 2. It's a hilltop overlook park, but it would be nice to combine some more open space there and create a bigger/better park. It may make sense to shift the 3-acre park to be adjacent to the hilltop park. It would also make sense to centralize the 3-acre park or place it adjacent to the future elementary school site.

- Although townhomes may be appropriate at the intersection of two major roads, 242 townhomes is a lot of townhomes in one area. The plan shows very little open space there...only small common space corridors. This area likely needs a small pocket park or other recreational facilities.

Cul-De-Sacs.

- Cul-de-sac maximum length is 250 feet, per the City's connectivity code. The plan was modified to comply with this requirement.

Roads.

- The north-south road in the middle of the development connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project, in front of all of the homes that front along this street. Page 9 of the traffic impact study states "The proposed internal roadway network for the Overland Village 2 is designed to provide an efficient

flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are collector roads that are designed within Village 2 that will connect to Village 1 and other villages throughout the entire Overland Development." Although the TIS states that collector roads are provided, these roads are not designed any wider than standard residential roads, and thus do not fully provide for an increased capacity for vehicles. For the safety of the residents along this road and the benefit of the overall transportation system we recommend that this road be upgraded to a minor collector road and that no lots have direct driveway access onto this road. However, considering that the Master Development Plan does not include a collector road in this location (the City's previous master transportation plan did not include a collector road here), we are willing to recommend instead that the developer provide additional asphalt on the road to provide a sort of collector road similar to Lone Tree Parkway or Golden Eagle Road (not a full 77-foot ROW, but at least 35 feet of asphalt, also similar to the road that is being improved in Brandon Park Estates).

Commercial Development.

- The southeast corner of the development is an ideal location for some commercial development (at the intersection of Pony Express Parkway and the Major Arterial Road (referred to as Airport Road). We recommend that the village plan include a minimum 5-acre commercial area there, and reduce the density in that location accordingly. It may require an amendment to the MDP/MDA to allow for that. We believe it would be beneficial to the overall development to include a commercial area in this location.

RECOMMENDATION:

The village plan, or the plan along with recommendations/changes, should be given a recommendation of approval if it complies with the Overland MDP and MDA. We recommend the following conditions:

- (1) The north-south road in the middle of the development shall include a minimum of 35 feet of asphalt.
- (2) A commercial corner shall be added to the southeast corner of the village (corner of Pony Express Parkway and the major arterial road (Airport Road), and the density of the village reduced accordingly.

Attachments:

Overall Villages Plan

Overland Village 2 Traffic Study

Overland MDP Map

Overland MDA

Overland Master Trails Plan

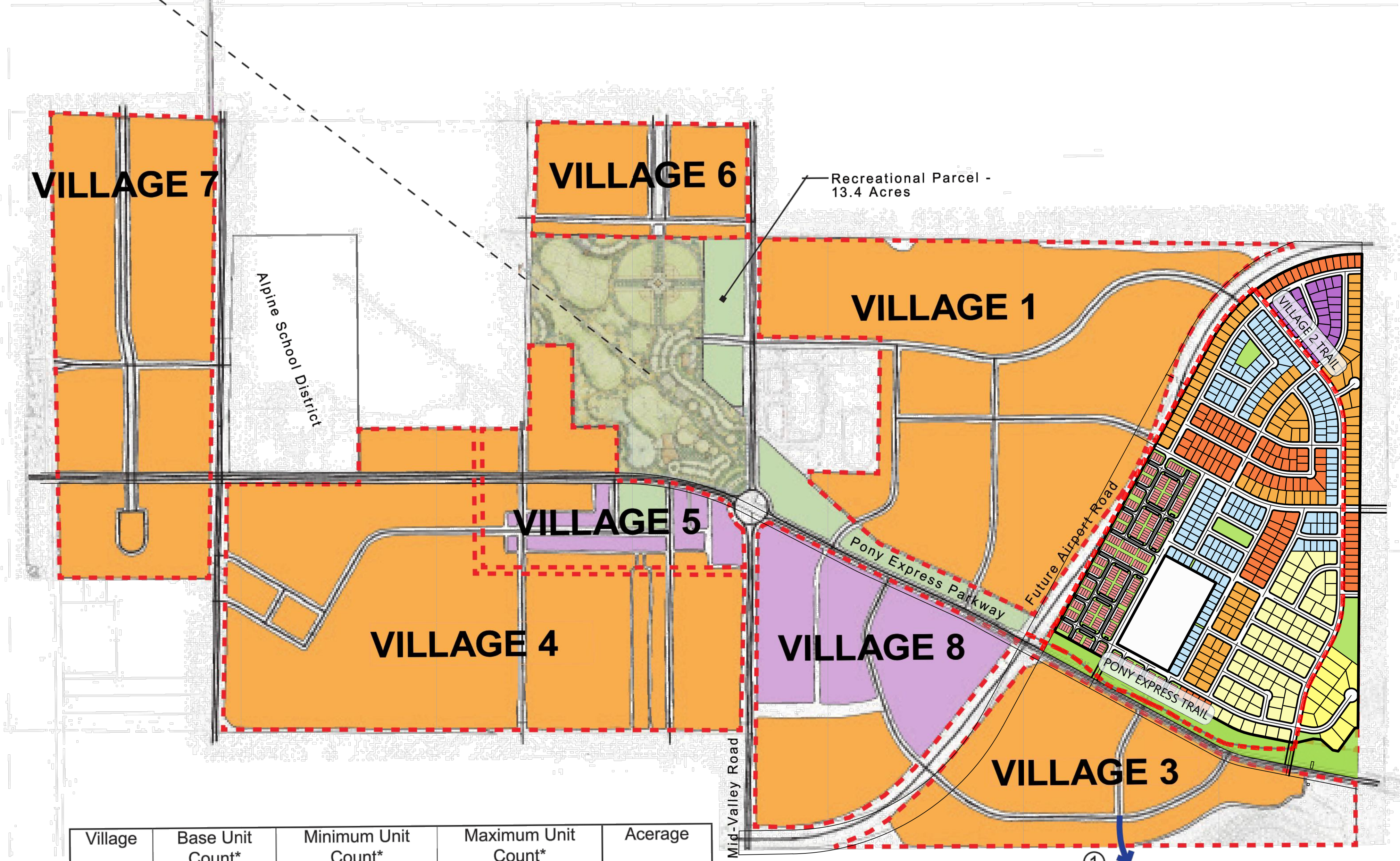
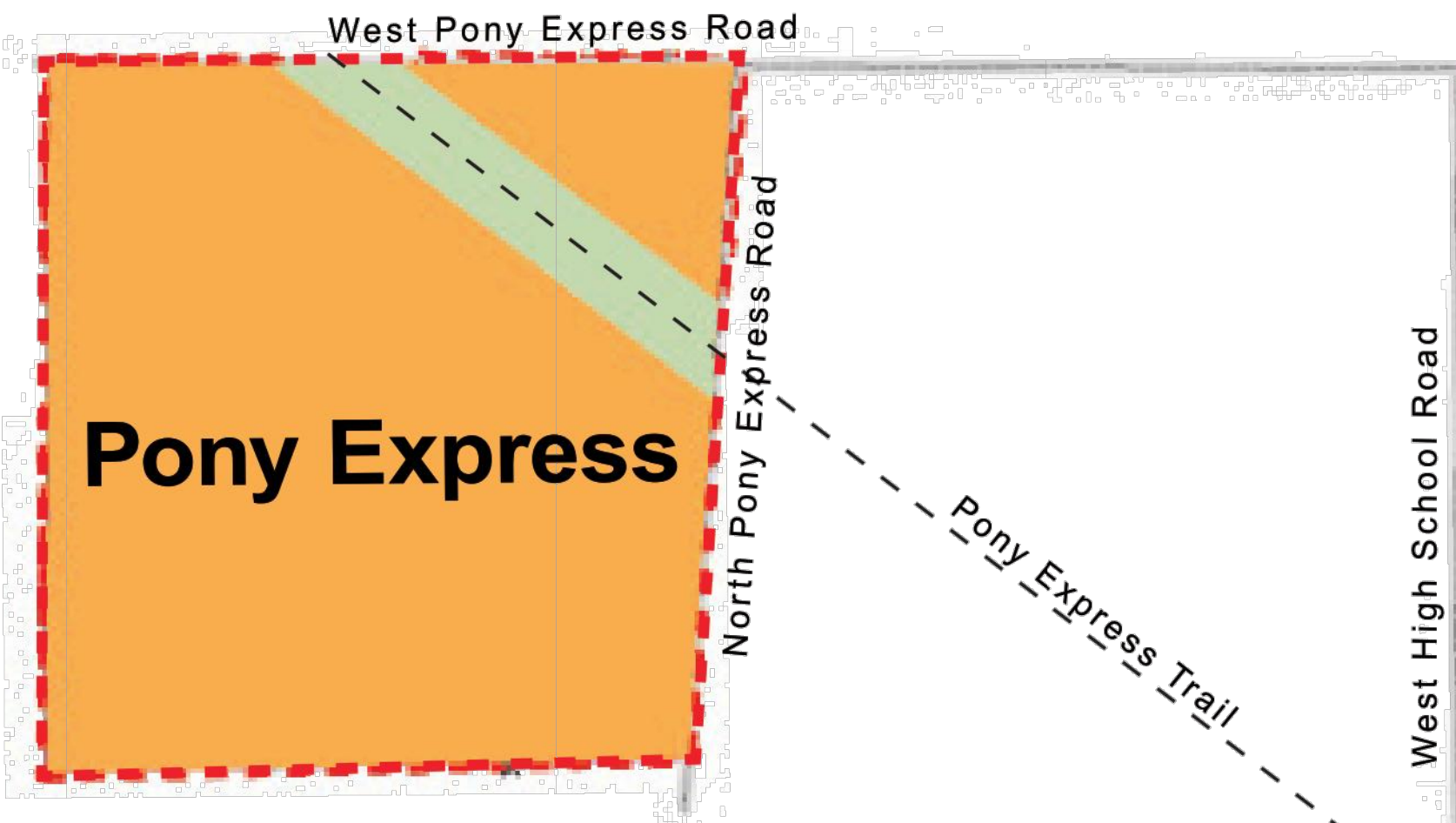
Overland - Parks & OS Examples

Overland Village 2 Concept Plan 4.14.2020

Overland and Pony Express Master Development Plan

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

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



Legend

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

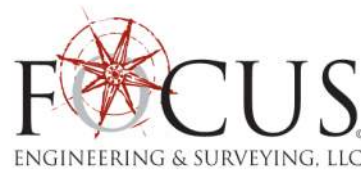
Village	Base Unit Count*	Minimum Unit Count*	Maximum Unit Count*	Acerage
1	539	431	647	193.90
2	675	540	743	167.12
3	366	293	439	90.26
4	600	480	660	201.22
5	489	391	538	55.45
6	355	284	426	59.53
7	496	397	546	127.89
8	280	224	336	90.88
Total	3,800**			

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

Overland Village 2 Development Traffic Impact Study

Prepared For: Ivory Homes

Prepared By:



February 14th, 2020

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

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

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

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

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

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2019 Existing Scenario

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

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

2025 Opening Year Scenario

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

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

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

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

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

2025 Opening Year with Project Scenario

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

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

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

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

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

2030 Future Year Scenario

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

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

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

2030 Future Year with Project Scenario

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

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

2045 Future Year Scenario

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

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

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

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

2045 Future Year with Project Scenario

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

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

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

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

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

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

Summary of Recommendations

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

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

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

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

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

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



OVERLAND VILLAGE 2 TIS
FIGURE 1 - VICINITY MAP



OVERLAND VILLAGE 2 TIS
FIGURE 2 - SITE PLAN

3.0 Existing Conditions

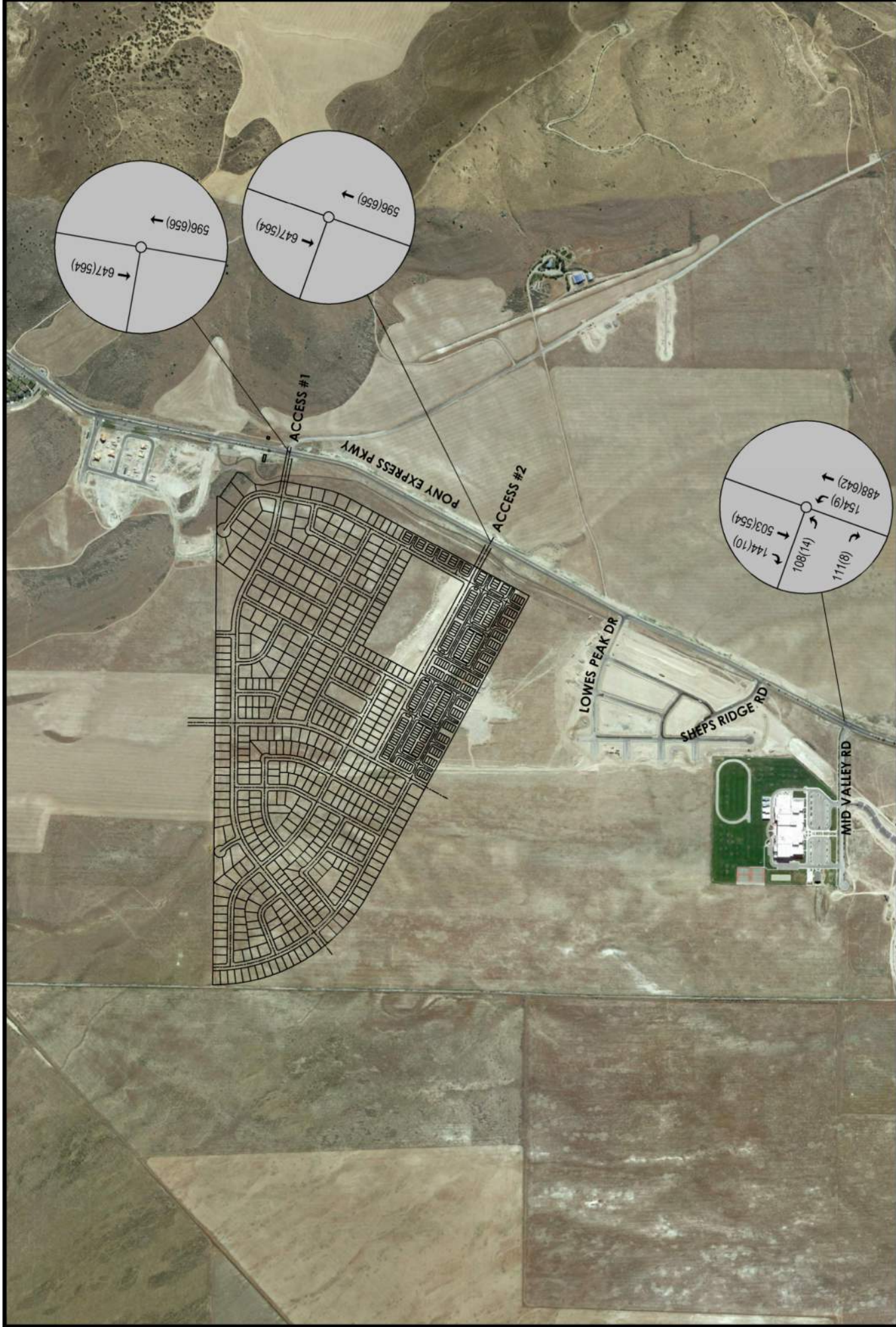
3.1 ROADWAYS

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

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

3.2 EXISTING TRAFFIC VOLUMES

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



OVERLAND VILLAGE 2 TIS
FIGURE 3 - 2019 EXISTING TRAFFIC VOLUMES

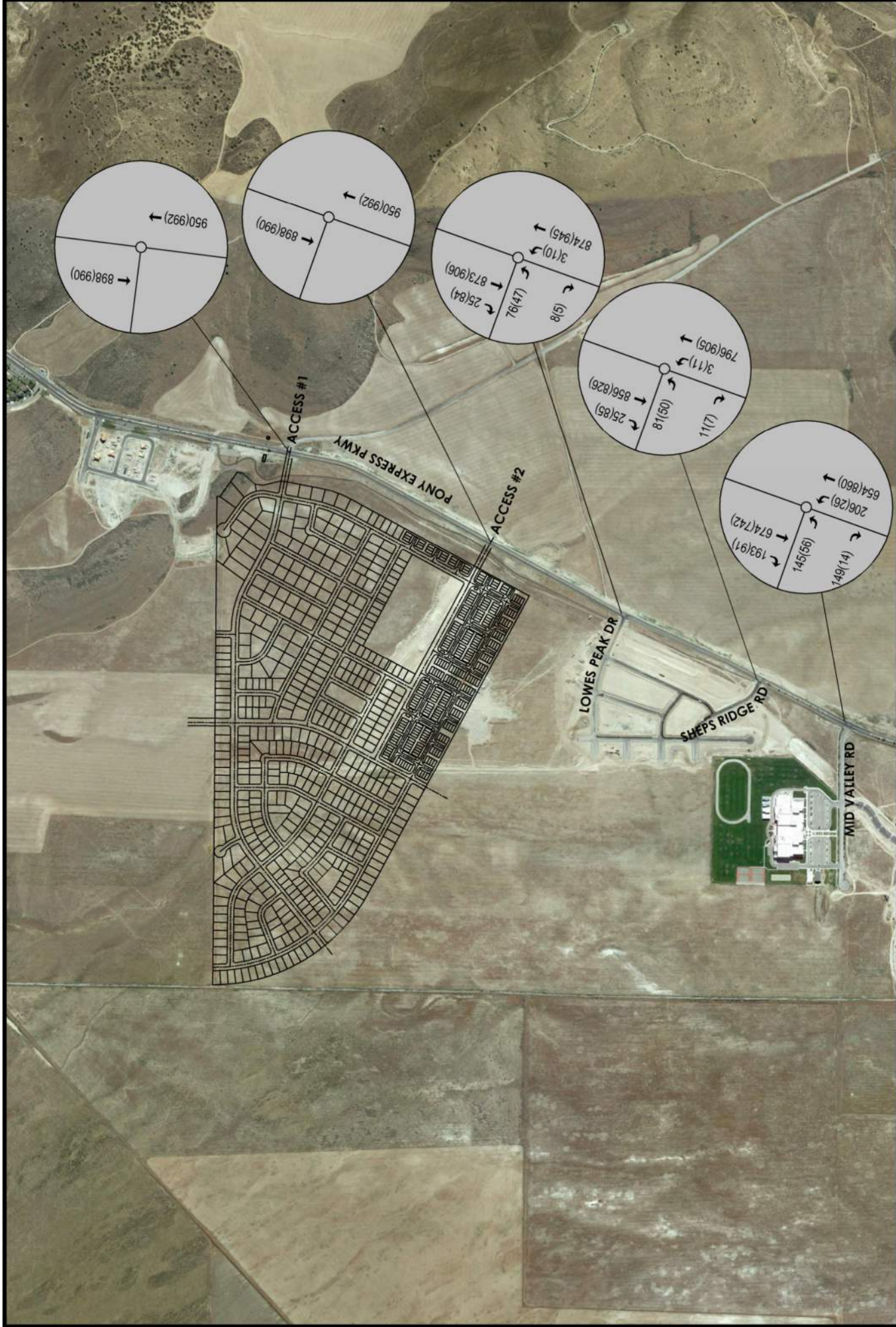
4.0 Opening & Future Year Conditions

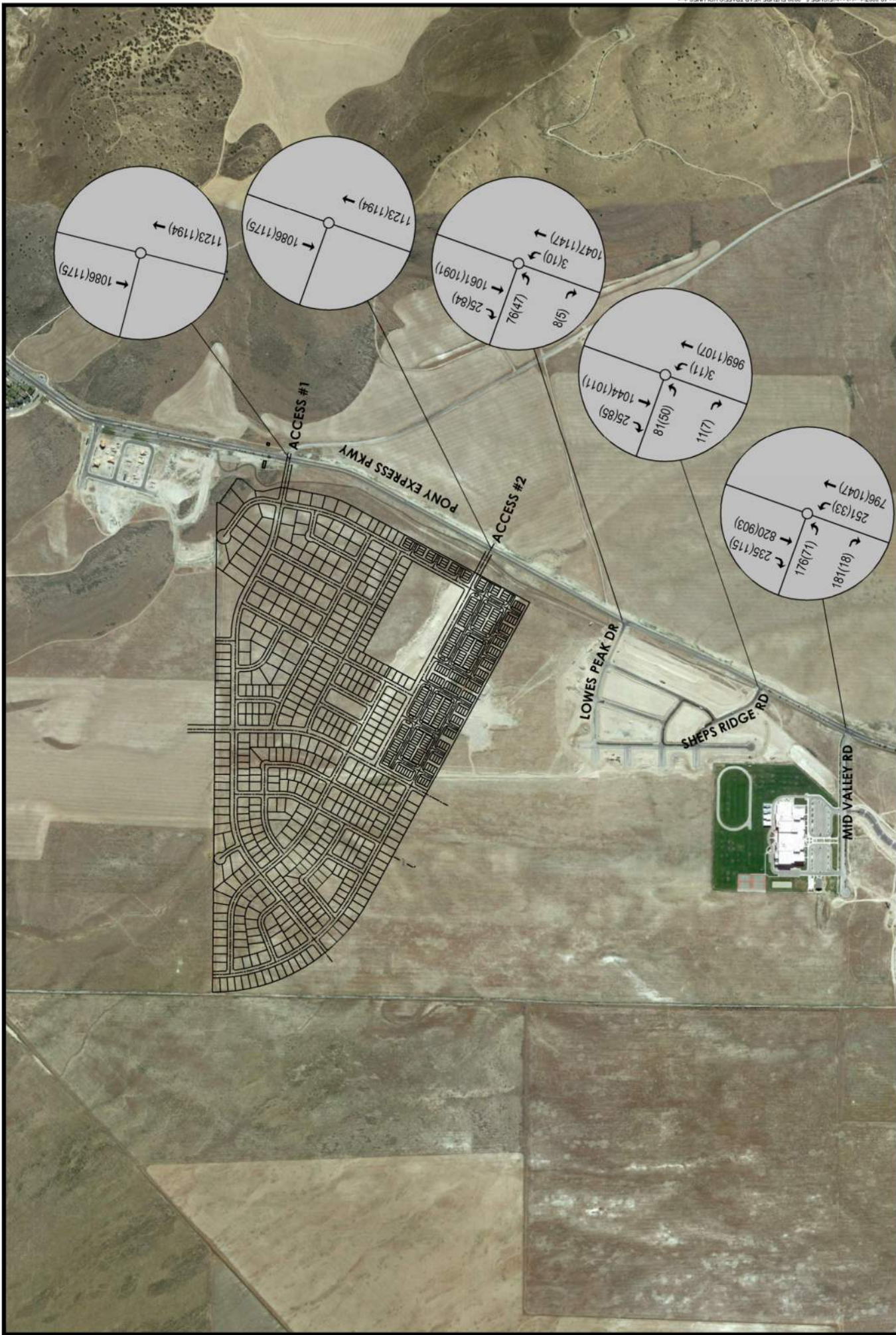
Based on conversations that were held at the beginning of this project with Eagle Mountain City Engineering Staff and the recent growth in this area, it is assumed this area will experience fairly high growth over the next few years and then taper off as developments occupy the open land. The projected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

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

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

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



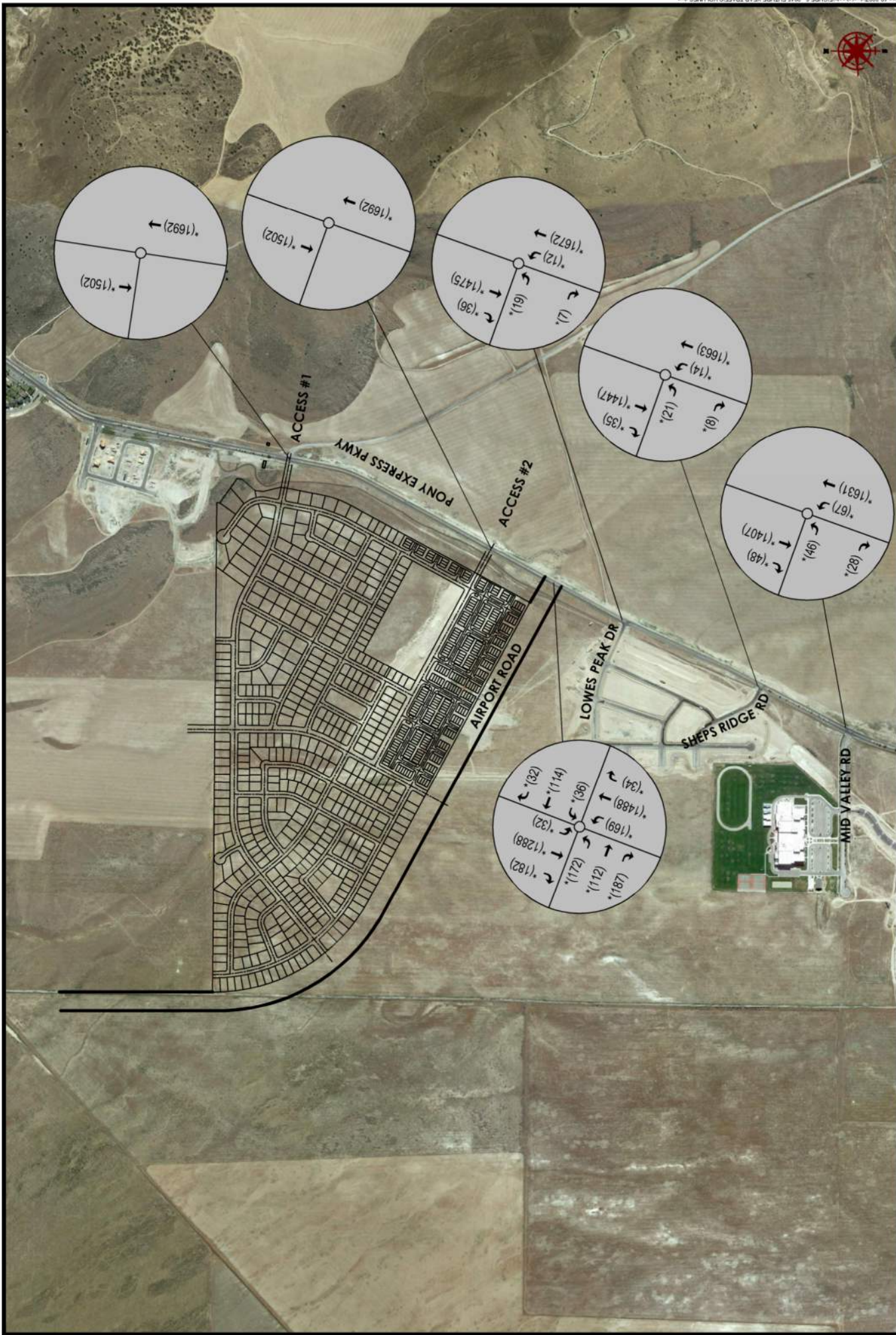


LEGEND

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

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





OVERLAND VILLAGE 2 TIS
 FIGURE 6 - 2045 FUTURE YEAR TRAFFIC VOLUMES

5.0 Trip Generation and Trip Distribution

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

Table 1 - Trip Generation – Average Weekday Driveway Volumes

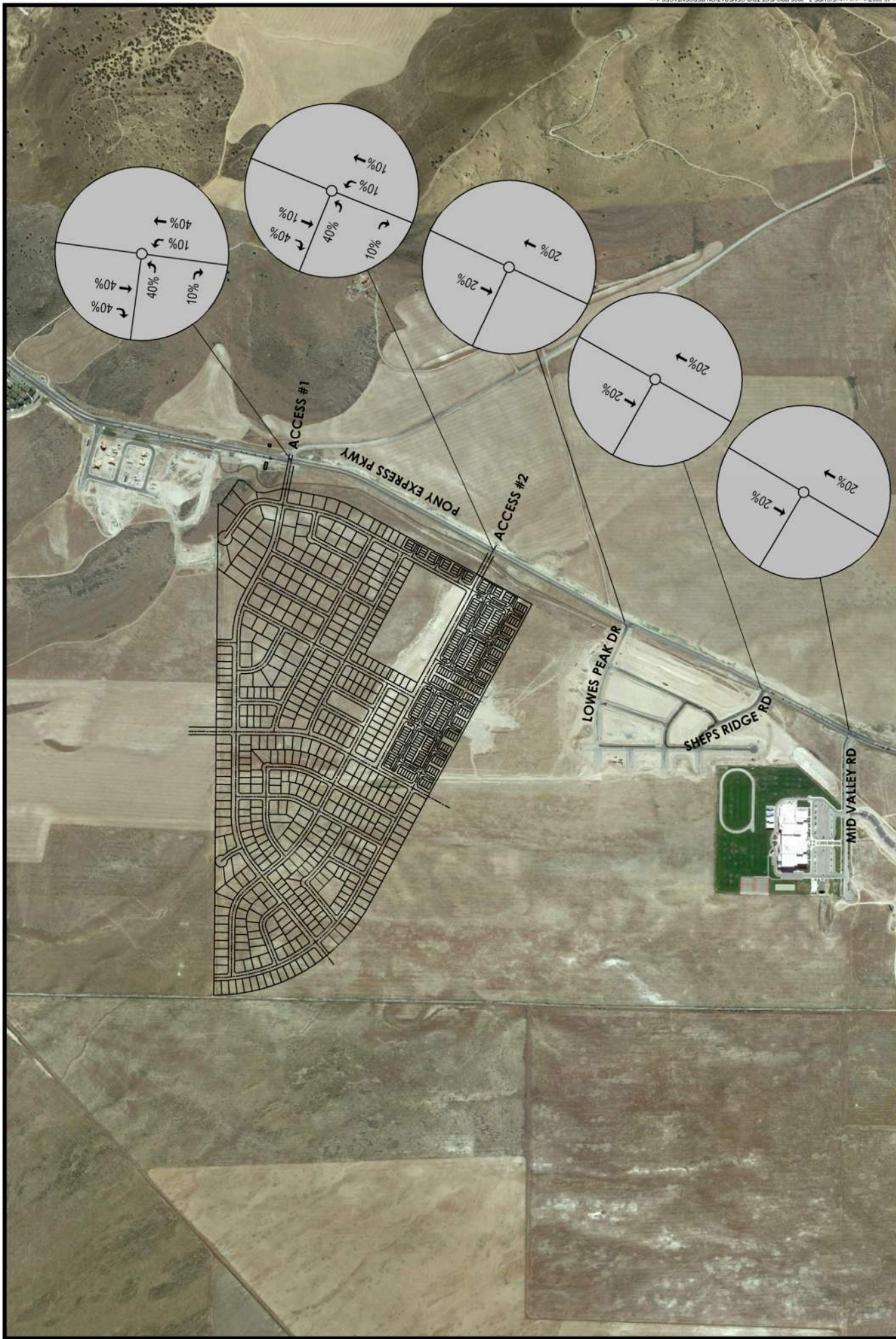
ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	SF Housing Units	501 DU	4,729	93	278	312	184
220	Townhome Units	242 DU	1,771	26	85	86	50

5.1 SITE TRAFFIC DISTRIBUTION

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

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

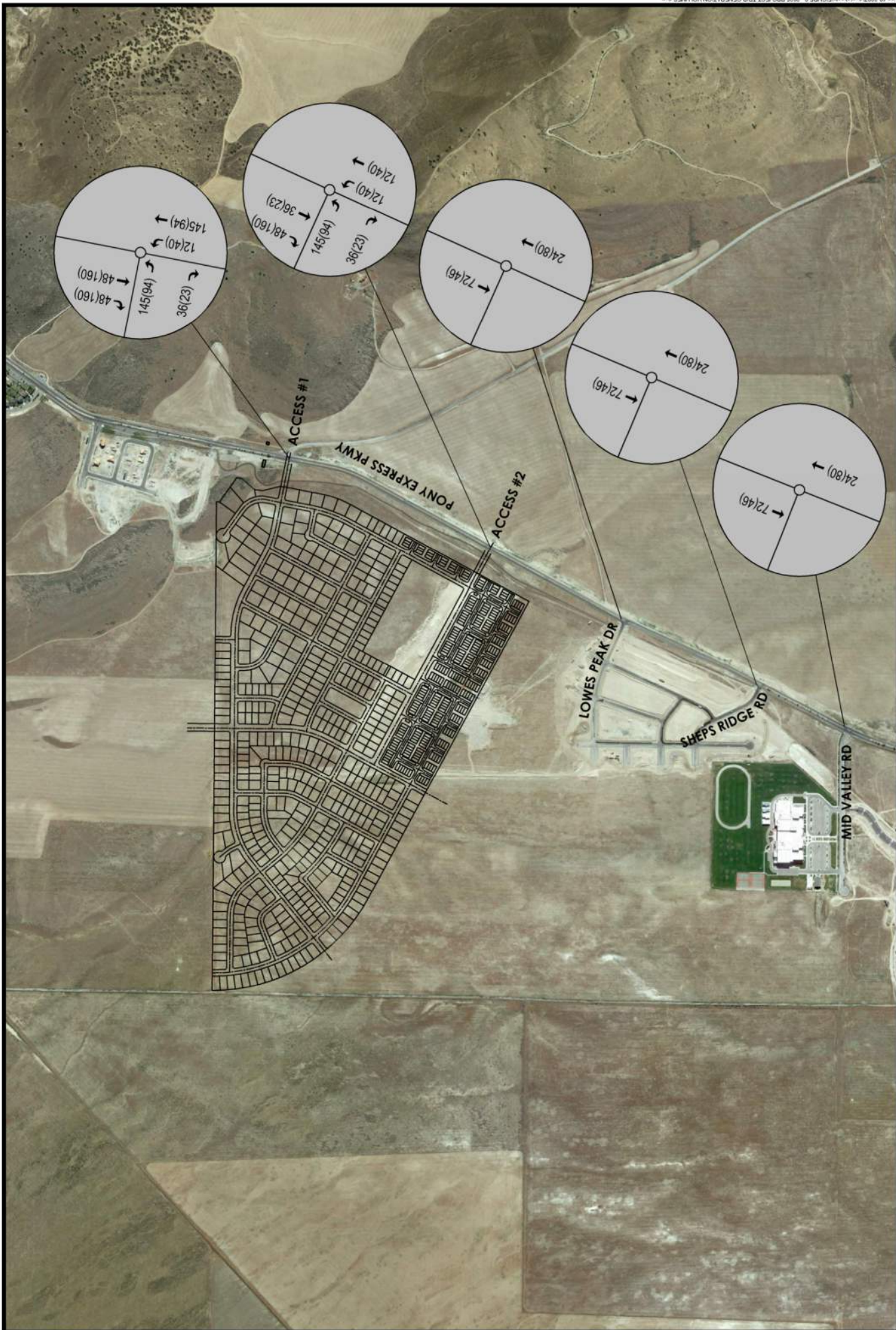
FIGURE 7 - 2025 PROJECT TRIP GENERATION PERCENTAGES





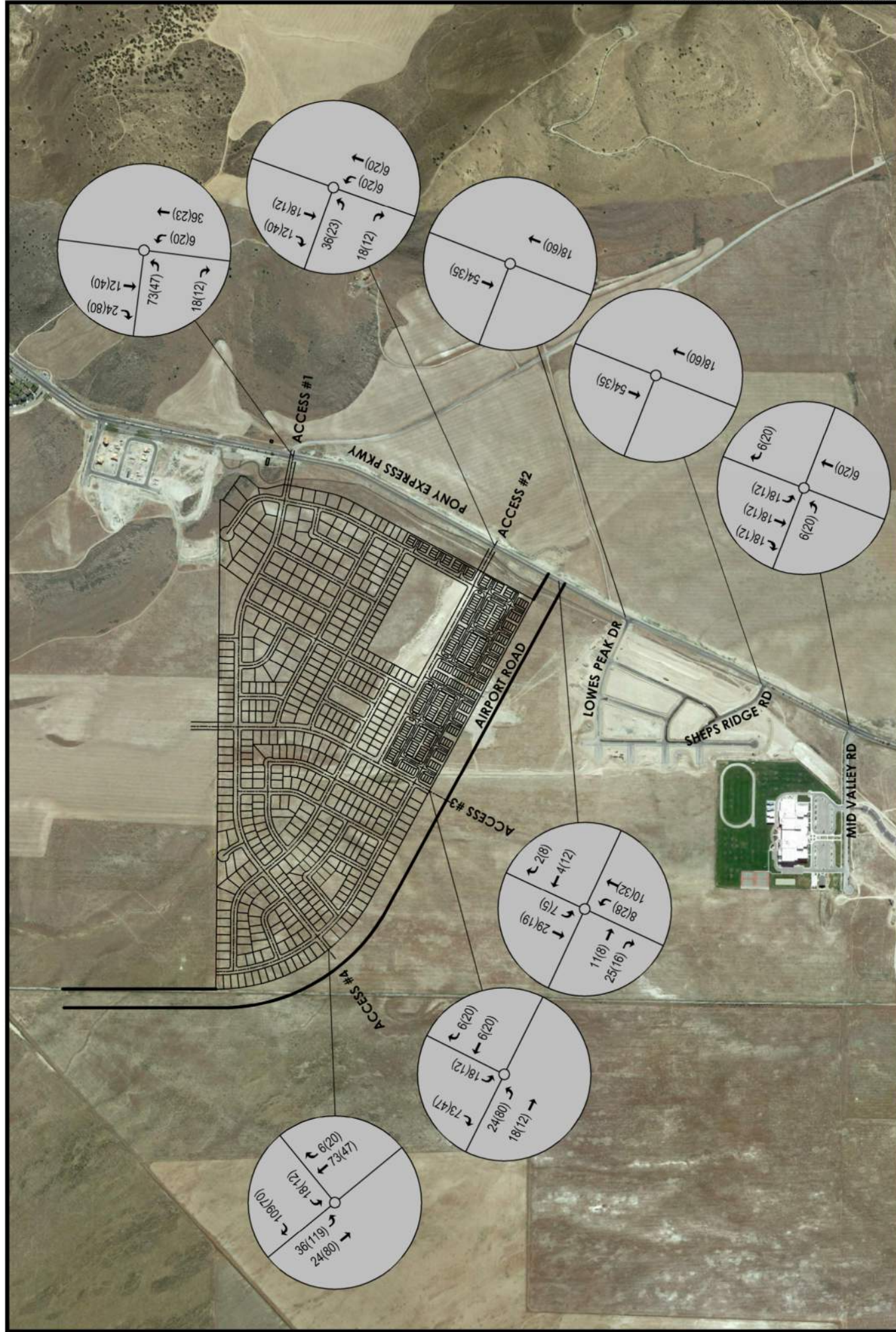
FOCUS[®]
ENGINEERING AND SURVEYING, LLC

FIGURE 8 - 2045 PROJECTED TRIP GENERATION PERCENTAGES



OVERLAND VILLAGE 2 TIS
FIGURE 9 - 2025 PROJECT TRIP GENERATION VOLUMES



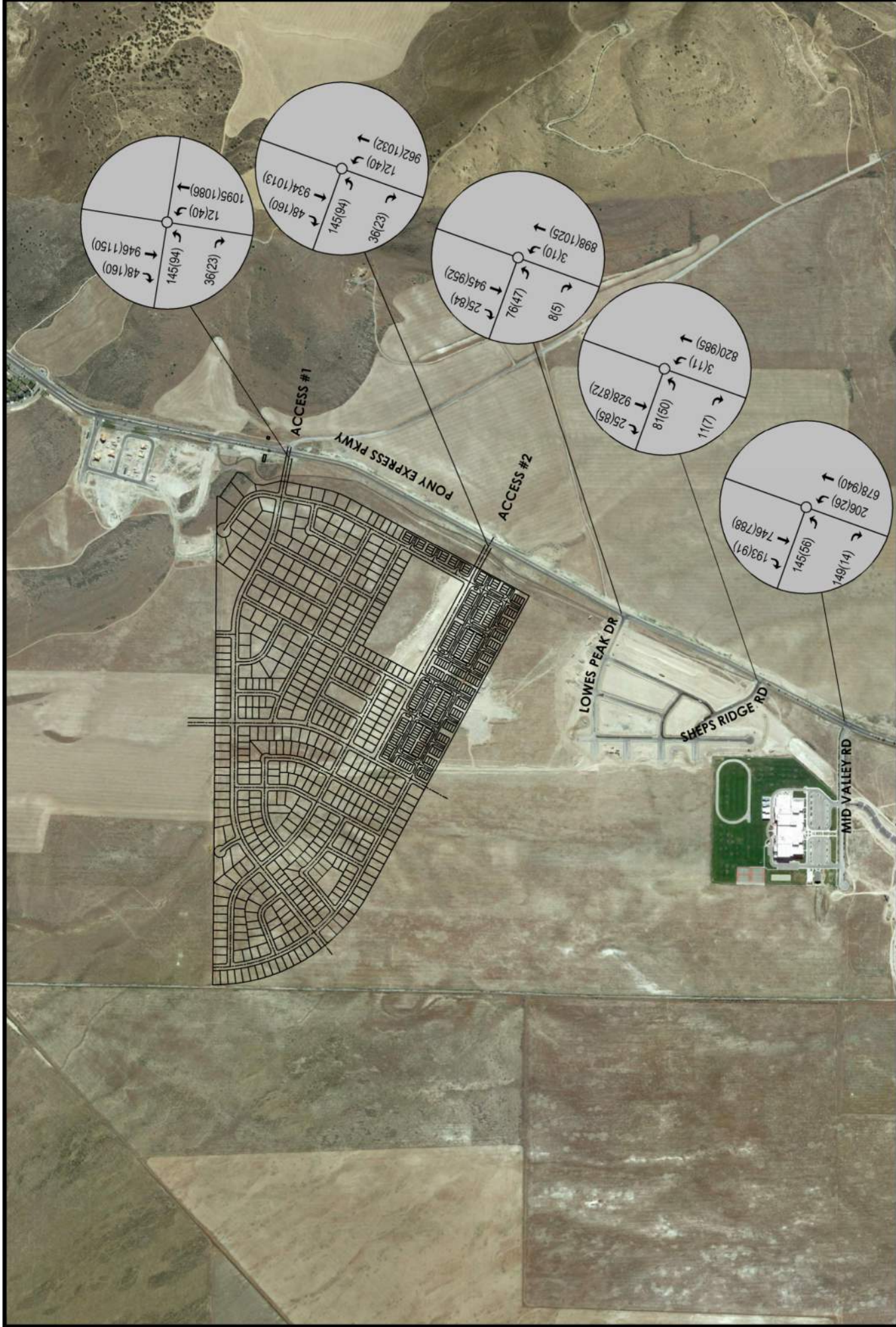


OVERLAND VILLAGE 2 TIS

FIGURE 10 - 2045 PROJECT TRIP GENERATION VOLUMES

6.0 Opening and Future with Project Traffic Conditions

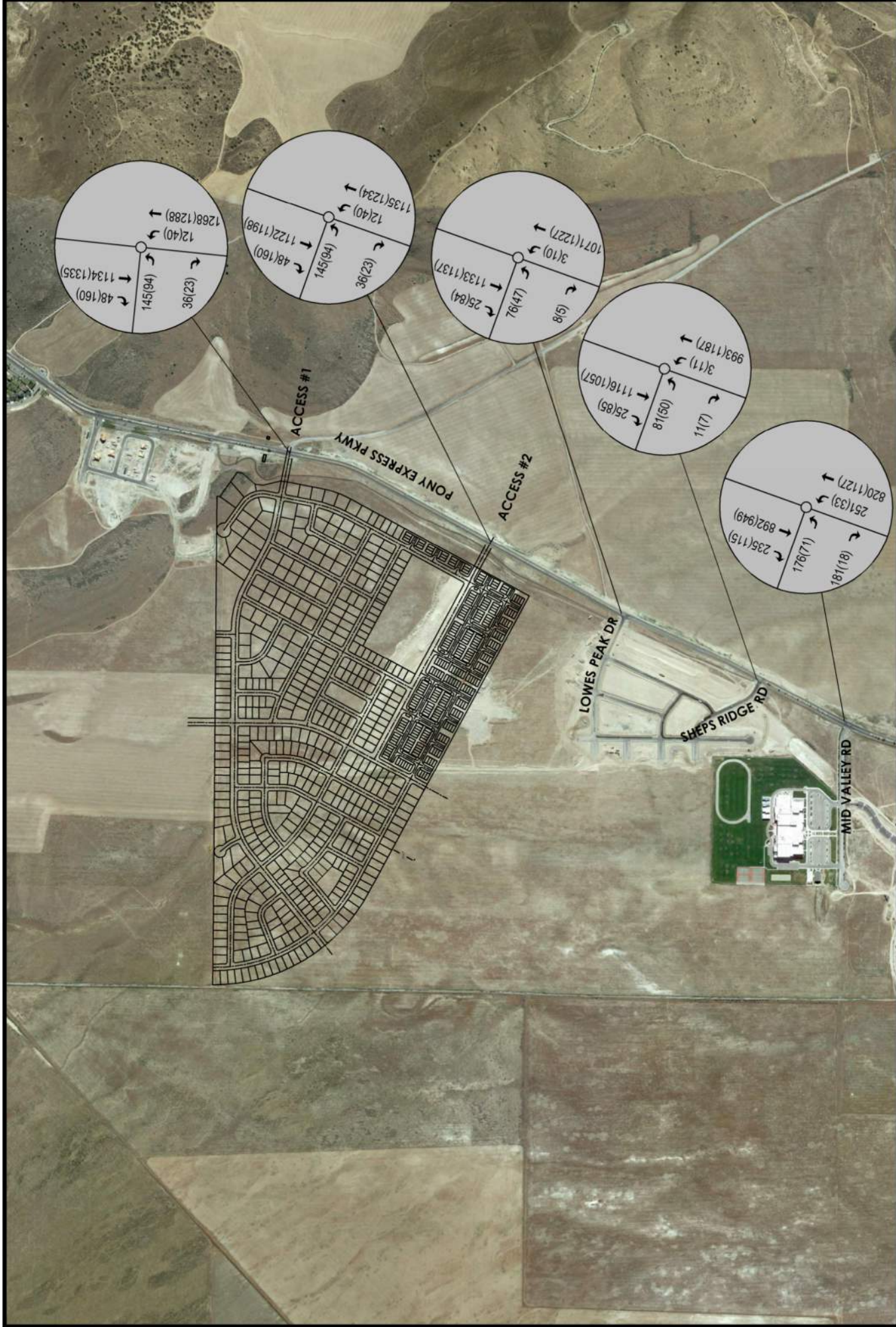
The projected future traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Overland Village 2 Development. Using the projected traffic volumes from the 2025 Opening Year (Figure 4), 2030 Future Year (Figure 5) and the 2045 Future Year (Figure 6)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



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

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



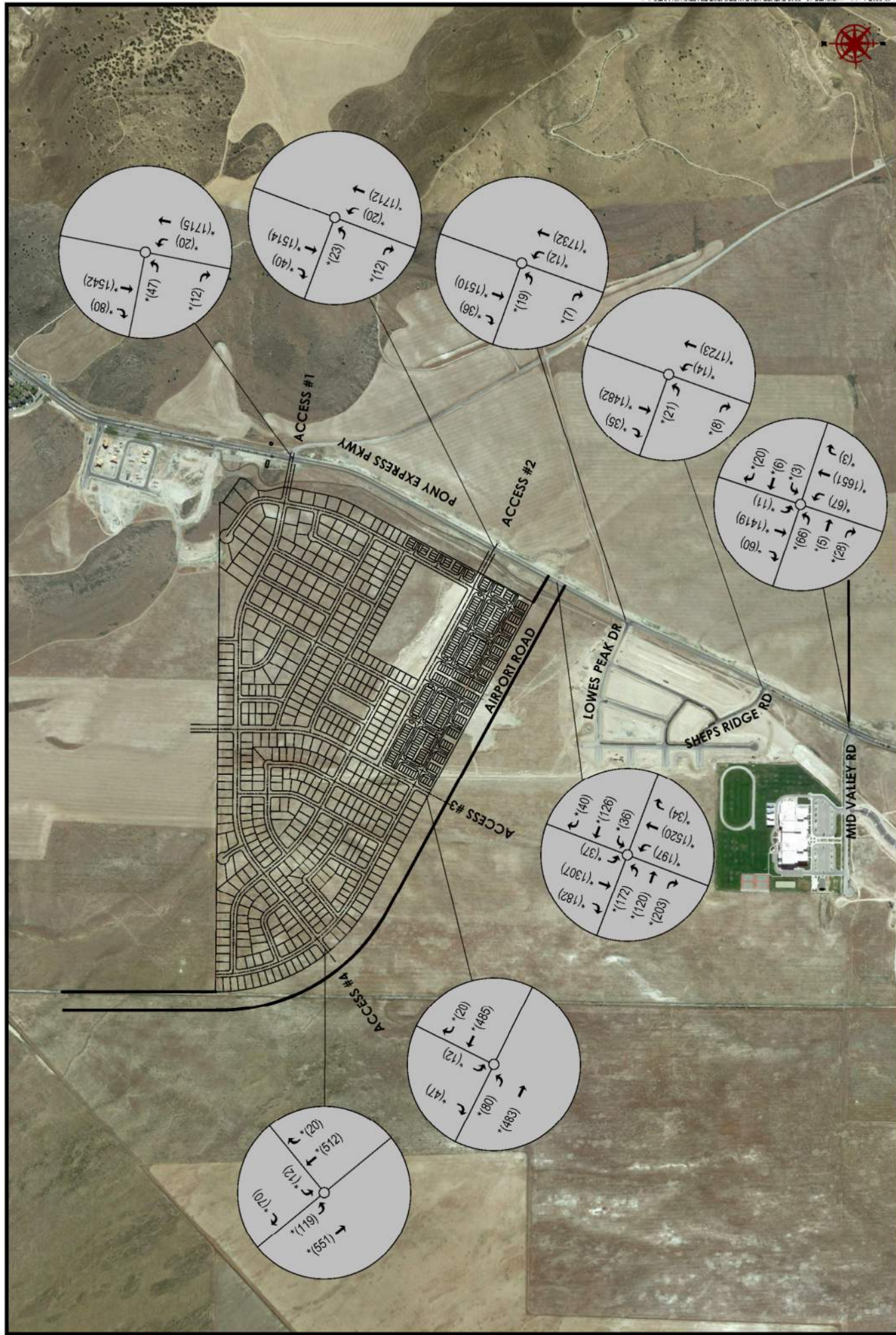


LEGEND

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

OVERLAND VILLAGE 2 TIS
FIGURE 12 - 2030 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES





7.0 Capacity Analysis

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

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

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

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

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

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

Table 3 – 2019 Existing Traffic LOS

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

Table 4 – 2025 Opening Year Traffic LOS

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

Table 5 – 2030 Future Year Traffic LOS

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

Table 6 – 2045 Future Traffic LOS

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

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

Table 7 – 2025 Opening Year with Project Traffic LOS

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

Table 8 – 2030 Future Year with Project Traffic LOS

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

Table 9 – 2045 Future Year with Project Traffic LOS

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

8.0 Recommendations

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

2019 Existing Scenario

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

2025 Opening Year Scenario

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

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

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

2025 Opening Year with Project Scenario

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

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

2030 Future Year Scenario

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

2030 Future Year with Project Scenario

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

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

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

2045 Future Year Scenario

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

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

2045 Future Year with Project Scenario

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

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

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

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

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

9.0 Appendix

Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

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

P.E.P. & M.V.R.
Pony Express Pkwy
Mid Valley Rd

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

19-8007
10-Dec-19

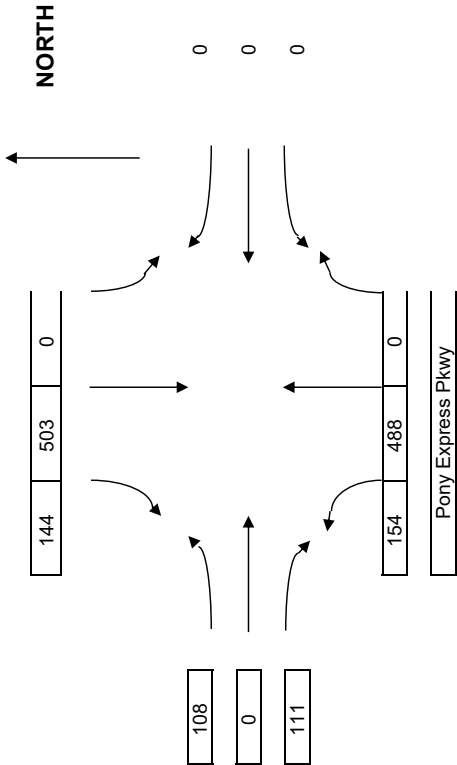
COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM

PK HR VOLUME:
PHF:
PEAK HOUR:
FROM: TO:

1,508
0.95
7:15 AM 8:15 AM

Mid Valley Rd



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	7:15 AM	1	122	0	0	0	0	61	5	163	154	488	0	189
7:15 AM		7:30 AM	12	156	2	2	0	11	169	29	163	0	0	0	351
7:30 AM		7:45 AM	33	145	10	10	38	60	84	52	169	0	0	0	397
7:45 AM		8:00 AM	64	98	38	38	58	47	87	47	84	0	0	0	374
8:00 AM		8:15 AM	45	89	58	58	18	4	55	10	87	0	0	0	386
8:15 AM		8:30 AM	5	83	3	3	2	2	38	2	55	0	0	0	175
8:30 AM		8:45 AM	2	53	3	3	1	1	41	2	38	0	0	0	100
8:45 AM		9:00 AM	3	43	3	3	1	1	41	2	41	0	0	0	93

HOURLY TOTALS:

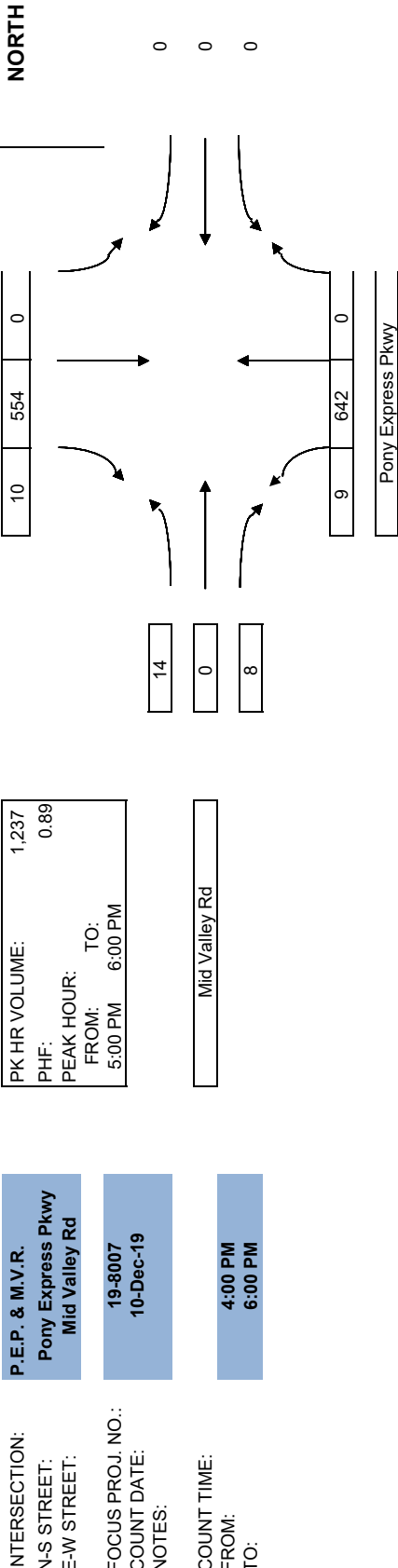
FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM	8:00 AM	110	521	0	50	0	51	0	477	102	0	0	0	1,311
7:15 AM		8:15 AM	154	488	0	108	0	111	0	503	144	0	0	0	1,508
7:30 AM		8:30 AM	147	415	0	124	0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

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

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

HOURLY TOTALS:

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

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

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 2

Phase:

Project: New Project

Open Date: 2/12/2020

Analysis Date: 2/12/2020

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

Total Weekday Average Daily Trips Internal Capture = 0 Percent
 Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
 Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

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

Traffic Analysis Reports

2019 Existing Traffic Analysis

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

2019 Existing AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	111	154	488	503	144
Future Volume (veh/h)	108	111	154	488	503	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	121	167	530	547	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	248	221	576	2039	1565	447
Arrive On Green	0.14	0.14	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1781	1585	743	3647	2821	780
Grp Volume(v), veh/h	117	121	167	530	356	348
Grp Sat Flow(s),veh/h/ln	1781	1585	743	1777	1777	1730
Q Serve(g_s), s	1.9	2.2	4.9	2.3	3.3	3.4
Cycle Q Clear(g_c), s	1.9	2.2	8.2	2.3	3.3	3.4
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	248	221	576	2039	1019	993
V/C Ratio(X)	0.47	0.55	0.29	0.26	0.35	0.35
Avail Cap(c_a), veh/h	1022	909	576	2039	1019	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.6	5.8	3.3	3.6	3.6
Incr Delay (d2), s/veh	1.4	2.1	1.3	0.3	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.5	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	14.7	7.0	3.7	4.5	4.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	238			697	704	
Approach Delay, s/veh	14.3			4.5	4.5	
Approach LOS	B			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		8.9		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	10.2		4.2		5.4	
Green Ext Time (p_c), s	2.7		0.6		3.4	
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

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

2019 Existing PM
Overland Village 2

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

2025 Opening Year Traffic Analysis

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

2025 Opening AM
Overland Village 2

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

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	796	856	25
Future Vol, veh/h	81	11	3	796	856	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	865	930	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1369	465	957	0	-	0
Stage 1	930	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	138	544	714	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	544	714	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.5	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	714	-	274	-	-	
HCM Lane V/C Ratio	0.005	-	0.365	-	-	
HCM Control Delay (s)	10.1	-	25.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.6	-	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	874	873	25
Future Vol, veh/h	76	8	3	874	873	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	950	949	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1444	488	976	0	-	0
Stage 1	963	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	123	526	703	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	526	703	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.7	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	703	-	256	-	-	
HCM Lane V/C Ratio	0.005	-	0.357	-	-	
HCM Control Delay (s)	10.1	-	26.7	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.5	-	-	

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

2025 Opening PM
Overland Village 2

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	905	826	85
Future Vol, veh/h	50	7	11	905	826	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	984	898	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1414	449	990	0	-	0
Stage 1	898	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	129	557	694	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	557	694	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.3	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	694	-	269	-	-	
HCM Lane V/C Ratio	0.017	-	0.23	-	-	
HCM Control Delay (s)	10.3	-	22.3	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	945	906	84
Future Vol, veh/h	47	5	10	945	906	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1027	985	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1567	538	1076	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	102	488	644	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	488	644	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.7	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	644	-	230	-	-	
HCM Lane V/C Ratio	0.017	-	0.246	-	-	
HCM Control Delay (s)	10.7	-	25.7	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	

2025 Opening Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Mid Valley Rd

2025 Opening w/ Project AM
Overland Village 2



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

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	820	928	25
Future Vol, veh/h	81	11	3	820	928	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	891	1009	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1461	505	1036	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	120	512	667	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	512	667	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	28.5	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	667	-	251	-	-	
HCM Lane V/C Ratio	0.005	-	0.398	-	-	
HCM Control Delay (s)	10.4	-	28.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	1.8	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	898	945	25
Future Vol, veh/h	76	8	3	898	945	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	976	1027	27

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1535	527	1054	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	107	496	656	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	496	656	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	579	-	-	-	-	-

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

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

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	962	934	48
Future Vol, veh/h	145	36	12	962	934	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1046	1015	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1590	534	1067	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 98	491	649	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 96	491	649	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	49.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	649	-	213	491	-	-
HCM Lane V/C Ratio	0.02	-	0.74	0.08	-	-
HCM Control Delay (s)	10.7	-	58.5	13	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5	0.3	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1095	946	48
Future Vol, veh/h	145	36	12	1095	946	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1190	1028	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1675	540	1080	0	-	0
Stage 1	1054	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 86	486	641	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 84	486	641	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	56	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	641	-	202	486	-	-
HCM Lane V/C Ratio	0.02	-	0.78	0.081	-	-
HCM Control Delay (s)	10.7	-	66.7	13.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5.4	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

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

2025 Opening w Project PM
Overland Village 2

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

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	985	872	85
Future Vol, veh/h	50	7	11	985	872	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1071	948	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1508	474	1040	0	-	0
Stage 1	948	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	111	537	664	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	537	664	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.1	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	664	-	250	-	-	
HCM Lane V/C Ratio	0.018	-	0.248	-	-	
HCM Control Delay (s)	10.5	-	24.1	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1025	952	84
Future Vol, veh/h	47	5	10	1025	952	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1114	1035	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1660	563	1126	0	-	0
Stage 1	1081	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	88	470	616	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	470	616	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	27.8	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	616	-	214	-	-	
HCM Lane V/C Ratio	0.018	-	0.264	-	-	
HCM Control Delay (s)	10.9	-	27.8	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1032	1013	160
Future Vol, veh/h	94	23	40	1032	1013	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1122	1101	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1835	638	1275	0	-	0
Stage 1	1188	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 67	419	540	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 62	419	540	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	47.5	0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	540	-	167	419	-	-
HCM Lane V/C Ratio	0.081	-	0.612	0.06	-	-
HCM Control Delay (s)	12.2	-	55.7	14.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3.3	0.2	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1086	1150	160
Future Vol, veh/h	94	23	40	1086	1150	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1180	1250	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2013	712	1424	0	-	0
Stage 1	1337	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 51	375	474	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 46	375	474	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	67.4	0.5		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	474	-	140	375	-	-
HCM Lane V/C Ratio	0.092	-	0.73	0.067	-	-
HCM Control Delay (s)	13.4	-	80.1	15.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.3	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

2030 Future Year Traffic Analysis

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

2030 Future AM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	181	251	796	820	235
Future Volume (veh/h)	176	181	251	796	820	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	197	273	865	891	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	365	1901	1459	417
Arrive On Green	0.20	0.20	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	491	3647	2821	779
Grp Volume(v), veh/h	191	197	273	865	580	566
Grp Sat Flow(s),veh/h/ln	1781	1585	491	1777	1777	1730
Q Serve(g_s), s	3.2	3.8	10.4	5.0	7.6	7.6
Cycle Q Clear(g_c), s	3.2	3.8	18.0	5.0	7.6	7.6
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	352	313	365	1901	950	925
V/C Ratio(X)	0.54	0.63	0.75	0.46	0.61	0.61
Avail Cap(c_a), veh/h	953	848	365	1901	950	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.4	13.9	4.8	5.4	5.4
Incr Delay (d2), s/veh	1.3	2.1	13.1	0.8	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.0	0.8	1.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	14.4	27.0	5.6	8.3	8.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1138	1146	
Approach Delay, s/veh	13.9			10.7	8.4	
Approach LOS	B			B	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	22.5		11.2		22.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	20.0		5.8		9.6	
Green Ext Time (p_c), s	0.0		1.0		4.4	
Intersection Summary						
HCM 6th Ctrl Delay			10.2			
HCM 6th LOS			B			

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

2030 Future AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	969	1044	25
Future Vol, veh/h	81	11	3	969	1044	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1053	1135	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1668	568	1162	0	-	0
Stage 1	1135	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 87	466	597	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 87	466	597	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	36	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	597	-	213	-	-	
HCM Lane V/C Ratio	0.005	-	0.469	-	-	
HCM Control Delay (s)	11.1	-	36	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.3	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

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

2030 Future AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1047	1061	25
Future Vol, veh/h	76	8	3	1047	1061	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1138	1153	27
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1742	590	1180	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 78	451	588	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 78	451	588	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	37.6		0		0	
HCM LOS	E					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	588		-	199	-	-
HCM Lane V/C Ratio	0.006		-	0.459	-	-
HCM Control Delay (s)	11.2		-	37.6	-	-
HCM Lane LOS	B		-	E	-	-
HCM 95th %tile Q(veh)	0		-	2.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

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

2030 Future PM
Overland Village 2

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1107	1011	85
Future Vol, veh/h	50	7	11	1107	1011	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1203	1099	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1725	550	1191	0	-	0
Stage 1	1099	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	80	479	582	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	479	582	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	29.5	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	582	-	208	-	-	
HCM Lane V/C Ratio	0.021	-	0.298	-	-	
HCM Control Delay (s)	11.3	-	29.5	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-	

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

2030 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1147	1091	84
Future Vol, veh/h	47	5	10	1147	1091	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1247	1186	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1878	639	1277	0	-	0
Stage 1	1232	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	63	419	540	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	419	540	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	34.4	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	540	-	178	-	-	
HCM Lane V/C Ratio	0.02	-	0.318	-	-	
HCM Control Delay (s)	11.8	-	34.4	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

2030 Future Year with Project Traffic Analysis

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

2030 Future w/ Project AM
Overland Village 2

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

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	993	1116	25
Future Vol, veh/h	81	11	3	993	1116	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1079	1213	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1759	607	1240	0	-	0
Stage 1	1213	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 76	439	557	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 76	439	557	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	41.1	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	557	-	196	-	-	
HCM Lane V/C Ratio	0.006	-	0.51	-	-	
HCM Control Delay (s)	11.5	-	41.1	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.6	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

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

2030 Future w/ Project AM
Overland Village 2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1071	1133	25
Future Vol, veh/h	76	8	3	1071	1133	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1164	1232	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1834	630	1259	0	-	0
Stage 1	1246	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 67	424	548	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 67	424	548	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.2	0		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	548	-	182	-	-	
HCM Lane V/C Ratio	0.006	-	0.502	-	-	
HCM Control Delay (s)	11.6	-	43.2	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.5	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection							
Int Delay, s/veh	6.9						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Vol, veh/h	145	36	12	1135	1122	48	
Future Vol, veh/h	145	36	12	1135	1122	48	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	100	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	158	39	13	1234	1220	52	
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1889	636	1272	0	-	0	
Stage 1	1246	-	-	-	-	-	
Stage 2	643	-	-	-	-	-	
Critical Hdwy	6.84	6.94	4.14	-	-	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	2.22	-	-	-	
Pot Cap-1 Maneuver	~ 62	421	542	-	-	-	
Stage 1	234	-	-	-	-	-	
Stage 2	485	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	~ 61	421	542	-	-	-	
Mov Cap-2 Maneuver	165	-	-	-	-	-	
Stage 1	228	-	-	-	-	-	
Stage 2	485	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	94.3		0.1		0		
HCM LOS	F						
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	542		-	165	421	-	-
HCM Lane V/C Ratio	0.024		-	0.955	0.093	-	-
HCM Control Delay (s)	11.8		-	114.1	14.4	-	-
HCM Lane LOS	B		-	F	B	-	-
HCM 95th %tile Q(veh)	0.1		-	7.2	0.3	-	-
Notes							
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon	

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1268	1134	48
Future Vol, veh/h	145	36	12	1268	1134	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1378	1233	52
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1974	643	1285	0	-	0
Stage 1	1259	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 54	416	536	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	416	536	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	105.8	0.1		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	536	-	158	416	-	-
HCM Lane V/C Ratio	0.024	-	0.998	0.094	-	-
HCM Control Delay (s)	11.9	-	128.4	14.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.7	0.3	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

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

2030 Future w Project PM
Overland Village 2

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	71	18	33	1127	949	115
Future Volume (veh/h)	71	18	33	1127	949	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	20	36	1225	1032	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	444	2150	1930	234
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1781	1585	486	3647	3285	386
Grp Volume(v), veh/h	77	20	36	1225	574	583
Grp Sat Flow(s),veh/h/ln	1781	1585	486	1777	1777	1801
Q Serve(g_s), s	1.2	0.3	1.4	6.2	5.6	5.6
Cycle Q Clear(g_c), s	1.2	0.3	7.0	6.2	5.6	5.6
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	165	147	444	2150	1075	1089
V/C Ratio(X)	0.47	0.14	0.08	0.57	0.53	0.53
Avail Cap(c_a), veh/h	1077	959	444	2150	1075	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.4	5.5	3.5	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.4	0.4	1.1	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.8	5.8	4.6	5.3	5.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	97			1261	1157	
Approach Delay, s/veh	14.4			4.7	5.3	
Approach LOS	B			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	22.5			7.3		22.5
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	18.0			18.0		18.0
Max Q Clear Time (g_c+l1), s	9.0			3.2		7.6
Green Ext Time (p_c), s	5.4			0.2		5.1
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1187	1057	85
Future Vol, veh/h	50	7	11	1187	1057	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1290	1149	92
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1818	575	1241	0	-	0
Stage 1	1149	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	69	461	557	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	461	557	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	31.8	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	557	-	195	-	-	
HCM Lane V/C Ratio	0.021	-	0.318	-	-	
HCM Control Delay (s)	11.6	-	31.8	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

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

2030 Future w Project PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1227	1137	84
Future Vol, veh/h	47	5	10	1227	1137	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1334	1236	91
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1971	664	1327	0	-	0
Stage 1	1282	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	55	403	516	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	403	516	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	37.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	516	-	166	-	-	
HCM Lane V/C Ratio	0.021	-	0.34	-	-	
HCM Control Delay (s)	12.1	-	37.5	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱↱	↱↰	
Traffic Vol, veh/h	94	23	40	1234	1198	160
Future Vol, veh/h	94	23	40	1234	1198	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1341	1302	174
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2146	738	1476	0	-	0
Stage 1	1389	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 41	360	452	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	360	452	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	81.8	0.4		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	452	-	128	360	-	-
HCM Lane V/C Ratio	0.096	-	0.798	0.069	-	-
HCM Control Delay (s)	13.8	-	98	15.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.8	0.2	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1288	1335	160
Future Vol, veh/h	94	23	40	1288	1335	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1400	1451	174
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2324	813	1625	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 31	322	396	-	-	-
Stage 1	163	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 28	322	396	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	123.2		0.5		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	396	-	107	322	-	-
HCM Lane V/C Ratio	0.11	-	0.955	0.078	-	-
HCM Control Delay (s)	15.2	-	149.2	17.1	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	5.9	0.3	-	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

2045 Future Year Traffic Analysis

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

2045 Future PM
Overland Village 2

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

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

2045 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1663	1447	35
Future Vol, veh/h	21	8	14	1663	1447	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1808	1573	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2507	787	1611	0	-	0
Stage 1	1573	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	334	401	-	-	-
Stage 1	156	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	334	401	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	42.1	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	401	-	128	-	-	
HCM Lane V/C Ratio	0.038	-	0.246	-	-	
HCM Control Delay (s)	14.3	-	42.1	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

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

2045 Future PM
Overland Village 2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1672	1475	36
Future Vol, veh/h	19	7	12	1672	1475	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1817	1603	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2558	821	1642	0	-	0
Stage 1	1623	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	22	318	390	-	-	-
Stage 1	147	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	318	390	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	142	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.2	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	390	-	122	-	-	
HCM Lane V/C Ratio	0.033	-	0.232	-	-	
HCM Control Delay (s)	14.6	-	43.2	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

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

2045 Future PM
Overland Village 2

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

2045 Future Year with Project Traffic Analysis

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

2045 Future w Project PM
Overland Village 2

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

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1723	1482	35
Future Vol, veh/h	21	8	14	1723	1482	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1873	1611	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2578	806	1649	0	-	0
Stage 1	1611	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 21	325	388	-	-	-
Stage 1	149	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	325	388	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	143	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	44.5	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	388	-	122	-	-	
HCM Lane V/C Ratio	0.039	-	0.258	-	-	
HCM Control Delay (s)	14.7	-	44.5	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1732	1510	36
Future Vol, veh/h	19	7	12	1732	1510	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1883	1641	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2629	840	1680	0	-	0
Stage 1	1661	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 19	309	377	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	309	377	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	45.8	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	377	-	116	-	-	
HCM Lane V/C Ratio	0.035	-	0.244	-	-	
HCM Control Delay (s)	14.9	-	45.8	-	-	
HCM Lane LOS	B	-	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary

4: Pony Express Pkwy & Airport Rd

2045 Future w Project PM
Overland Village 2

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

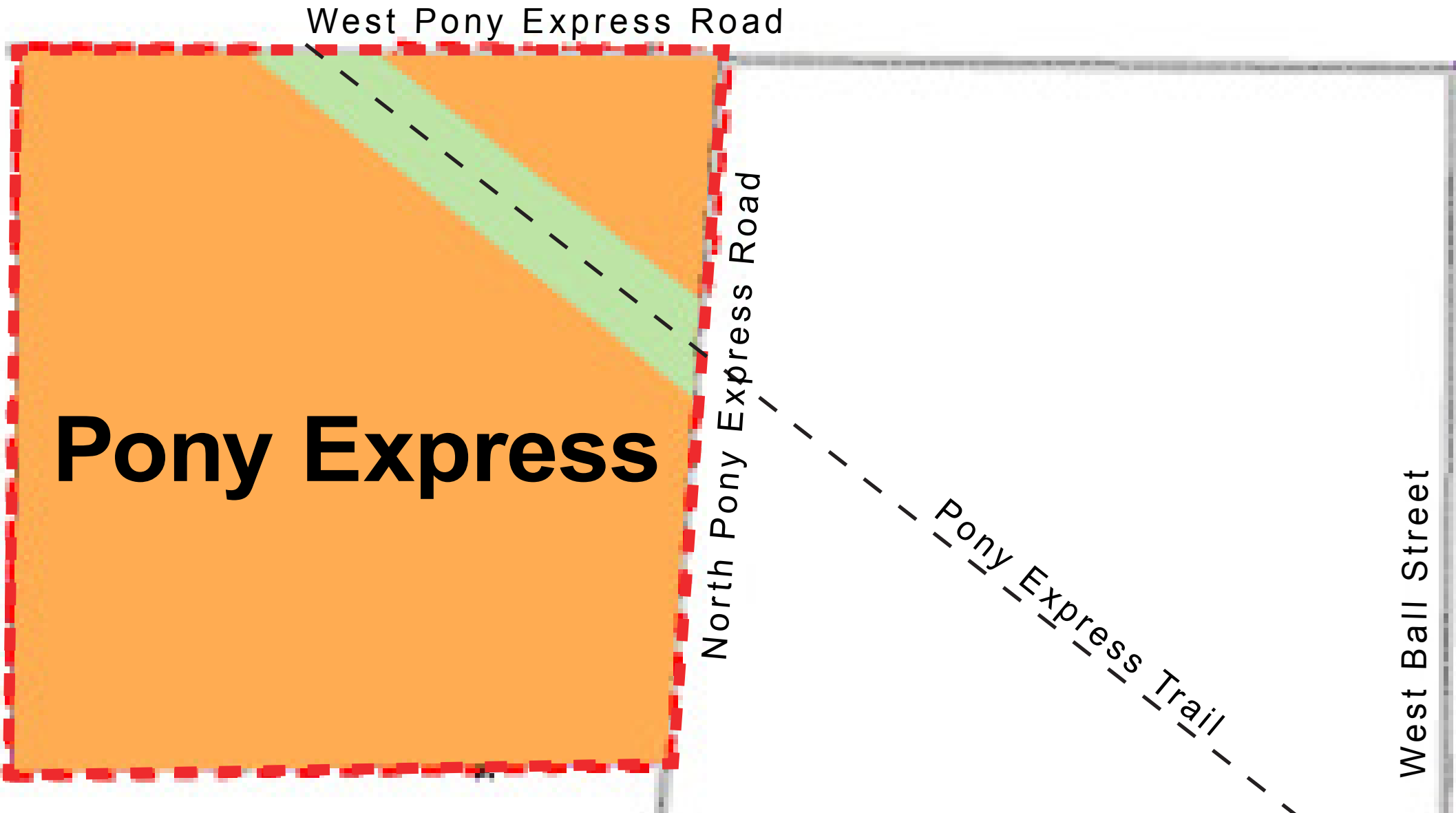
Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	12	20	1712	1514	40
Future Vol, veh/h	23	12	20	1712	1514	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	13	22	1861	1646	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2643	845	1689	0	-	0
Stage 1	1668	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 19	306	374	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	306	374	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	44.1	0.2		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	374	-	92	306	-	-
HCM Lane V/C Ratio	0.058	-	0.272	0.043	-	-
HCM Control Delay (s)	15.2	-	58.1	17.3	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	12	20	1715	1542	80
Future Vol, veh/h	47	12	20	1715	1542	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	13	22	1864	1676	87
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2696	882	1763	0	-	0
Stage 1	1720	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 17	289	350	-	-	-
Stage 1	130	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	289	350	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	122	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	78.1	0.2		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	350	-	87	289	-	-
HCM Lane V/C Ratio	0.062	-	0.587	0.045	-	-
HCM Control Delay (s)	16	-	93.4	18	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.7	0.1	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

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

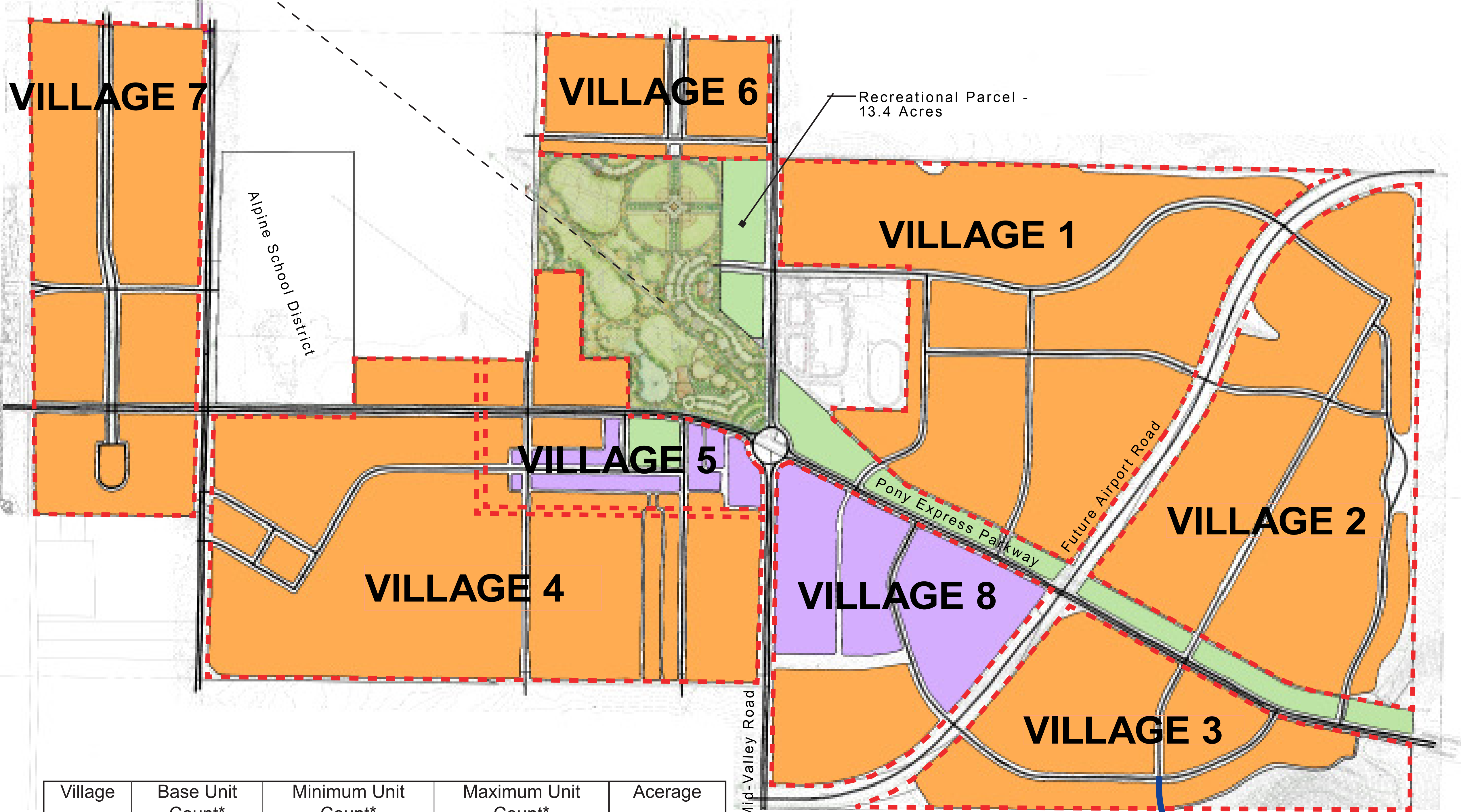
Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	119	551	512	20	12	70
Future Vol, veh/h	119	551	512	20	12	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage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

Overland and Pony Express Master Development Plan



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

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



Legend

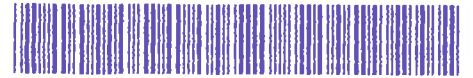
- Residential
- Commercial
- Park (Refer to ARMDA for details on other parks and trails)

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

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

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





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

WHEN RECORDED, RETURN TO:

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

(Space above for Recorder's use only.)

DEVL 1112

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

DATED: December 5, 2017

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

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

RECITALS

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

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

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

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

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

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

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

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

O. The Parties understand and intend that this MDA is a “development agreement” within the meaning of, and entered into pursuant to, the terms of Utah Code Ann., §10-9a-101, *et seq.* (2017).

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City, Owner and Master Developer hereby agree to the following:

TERMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2. Access to Pony Express Parcel.

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

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

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

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

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

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

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

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

5. **Development of the Property.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. **Zoning and Vested Rights.**

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

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

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

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

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

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

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

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

4. *Taxes*. Taxes, or modifications thereto, so long as such taxes

are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated, and provided such taxes are applicable to lands owned and managed by Owner;

5. *Fees.* Changes to the amounts of fees (but not changes to the times provided in the City's Vested Laws for the imposition or collection of such fees) for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6. *Countervailing, Compelling Public Interest.* Laws, rules or regulations that the City's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann., §10-9a-509 (2017); and

7. *Impact Fees.* Impact Fees or modifications thereto which are lawfully adopted, imposed and collected.

8. **Approval Processes for Development Applications.**

8.1. **Phasing.** The City acknowledges that Master Developer, assignees of Master Developer, and Subdevelopers who have purchased Parcels of the Property may submit multiple applications from time-to-time to develop and construct portions of the Master Plan for the Property in phases.

8.2. **Processing Under City's Future Laws.** Approval processes (e.g., which body of the City considers / hears / approves various types of Development Applications) for Development Applications shall be as provided in the City's Future Laws except as

otherwise provided in this MDA.

8.3. Application Under City's Future Laws. Without waiving any rights granted by this MDA, Owner and Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application so long as Owner and Master Developer and any Subdeveloper is not in current breach of this Agreement. Any Development Application filed for consideration under the City's Future Laws shall be governed by all portions of the City's Future Laws related to the Development Application. The election by Owner and Master Developer at any time to submit a Development Application under the City's Future Laws shall not be construed to prevent Owner and Master Developer from relying for other Development Applications on the City's Vested Laws.

8.4. City's Cooperation in Processing Development Applications. The City shall cooperate reasonably in promptly and fairly processing Development Applications.

8.5. Outsourcing of Processing of Development Applications. Within fifteen (15) business days after receipt of a Development Application, and upon the request of any party, the Parties will confer and determine whether the City and the Master Developer or a Subdeveloper (if applicable) wishes the City to Outsource the review of any aspect of the Development Application to ensure that it is processed on a timely basis. If either party determines that Outsourcing is appropriate then the City shall promptly estimate the reasonably anticipated differential cost of Outsourcing in the manner selected by the City in good faith consultation with the Master Developer (either overtime to City employees or the hiring of a City Consultant). If the Master Developer or a Subdeveloper notifies the City that it desires to proceed with the Outsourcing based on the City's estimate of costs

then the Master Developer or Subdeveloper shall deposit in advance with the City the estimated differential cost and the City shall then promptly proceed with the Outsourced work. Upon completion of the Outsourcing services and the provision by the City of an invoice (with such reasonable supporting documentation as may be requested by Master Developer) for the actual differential cost (whether by way of paying a City Consultant or paying overtime to City employees) of Outsourcing, Master Developer or the Subdeveloper shall, within ten (10) business days pay or receive credit (as the case may be) for any difference between the estimated differential cost deposited for the Outsourcing and the actual cost differential.

8.6. Non-City Agency Reviews. If any aspect or a portion of a Development Application is governed exclusively by a Non-City Agency, an approval for these aspects does not need to be submitted by Applicant for review by any body or agency of the City. The Applicant shall timely notify the City of any such submittals and promptly provide the City with a copy of the requested submissions. The City may only grant final approval for any Development Application subject to compliance by Applicant with any conditions required for such Non-City Agency's approval.

8.7. Acceptance of Certifications Required for Development Applications. Any Development Application requiring the signature, endorsement, or certification or stamping by a person holding a license or professional certification required by the State of Utah in a particular discipline shall be so signed, endorsed, certified or stamped signifying that the contents of the Development Application comply with the applicable regulatory standards of the City. The Development Application shall thus generally be deemed to meet the specific standards which are the subject of the opinion or certification,

subject to required review by the City or any other agency of the City. It is not the intent of this Section to preclude the normal process of the City's "redlining", commenting on or suggesting alternatives to the proposed designs or specifications in the Development Application. Generally, the City should endeavor to make all of its redlines, comments or suggestions at the time of the first review of the Development Application unless any changes to the Development Application raise new issues that need to be addressed.

8.8. Expert Review of Certifications Required for Development Applications. If the City, notwithstanding such a certification by Applicant's experts, subjects the Development Application to a review by City Consultants, the City shall bear the costs of such review if the City Consultants determine that the Applicant's expert certification was materially correct and that the City's requiring a review of the certification in the Development Application was unreasonable and not made in good faith. If the City Consultants determine that the City's requirement of a review was reasonable and made in good faith then payment of the reasonable and actual costs of the City Consultants' review shall be the responsibility of Applicant. This Section shall not be construed to relieve the Master Developer of any plan review fees, inspections fees or other fees normally required by the City.

8.8.1. Selection of City Consultants for Review of Certifications Required for Development Applications. The City Consultant undertaking any review by the City required or permitted by this MDA or ordinance shall be selected from a list generated by the City for each such City review pursuant to a "request for proposal" process or as otherwise allowed by City ordinances or regulations. Applicant may, in its sole discretion, strike from the list of qualified proposers any of such proposed

consultants so long as at least three (3) qualified proposers remain for selection.

The anticipated cost and timeliness of such review may be a factor in choosing the expert.

8.9. Independent Technical Analyses for Development Applications. If the City needs technical expertise beyond the City's internal resources to determine impacts of a Development Application such as for structures, bridges, water tanks, "threatened and endangered species" and other similar matters which are not required by the City's Vested Laws to be certified by such experts as part of a Development Application, the City may engage such experts as City Consultants under the processes specified in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant. If the City needs any other technical expertise other than as specified above, under extraordinary circumstances specified in writing by the City, the City may engage such experts as City Consultants under the processes in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant.

8.10. City Denial of a Development Application. If the City denies a Development Application or a Village Concept Plan, the City shall timely provide a written determination advising the Applicant of the reasons for Denial, including specifying the reasons the City believes that the Development Application or Village Concept Plan is not consistent with this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

8.11. Meet and Confer regarding Development Application Denials. The City and Applicant shall meet within fifteen (15) business days of any Denial to resolve the issues specified in the Denial of a Development Application or Village Concept Plan.

8.12. City Denials of Development Applications Based on Denials from Non-City Agencies. If the City's Denial of a Development Application is based on the Denial of the Development Application by a Non-City Agency, Master Developer shall appeal any such Denial through the applicable procedures for such a decision and not through the processes specified below.

8.13. Mediation of Development Application Denials.

8.13.1. Issues Subject to Mediation. Issues resulting from the City's Denial of a Development Application that are not subject to arbitration provided in Section 8.14 shall be mediated.

8.13.2. Mediation Process. If the City and Applicant are unable to resolve a disagreement that is subject to mediation under this MDA, the parties shall attempt within ten (10) business days to appoint a mutually acceptable mediator with knowledge of the issue in dispute. If the parties are unable to agree on a single acceptable mediator they shall each, within ten (10) business days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Applicant shall pay the fees of the chosen mediator. The chosen mediator shall within fifteen (15) business days, review the positions of the parties regarding the mediation issue and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

8.14. Arbitration of Development Application Objections.

8.14.1. Issues Subject to Arbitration. Issues regarding the City's Denial of

a Development Application that are subject to resolution by scientific or technical experts such as traffic impacts, water quality impacts, pollution impacts, etc. are subject to arbitration. The failure of a Development Application to comply with an applicable Federal, State or City Vested Law (or, if applicable, a City Future Law) is not an issue subject to arbitration.

8.14.2. Mediation Required Before Arbitration. Prior to any arbitration the parties shall first attempt mediation as specified in Section 8.13.

8.14.3. Arbitration Process. If the City and Applicant are unable to resolve an issue through mediation, the parties shall attempt within ten (10) business days to appoint a mutually acceptable expert in the professional discipline(s) of the issue in question. If the parties are unable to agree on a single acceptable arbitrator they shall each, within ten (10) business days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single arbitrator. Applicant shall pay the fees of the chosen arbitrator. The chosen arbitrator shall within fifteen (15) business days, review the positions of the parties regarding the arbitration issue and render a decision. The arbitrator shall ask the prevailing party to draft a proposed order for consideration and objection by the other side. Upon adoption by the arbitrator, and consideration of such objections, the arbitrator's decision shall be final and binding upon both parties. If the arbitrator determines as a part of the decision that the City's position was not only incorrect but was also maintained unreasonably and not in good faith then the arbitrator may order the City to pay the arbitrator's fees.

8.15. **Parcel Sales.** The Parties acknowledge that the most efficient and

economic development of the Property depends on numerous factors, such as permitting, market orientation and demand, interest rates, competition, and similar factors. Accordingly, the timing, sequencing, and phasing of development of the Property shall be as determined by Master Developer in its sole subjective business judgment and discretion. To the extent that such conveyances are in anticipation or furtherance of future land use approvals and development of the Property or a particular Parcel therein, the City further agrees that, consistent with the provisions of Utah Code Ann., §10-9a-103(60)(c)(v) (2017), Master Developer may convey portions of the Property by metes and bounds prior to recordation of a plat of subdivision for such portion. Master Developer shall issue a Transfer Deed for a Parcel after receiving the written approval of the City to transfer such Parcel via a metes and bounds legal description.

9. **Exclusion from Moratoriums.** The Property shall be excluded from any moratorium adopted pursuant to Utah Code Ann., §10-9a-504, (2017) unless such a moratorium is found on the record by the Council to be necessary to avoid jeopardizing a compelling, countervailing public interest.

10. **Application Under City's Future Laws.** Without waiving any rights granted by this MDA, Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application as set forth in Section 8.3.

11. **Parks and Open Space.**

11.1. **Cory Wride Memorial Park.** Master Developer will contribute to the City a total of \$1,710,000.00 for investment in the Cory Wride Memorial Park. The payments will be made in increments of \$570,000.00 per year beginning with the first payment on or

before February 27, 2019 and the remaining two increments on even dates in 2020 and 2021. The obligation to make these payments is a personal covenant of the Master Developer as of the effective date of this MDA, and does not run with the land, provided that City may withhold approval of any final plat on the Property if Master Developer is in breach of its obligation to make such payment.

11.2. Pony Express Trail Park Improvements. Master Developer shall install landscaping through the portion of the Pony Express Trail Park adjacent to Villages 1, 2, 3 and 8 on the west side of the existing asphalt trail at the time the City installs the landscaping on the east side of the existing asphalt trail (as required by Section 12.1). If Master Developer is still utilizing the temporary detention basins in the Pony Express Trail Park at such time, then Master Developer shall, instead, landscape the temporary detention basins when the basins are removed. At a minimum, Master Developer will install enhanced native landscaping through the applicable portion of the Pony Express Trail Park. However, in accordance with Section 12.3, the Parties have agreed to cooperate in good faith to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within the Pony Express Trail Park. The improvements within the Pony Express Trail Park shall be in the sole discretion of Master Developer, but it is anticipated that Master Developer may install contouring, grass areas, trees, above-ground drainage streams or other improvements if both Owner and City agree to such improvements.

11.3. Village 1. Exhibit "F" is a detailed plan for the Village 1 parks, open space and amenities. Village 1 will include a total of approximately 8 acres of parks, community amenities, open space, Club Ivory, and Trail system:

11.3.1. A Club Ivory and an approximately 4-acre park will be constructed in Village 1 the sooner of the recording of a plat containing the 150th Building Permit for Village 1 or within 3 years of the date of this MDA;

11.3.2. An approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 300th Building Permit for Village 1 or within 5 years of the date of this MDA; and

11.3.3. An additional approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 450th building permit for Village 1 or within 7 years of the date of this MDA.

11.4. **Other Villages and Pony Express Parcel.** Parks, open space and amenities in the Property (other than Village 1) shall be dedicated and constructed as specified below.

11.4.1. Parks, Trails and Open Space Requirements. Unless otherwise approved by the City Council, at a minimum park and improved open spaces shall include the following features and improvements: (1) sod areas large enough for children's play (including multi-use fields), (2) irrigation system to City standards (as required by the City's Future Laws); (3) access along a public road; (4) sufficient paved parking for use of improvements; (5) seating areas with shade structures, pavilions, or trees for shade; (6) asphalt trails or concrete sidewalks connecting the park to the neighborhood and internal trail; (7) a variety of landscaping, including trees, shrubs, and water-wise landscaping; (8) garbage receptacles, drinking fountains, picnic tables, barbeques or other improvements necessary for use or enjoyment of park features; and (9) public bathroom facilities

(for Large Parks). In addition, parks should generally include one or more of the following types of park improvements sufficient for the size of the neighborhood and intended use of the park: basketball court, sports court, splash pad, skate park, large playground structure, or large group pavilion. It is the expectation of the Parties that parks will be improved with a similar level of improvements and amenities as the example parks depicted in Exhibit "E". Subject to the foregoing, the Parties agree that the design and amenities in each park will vary based on the location of the park, surrounding housing types, and changing needs of the community, and that the park design and amenities shall generally be in the discretion of the Master Developer.

11.4.2. Public Park Improvements. In order to allow the City to efficiently maintain public parks and open spaces, all improvements in Required Parks that will be dedicated to the City shall comply with the City's Future Laws with respect to sprinkler and irrigation systems, water usage, fencing, plant and tree types, and construction materials, provided that the City's Future Laws do not substantially increase the cost of such improvements. Master Developer shall reasonably cooperate with City to provide improvements and amenities in public parks that can be efficiently and cost effectively maintained by the City.

11.4.3. Park Plan Approval. Prior to construction or dedication of any Required Park, Master Developer shall submit to the City a detailed park plan. The City Council shall review the park plan, and may deny the park plan if the park plan does not comply with the requirements in subsections 11.4.1 or 11.4.2. Any dispute

about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

11.4.4. Village 2. A Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to recordation of a plat containing the 200th Residential Dwelling Unit in Village 2.

11.4.5. Village 3. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 115th Residential Dwelling Unit in Village 3.

11.4.6. Village 4. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 400th Residential Dwelling Unit in Village 4.

11.4.7. Village 5. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 5.

11.4.8. Village 7. A Small Park shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 150th Residential Dwelling Unit in Village 7 and, also, a Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and

dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 2.

11.4.9. Village 8. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) upon the sooner of the recordation of a plat containing the 80th Residential Dwelling Unit in Village 8 or within 2 years of the recordation of the first plat in Village 8.

11.4.10. Pony Express Parcel. A Medium Park shall be constructed and dedicated to the City prior to the recordation of a plat containing the 150th Residential Dwelling Unit in the Pony Express portion of the Property.

11.4.11. Alternative Bonding for Park Improvements. In the event that Master Developer is unable to complete any Required Park in the timeframes specified in Sections 11.3.1 – 11.4.9, Master Developer may provide to the City a cash bond in the amount of 150% the anticipated cost of all remaining improvements in the Required Park, which cost shall be commercially reasonable. Notwithstanding the bond, Master Developer shall prosecute the completion of the Required Park with commercial due diligence.

11.5. **Dedication of Parks.** Certain of the parks in Sections 11.3 and 11.4 and, also, certain Neighborhood Project Parks, may be dedicated to the City upon their completion and acceptance. Unless otherwise agreed to by the Parties, those parks described as Club Ivory, or Neighborhood Project Parks will not be dedicated to the City but, instead, be owned and maintained by an HOA while Small Parks, Medium Parks and Large Parks will be dedicated to the City.

11.6. **Trails.** Exhibit “I” is the Trails Master Plan. Master Developer will dedicate to the City and construct the Trails with the improvements of each Phase to which a section of Trail is adjacent or included.

11.6.1. Trails Standards. Asphalt Trails shall be 10 feet wide along pedestrian corridors. Unless amended by the City Future Laws as provided herein, asphalt Trails shall consist of six inches of base and three inches of asphalt and shall be placed on undisturbed native material or documented fill material properly compacted. Base shall extend past Trail edges six inches on both sides. Master Developer, in its discretion, may use alternative upgraded designs or materials including concrete or adding additional width.

11.7. **Maintenance of Parks and Trails Dedicated to the City.** Upon acceptance by the City of any park being dedicated to the City pursuant to Section 11.6, the City shall be responsible for maintaining such park or Trail.

11.8. **Owners Dedication Language.** Most dedications by Owner to the City pursuant to this MDA shall occur through a dedication plat. In such circumstances, the plat shall contain Owner’s dedication language materially the same as the example in Exhibit “G”. Certain dedications may occur through the issuance of a patent deed or other type of deed. In both circumstances, the plat and conveyance deed shall contain restrictions regarding the use of such lands restricting the use of such lands for the purpose for which it was granted.

11.8.1. Use Restrictions. Conveyances to the City of properties for Parks or Trails shall include deed restrictions limiting the uses of the property to passive and active recreation improvements.

11.9. **Tax Benefits.** The City acknowledges that Master Developer may seek to qualify for certain tax benefits by reason of conveying, dedicating, gifting, granting or transferring any of the property for the Cory Wride Memorial Park, other City Parks, or contributing payments for investment in Cory Wride Memorial Park to the City or to a charitable organization to the extent that Master Developer or Owner is not otherwise paid for those properties. Master Developer shall have the sole responsibility to claim and qualify for any tax benefits sought by Master Developer by reason of the foregoing. The City shall reasonably cooperate with Master Developer to allow Master Developer to take advantage of any such tax benefits.

12. **Additional Consideration by Owner and Master Developer.** As additional consideration to the City in the nature of parks and open space dedications, Owner and Master Developer shall:

12.1. **Pony Express ROW Expansion.** On or before June 30, 2018, dedicate to the City and release or amend deed restrictions for approximately 11 acres of additional right-of-way along the Pony Express Parkway to allow the City to expand the Pony Express Parkway right-of-way to 152 feet. The details of the expansion of the Pony Express Parkway as it relates to the presently existing asphalt trail and Pony Express Trail Park and to the future expansion are illustrated, in cross-section view, on Exhibit "I". In the event the City allows Pony Express Parkway to be expanded to three lanes in each direction, City will install a 30-foot landscaped park strip on the east side of Pony Express Parkway and install landscaping between the existing asphalt trail and Pony Express Parkway on the west side of Pony Express Parkway. For purposes of this MDA, a "lane" shall include those lanes constructed for through-traffic as well as any turn, emergency or similar lanes.

The type of landscaping and amenities, and the design of the park strips, shall be in the sole discretion of the City, provided that the landscaping does not include amenities or improvements that violate the deed restrictions that encumber the property. If the expanded Pony Express Parkway encroaches upon the presently existing asphalt trail, then the City shall relocate the affected portion of the asphalt trail at its own expense.

12.2. Recreational Parcel. On or before June 30, 2018, dedicate to the City approximately 13.4 acres, as shown on the Master Plan. The deed restrictions shall be the same as the deed restrictions in State of Utah Exchange Patent 19738, except paragraph 3 under Prohibited Improvements and Uses shall read: “Commercial uses (other than minor concession, minor commercial uses directly related to allowed recreational amenities, or fees related to use of the recreational amenity)” and a new paragraph 4 under Prohibited Improvements and Uses shall read: “Parking lots that are unrelated to permissible improvements.”

12.3. Pony Express Trail Park Restrictions. The Pony Express Trail Park was dedicated by Owner to City for the purpose of preserving the existing Pony Express trail and associated historic and scenic features. The conveyance document for this park contains deed restrictions intended to cause this preservation. Owner shall cooperate in good faith with City to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within this park, provided such improvements or uses are compatible with the purposes for which the park was dedicated.

12.4. High School Road. On or before June 30, 2018, dedicate to the City approximately 0.8 acres to allow High School Road, including a reasonably-sized turn lane, on the Property to be completed to City standards.

12.4.1. The City will complete the dedicated portion of High School Road on the Property to the west of the High School prior to the High School's anticipated fall-2019 opening.

12.5. **Airport Road.** Owner has already dedicated to the City property commonly referred to as the "Airport Road". The Master Plan contemplates a different alignment of Airport Road. The City and Owner shall work together to relocate the dedicated portions of Airport Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.6. **Bypass Road.** Owner has already dedicated to the City property commonly referred to as the "Bypass Road". Instead, the City and Owner shall, as and when requested by Master Developer, work together to relocate the dedicated portions of Bypass Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.7. **Lake Mountain Road.** Owner has provided an easement from Pony Express Parkway to the City-owned portion of Lake Mountain Road. That easement will be relinquished by the City when Master Developer completes a publicly dedicated connection in an alignment to be determined in the future by Master Developer and the

City as a part of a Subdivision of the relevant portion of the Property, as set forth in the easement.

12.8. **Hidden Valley Road.** The Master Plan shows a road connection through the project know as Hidden Valley Road. Master Developer shall, as a part of the completion of the infrastructure for any Development Application that would include a portion of Hidden Valley Road, complete that portion of the road within the Property. The location of Hidden Valley Road on the Master Plan is a general depiction only. The actual alignment of said road is to be determined in the future by Master Developer and the City as a part of a Subdivision of the relevant portion of the Property and may be combined with the future Lake Mountain Road connection.

13. **Public Improvements.**

13.1. **Utilities and Project Infrastructure.** Master Developer shall have the right and the obligation to construct or cause to be constructed and installed all portions of Project Infrastructure which are required as a condition of approval of each Development Application.

13.2. **No Additional Backbone Improvements Requirements.** Any development fees, impact fees, water hookup fees, or any similar fees, charges, assessments or exactions for the development of the Property shall be in accordance with Utah law.

13.3. **Construction Prior to Completion of Infrastructure.** City shall comply with Utah law and the City's Vested Laws with respect to building permits or permits for model homes, home shows, sales offices, construction trailers, or similar temporary uses.

13.3.1. **Restrictions on Certificates of Occupancy.** No permanent Certificate of Occupancy shall be issued by the City and no residential occupancy

shall be permitted unless all Project Infrastructure and Backbone Improvements (except for landscaping which shall be considered pursuant to Section 17.1) required pursuant to an approved Development Application are installed to Substantial Completion.

14. **Water.**

14.1. **Water Rights.** Owner has banked water rights with the City for use on several properties within the City boundaries. The banked water rights are 785.402 acre-feet of water from Utah Water Right No. 54-1173 (a23069f) (500-acre feet), Utah Water Right No. 54-1153 (a29551) (200.376-acre feet), Utah Water Rights No. 54-1146 and 54-1147 (a28384) (52.506-acre feet), and Utah Water Right No. 54-145 (a36950) (32.52-acre feet).

14.2. **CWP Water Leased By Owner.** Owner has previously purchased the right to use 1,000 acre-feet of the City's interest in Central Utah Water Conservancy District water delivered to the City.

14.3. **Water Reservation.** The City and Owner shall cooperate in good faith to consider the reservation of water for the development of the Property, subject to payment of a reasonable reservation fee.

15. **CC&Rs.** The Homeowners Association(s) will be responsible for the implementation and enforcement of the CC&Rs. The CC&Rs may be amended by the processes specified in the CC&Rs without any requirement of approval of such amendments by the City.

16. **Payment of Fees.**

16.1. **General Requirement of Payment of Fees.** Master Developer or a Subdeveloper shall pay to the City all fees (including, but not limited to, plan review fees,

Impact Fees, hookup fees and inspection fees) in amounts specified in the City's Future Laws.

16.2. **Infrastructure Built by Master Developer.** Master Developer or Subdevelopers may, from time-to-time, install and construct portions of the infrastructure which are System Improvements. City shall ensure that Master Developer is either not charged Impact Fees for System Improvements constructed by Master Developer or that Master Developer otherwise receives the full amounts of credits, adjustments or reimbursements for System Improvements constructed by Master Developer as required by State law.

16.3. **Reimbursement for "Upsizing".** In accordance with Utah law, the City shall not require Owner or Master Developer to "upsized" any public improvements (i.e., to construct the improvements to a size larger than required to service the Property) unless financial arrangements reasonably acceptable to Owner and Master Developer are made to compensate Master Developer for the costs of such upsizing.

16.4. **Main Sewer Line.** Owner constructed the Main Sewer Line. The Main Sewer Line was intended to provide all capacity necessary to provide sanitary sewer services to the estimated 3,800 Residential Dwelling Units for Overland, as described in Exhibit "B". The City acknowledges that Owner and Master Developer are concerned that by allowing other property owners to connect to the Main Sewer Line without the City constructing other sewer lines to service any portion of Overland, Master Developer may be in a situation in the future in which a new major sanitary sewer line is necessary to service Overland that would not have been necessary if City did not allow other property owners to connect to the Main Sewer Line. Accordingly, in the event the City allows other

property owners to utilize capacity in the Main Sewer Line, and the utilization of such capacity requires the construction of additional sanitary sewer capacity that would not have otherwise been required as part of Overland, the City shall construct such additional capacity, and City may assess impact fees to property owners (other than Master Developer or Owner) to cover the cost of such capacity. Any dispute about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

17. **Construction Standards and Requirements.**

17.1. **Separate Security for Landscaping.** Master Developer shall comply with City bonding requirements for required improvements, except security for the completion of those items of landscaping that are weather dependent may be, at the option of Master Developer, by a security instrument acceptable to the City separate from the security instrument(s) used for the other portion of the public improvements.

17.2. **Building Permits.** No buildings or other structures shall be constructed within the Property without the Applicant first obtaining building permits. The Applicant may apply for and obtain a grading permit following approval by the Planning Commission of a Commercial Site Plan or a Subdivision Site Plan if the Applicant has submitted and received approval of a site grading plan from the City Engineer. Any grading performed by the Applicant pursuant to only a grading permit prior to the establishment of finished grades by a final approval shall be at the risk of the Applicant meaning that if there are any changes between the grade elevations created by the grading permit activities and the final, approved elevations then such changes must be made at the sole cost and expense of the Applicant that created the discrepancy.

17.3. **City and Other Governmental Agency Permits.** Before commencement of construction or development of any buildings, structures or other work or improvements upon any portion of the Property, the Applicant shall, at its expense, secure, or cause to be secured, any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. The City shall reasonably cooperate with the Applicant in seeking to secure such permits from other governmental entities.

18. **Provision of Municipal Services.** The City shall provide all City services to the Property that it provides from time-to-time to other residents and properties within the City including, but not limited to, culinary water, sanitary sewer, garbage collection, police, fire and other emergency services. Such services shall be provided to the Property at the same levels of services, on the same terms and at the same rates as provided to other residents and properties in the City.

19. **Default.**

19.1. **Notice.** If the Owner, Master Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a Default has occurred shall provide Notice to the other Parties. If the City believes that the Default has been committed by a Subdeveloper then the City shall also provide a courtesy copy of the Notice to Master Developer and Owner.

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

19.2.1. **Claim of Default.** Specify the claimed event of Default;

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

19.2.3. Specify Materiality. Identify why the Default is claimed to be material; and

19.2.4. Optional Proposed Cure. If the City chooses, in its discretion, propose a method and time for curing the Default which shall be of no less than sixty (60) days duration.

19.3. **Meet and Confer, Mediation, Arbitration.** Upon the issuance of a Notice of Default, the Parties shall engage in the “Meet and Confer” and “Mediation” processes specified in Sections 8.11, 8.13 and 8.14. If the claimed Default is subject to Arbitration as provided in Section 8.14.3 then the Parties shall follow such processes.

19.4. **Remedies.** If the Parties are not able to resolve the Default by “Meet and Confer” or by “Mediation”, and if the Default is not subject to Arbitration then the Parties may have the following remedies:

19.4.1. Owner and Master Developer’s Remedies. Owner and Master Developer’s sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this MDA and City’s obligations under this MDA. IN NO EVENT SHALL CITY BE LIABLE TO OWNER OR MASTER DEVELOPER, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

19.4.2. City’s Remedy Upon Default. City shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Master Developer or

Owner, or in the case of a default by a Subdeveloper, development of those Parcels owned by the Subdeveloper until the Default has been cured. City shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

19.5. **Public Meeting.** Before any remedy in Section 19.4.2 may be imposed by the City, the party allegedly in Default shall be afforded the right to attend a public meeting before the Council and address the Council regarding the claimed Default.

19.6. **Emergency Defaults.** Anything in this MDA notwithstanding, if the Council finds on the record that a Default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a Default would also impair a compelling, countervailing interest of the City then the City may impose the **remedies** of Section 19.4.2 without the requirements of Sections 19.3. The City shall give Notice to the Master Developer, Owner and any applicable Subdeveloper of any public meeting at which an emergency default is to be considered and the Master Developer, Owner and any applicable Subdeveloper shall be allowed to address the Council at that meeting regarding the claimed emergency Default.

19.7. **Extended Cure Period.** If any Default cannot be reasonably cured within sixty (60) days of receipt of notice by the defaulting party then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

19.8. **Cumulative Rights.** The rights and remedies set forth herein shall be cumulative.

20. **Assumption of Rights of Master Developer.**

20.1. **Owner Right to Assume Position of Master Developer.** The Parties

acknowledge that Master Developer and Owner have entered into the Development Lease for the development of Overland, and that Master Developer also has a right of first refusal on Pony Express. If the Development Lease expires or otherwise terminates prior to Buildout, then Owner shall have the right (in its sole discretion) to assume the position of the Master Developer under this MDA and shall thereby assume all the rights, responsibilities and obligations of the Master Developer, except as expressly set forth herein. Owner shall exercise its right to assume the position of the Master Developer by providing Notice of such to the City. Owner shall have the right to further assign these rights and obligations in its sole discretion, and shall exercise its right to further assign by providing Notice of such to the City. The obligations of the Parties concerning the assignment of rights under this MDA, as set forth in Section 30, shall not apply to those circumstances described in this Section 21.1.

20.2. Appointment of Additional Master Developer for Pony Express. The Parties acknowledge that Owner and a party other than the Parties to this MDA may enter into a development agreement for Pony Express at some point in the future. In such circumstances, Owner shall have the right to add such developer as a party to this MDA. That developer shall also be considered a Master Developer under this MDA, and shall have all those rights, responsibilities and obligations associated with the Master Developer for Pony Express only. In such circumstances, the rights, responsibilities and obligations of Ivory Homes, Ltd. as Master Developer shall be limited to those associated with Overland only. Owner shall add a developer of Pony Express to this MDA by providing Notice of such to the other Parties, and executing any legal documents reasonably required by the other Parties to this MDA to effectuate such an addition.

20.3. **Exceptions.** If Owner assumes the position of Master Developer under this MDA pursuant to Section 20.1 prior to the payment of the entire \$1,710,000.00 investment for Cory Wride Memorial Park, described in Section 11.1, Owner shall not be responsible for any portion of these payments.

21. **Notices.** All Notices required or permitted under this MDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Master Developer:

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

To Owner:

School and Institutional Trust Lands Administration
Attn: Development Group
675 East 500 South, Suite 500
Salt Lake City, UT 84102

To the City:

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

21.1. **Effectiveness of Notice.** Except as otherwise provided in this MDA, each Notice shall be effective and shall be deemed delivered on the earlier of:

21.1.1. Physical Delivery. Its actual receipt, if delivered personally, or by courier service.

21.1.2. Mail Delivery. On the day the Notice is postmarked for mailing, postage prepaid, by First Class or Certified United States Mail and actually deposited in or delivered to the United States Mail. Any party may change its

address for Notice under this MDA by giving written Notice to the other party in accordance with the provisions of this Section.

22. **Administrative Actions.**

22.1. **Allowable Administrative Actions.** The following modifications to this MDA may be considered and approved by the Administrator.

22.1.1. Infrastructure. Modification of the location and sizing of the infrastructure for the Property that does not materially change the functionality of the infrastructure.

22.2. **Application to Administrator.** Applications for Administrative Action shall be filed with the Administrator.

22.2.1. Referral by Administrator. If the Administrator determines for any reason that it would be inappropriate for the Administrator to determine any Administrative Action, then the Administrator may require the Administrative Action to be processed as a Modification Application.

22.2.2. Administrator's Review of Administrative Action. The Administrator shall consider and decide upon the Administrative Action within a reasonable time.

22.2.3. Notification Regarding Administrator's Approval. If the Administrator approves any Administrative Action the Administrator shall notify the Council in writing of the proposed approval. Unless the Administrator receives a notice pursuant to Section 22.2.1 requiring that the proposed Administrative Action be considered by the City Council as a Modification Application then

approval of the Administrative Action by the Administrator shall be conclusively deemed binding on the City.

22.2.4. City Council Requirement of Modification Application Processing.

Any member of the Council may, within ten (10) business days after notification by the Administrator, notify the Administrator that the Administrative Action must be processed as a Modification Application.

22.2.5. Appeal of Administrator's Denial of Administrative Action. If the Administrator denies any proposed Administrative Action, the Applicant may process the proposed Administrative Action as a Modification Application.

23. **Amendment.** Except for Administrative Actions, any future amendments to this MDA shall be considered as Modification Applications subject to the following processes.

23.1. **Who may Submit Modification Applications.** Only the City and Master Developer or an assignee that succeeds to all of the rights and obligations of Master Developer under this MDA (and not including a Subdeveloper) may submit a Modification Application.

23.2. **Modification Application Contents.** Modification Applications shall:

23.2.1. Identification of Property. Identify the property or properties affected by the Modification Application.

23.2.2. Consent of Owner. Owner's consent to filing a Modification Application shall be required.

23.2.3. Description of Effect. Describe the effect of the Modification Application on the affected portions of the Property.

23.2.4. Identification of Non-City Agencies. Identify any Non-City Agencies potentially having jurisdiction over the Modification Application.

23.2.5. Map. Provide a map of any affected property and all property within three hundred feet (300') showing the present or Intended Use and number of Residential Dwelling Units of all such properties.

23.2.6. Fee. Modification Applications shall be accompanied by a fee in an amount reasonably estimated by the City to cover the costs of processing the Modification Application.

23.3. City Cooperation in Processing Modification Applications. The City shall cooperate reasonably in promptly and fairly processing Modification Applications.

23.4. Planning Commission Review of Modification Applications.

23.4.1. Review. All aspects of a Modification Application required by law to be reviewed by the Planning Commission shall be considered by the Planning Commission as soon as reasonably possible in light of the nature and complexity of the Modification Application.

23.4.2. Recommendation. The Planning Commission's vote on the Modification Application shall be only a recommendation and shall not have any binding or evidentiary effect on the consideration of the Modification Application by the Council.

23.5. Council Review of Modification Application. After the Planning Commission, if required by law, has made or been deemed to have made its recommendation of the Modification Application, the Council shall consider the Modification Application.

23.6. Council's Objections to Modification Applications. If the Council objects to the Modification Application, the Council shall provide a written determination advising the Applicant of the reasons for Denial including specifying the reasons the City believes that the Modification Application is not consistent with the intent of this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

23.7. Meet and Confer regarding Modification Applications. The Council and Master Developer shall meet within fourteen (14) calendar days of any objection to resolve the issues presented by the Modification Application and any of the Council's objections.

23.8. Mediation of Council's Objections to Modification Applications. If the Council and Master Developer are unable to resolve a dispute regarding a Modification Application, the Parties shall attempt within seven (7) days to appoint a mutually acceptable expert in land planning or such other discipline as may be appropriate. If the Parties are unable to agree on a single acceptable mediator they shall each, within seven (7) days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single mediator. Master Developer and the City shall each pay one-half of the fees of the chosen mediator. The chosen mediator shall within fourteen (14) days, review the positions of the Parties regarding the mediation issue and promptly attempt to mediate the issue between the Parties. If the Parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

24. 10-year Reviews. Every ten years after the date of this MDA, the Parties shall meet and confer to consider any issues that may have arisen regarding the MDA, the development of the Property, the general economy, and other issues. The first meeting shall take place at a time

and place mutually agreeable to the Parties between January 15 and February 15 of 2028 and then every ten years thereafter. The Parties shall not be required to make any modifications of this MDA as a result of these reviews but may propose amendments for the consideration of the Parties.

25. **Estoppel Certificate.** Upon twenty (20) days prior written request by Owner, Master Developer or a Subdeveloper, the City will execute an estoppel certificate to any third party certifying that Owner, Master Developer or a Subdeveloper, as the case may be, at that time is not in default of the terms of this Agreement.

26. **Attorney's Fees.** In addition to any other relief, the prevailing party in any action, whether at law, in equity or by arbitration, to enforce any provision of this MDA shall be entitled to its costs of action including a reasonable attorneys' fee.

27. **Entire Agreement.** This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

28. **Headings.** The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences of intent.

29. **No Third-Party Rights/No Joint Venture.** This MDA does not create a joint venture relationship, partnership or agency relationship between the City, Owner and Master Developer. Further, the Parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property unless the City has accepted the dedication of such improvements at which time all rights and responsibilities for the dedicated public improvement shall be the City's.

30. **Assignability.** The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part by Master Developer with the consent of the City and Owner as provided herein.

30.1. **Certain Sales not an Assignment.** Master Developer's selling or conveying lots in any approved Subdivision or Parcels to builders, users, or Subdevelopers, shall not be deemed to be an "assignment" subject to the above-referenced approval by the City unless specifically designated as such an assignment by the Master Developer.

30.2. **Related Party Transfer.** Master Developer's transfer of all or any part of the Property to any entity "related" to Master Developer (as defined by regulations of the Internal Revenue Service), Master Developer's entry into a joint venture for the development of the Property or Master Developer's pledging of part or all of the Property as security for financing shall also not be deemed to be an "assignment" subject to the above-referenced approval by the City and Owner unless specifically designated as such an assignment by the Master Developer. Master Developer shall give the City and Owner Notice of any event specified in this sub-section within ten (10) days after the event has occurred. Such Notice shall include providing the City with all necessary contact information for the newly responsible party.

30.3. **Notice.** Master Developer shall give Notice to the City and Owner of any proposed assignment and provide such information regarding the proposed assignee that the City and Owner may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the City and Owner with all necessary contact information for the proposed assignee.

30.4. **Deemed Approved.** Unless the City or Owner objects in writing within

twenty (20) business days, the City and Owner shall be deemed to have approved of and consented to the assignment.

30.5. **Partial Assignment.** If any proposed assignment is for less than all of Master Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment, Master Developer shall be released from any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations that were not assigned.

30.6. **Grounds for Denying Assignment.** The City and Owner may only withhold their consent if the City and Owner are not reasonably satisfied of the assignee's financial ability to perform the obligations of Master Developer proposed to be assigned. Any refusal of the City or Owner to accept an assignment shall be subject to the "Meet and Confer" and "Mediation" processes specified in Sections 8.11 and 8.13. If the refusal is subject to "Arbitration" as provided in Section 8.14 then the Parties shall follow such processes.

30.7. **Assignee Bound by this MDA.** Any assignee shall consent in writing to be bound by the assigned terms and conditions of this MDA as a condition precedent to the effectiveness of the assignment.

31. **Binding Effect.** If Master Developer sells or conveys Parcels of lands to Subdevelopers or related parties, the lands so sold and conveyed shall bear the same rights, privileges, Intended Uses, configurations, and number of Residential Dwelling Units as applicable to such Parcel and be subject to the same limitations and rights of the City when owned by Master

Developer and as set forth in this MDA without any required approval, review, or consent by the City except as otherwise provided herein.

32. **No Waiver.** Failure of any of the Parties to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

33. **Severability.** If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and affect.

34. **Force Majeure.** Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the party obligated to perform hereunder shall excuse performance of the obligation by that party for a period equal to the duration of that prevention, delay or stoppage.

35. **Time is of the Essence.** Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

36. **Appointment of Representatives.** To further the commitment of the Parties to cooperate in the implementation of this MDA, the City, Owner and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer. The initial representative for the City shall be the Mayor of the City. The initial representative for Master Developer shall be Chris Gamvroulas. The initial

representative for Owner shall be Elise Erler. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this MDA and the development of the Property.

37. **Mutual Drafting.** Each of the Parties has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which party drafted any particular portion of this MDA.

38. **Applicable Law.** This MDA is entered into in the City in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

39. **Venue.** Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

40. **Counterpart Execution.** This MDA may be executed in counterparts.

41. **Recordation and Running with the Land.** This MDA shall be recorded in the chain of title for the Property. This MDA and the obligations herein shall be deemed to run with the land, except as expressly set forth in this MDA. The electronic data disk of the City's Vested Laws, Exhibit "C", shall not be recorded in the chain of title. A secure copy of Exhibit "C" shall be filed with the City Recorder and each party shall also have an identical copy.

42. **Authority.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA. Specifically, on behalf of the City, the signature of the Mayor of the City is affixed to this MDA lawfully binding the City pursuant to the motion approving the MDA adopted by the City on December 5, 2017. This MDA is approved as to form and is further certified as having been lawfully adopted by the City by the signature of the City Attorney.

IN WITNESS WHEREOF, the Parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

MASTER DEVELOPER
Ivory Homes, Ltd.

By: CLARK D. IVORY
Its: CEO

MASTER DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
)
) :ss.
COUNTY OF SALT LAKE)

On the 31st day of May, 2018, personally appeared before me CLARK IVORY the CEO of Ivory Homes, Ltd. A Utah limited partnership, who acknowledged that he/she, being duly authorized, did execute the foregoing instrument on behalf of Ivory Homes, Ltd.

Bryon Franklin Prince
NOTARY PUBLIC
Residing at: Salt Lake County



CITY
EAGLE MOUNTAIN CITY

By: Tom Westmoreland
Its: Mayor

Approved as to form and legality:

Attest:

City Attorney

City Recorder



CITY ACKNOWLEDGMENT

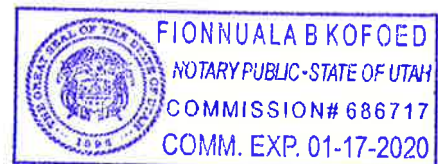
STATE OF UTAH)

:ss.

COUNTY OF UTAH)

On the 31 day of May, 2018, Tom Westmoreland personally appeared before me who being by me duly sworn, did say that he is the Mayor of Eagle Mountain City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its governing body and said Mayor acknowledged to me that the City executed the same.

NOTARY PUBLIC



OWNER
STATE OF UTAH, through
the School and Institutional
Trust Lands Administration

By: David Ure
Its: Director

Approved as to Form:


Special Assistant Attorney General

OWNER ACKNOWLEDGMENT

STATE OF UTAH)
)
) ss.
COUNTY OF SALT LAKE)

On ~~24~~ the day of May, 2018, personally appeared before me David Ure, the Director of the School and Institutional Trust Lands Administration, who acknowledged that he, being duly authorized, did execute the foregoing instrument on behalf of the School and Institutional Trust Lands Administration.

Alan Russell Joe
NOTARY PUBLIC
Residing at: Salt Lake County



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Exhibit "A"**Legal Description and General Depiction of Property***Legal Description of Property:***Overland parcels:****VILLAGE 1 (PARCEL 36-E)**

A portion of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence N1°04'47"E along the Section line 2,671.07 feet to a 1987 Utah County monument marking the West ¼ Corner of said Section 36; thence N0°36'31"E along the Section line 2,062.29 feet to the southwesterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Southeasterly along the arc of a 1,675.07 foot radius non-tangent curve (radius bears: N70°24'53"E) 1,226.75 feet through a central angle of 41°57'40" (chord: S40°33'57"E 1,199.52 feet); thence S61°32'47"E 2,832.41 feet to the westerly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 2 (two) courses and distances: S28°27'14"W 517.50 feet; thence Southwesterly along the arc of a 795.58 foot radius non-tangent curve (radius bears: S61°36'35"E) 64.28 feet through a central angle of 4°37'46" (chord: S26°04'32"W 64.26 feet) to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail D1 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S65°29'22"E along said property 197.11 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S24°30'33"W along said road 59.86 feet to the northeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail E in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence N65°29'22"W along said property 197.17 feet to the easterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S24°30'38"W 886.52 feet; thence along the arc of a 202.61 foot radius curve to the right 60.92 feet through a central angle of 17°13'38" (chord: S33°07'27"W 60.69 feet); thence S41°44'16"W 716.26 feet to the southwesterly line of said Trail D1; thence along said trail parcel the following 5 (five) courses and distances: Southeasterly along the arc of a 655.00 foot radius non-tangent curve (radius bears: N84°54'06"E) 269.20 feet through a central angle of 23°32'52" (chord: S16°52'20"E 267.31 feet); thence S30°48'02"E 180.77 feet; thence along the arc of a 15.00 foot radius curve to the left 17.21 feet through a central angle of 65°43'37" (chord: S63°39'50"E 16.28 feet) to a point of reverse curvature; thence along the arc of a 130.00 foot radius curve to the right 21.26 feet through a central angle of 9°22'07" (chord: N88°09'25"E 21.23 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 14.99 feet through a central angle of 57°15'43" (chord: N64°12'37"E 14.38 feet) to the northwesterly line of said Sweetwater Road; thence along said road the following 2 (two) courses

Exhibit "A" (continued)

and distances: S27°16'59"W 74.53 feet; thence along the arc of a 2,495.00 foot radius curve to the left 40.92 feet through a central angle of 0°56'23" (chord: S26°48'48"W 40.92 feet); thence N65°14'49"W 24.00 feet; thence along the arc of a 267.00 foot radius curve to the left 62.47 feet through a central angle of 13°24'21" (chord: N71°56'59"W 62.33 feet) to the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail F in Deed Entry No. 63439:2005 of the Official Records of Utah County, the previous 2 (two) courses along the extension of, and along the northerly line of Midvalley Road as dedicated as part of MIDVALLEY ROAD Phase 1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence along said Trail parcel the following 4 (four) courses and distances: Northeasterly along the arc of a 130.00 foot radius non-tangent curve (radius bears: S61°05'44"E) 12.89 feet through a central angle of 5°40'49" (chord: N31°44'41"E 12.88 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 17.12 feet through a central angle of 65°23'09" (chord: N1°53'31"E 16.20 feet); thence N30°48'04"W 182.70 feet; thence along the arc of a 745.00 foot radius curve to the right 227.50 feet through a central angle of 17°29'47" (chord: N20°02'13"W 226.62 feet) to the southeasterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S41°44'18"W 0.54 feet to the easterly line of said MIDVALLEY ROAD Phase 1 Subdivision; thence along said Plat the following 4 (four) courses and distances: Northwesterly along the arc of a 745.00 foot radius non-tangent curve (radius bears: N78°39'39"E) 153.00 feet through a central angle of 11°46'00" (chord: N5°27'21"W 152.73 feet); thence N0°25'39"E 513.37 feet; thence N89°34'21"W 1,084.31 feet; thence S0°25'39"W 1,110.53 feet to the Section line; thence N89°17'16"W along the Section line 982.89 feet to the point of beginning.

Contains: 193.90+/- acres

VILLAGE 2 (PARCEL 36-A)

A portion of the NW1/4 and the NE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located S89°27'10"E along the Section line 103.03 feet from a 2002 Utah County monument marking the Northwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°27'10"E along the Section line 2,572.06 feet to a 1960 Utah County monument marking the North ¼ Corner of said Section 36; thence S89°36'58"E along the Section line 1,522.16 feet to the northwest corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail A in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S0°23'02"W 25.00 feet; thence S54°09'26"E 248.32 feet; thence S11°08'55"W 48.72 feet to the northeast corner of that Real Property conveyed to Eagle Mountain City described as Exhibit "A" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S42°09'31"W 134.22 feet; thence S6°36'38"W 68.52 feet; thence S13°15'31"E 154.22 feet to the southwest corner of said Pony Express Trail A; thence S78°51'05"E along said trail parcel 199.60 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County;

Exhibit "A" (continued)

thence S11°08'50"W along said roadway 60.00 feet to the north line of Pony Express Trail B described in said Deed Entry No. 63439:2005; thence N78°51'05"W along said trail parcel 196.98 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S11°08'55"W 315.69 feet; thence along the arc of a 712.61 foot radius curve to the right 215.23 feet through a central angle of 17°18'19" (chord: S19°48'05"W 214.42 feet); thence S28°27'14"W 1,194.43 feet to the south line of said Pony Express Trail B; thence S61°32'46"E along said trail parcel 197.10 feet to the westerly line of said Sweetwater Road; thence S28°27'09"W along said Road 59.99 feet to the north line of Pony Express Trail C1 described in said Deed Entry No. 63439:2005; thence N61°32'46"W along said trail parcel 197.10 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S28°27'14"W along said lands 469.02 feet to the northeasterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: N61°32'47"W 2,832.41 feet; thence along the arc of a 1,469.07 foot radius curve to the right 1,593.70 feet through a central angle of 62°09'23" (chord: N30°28'08"W 1,516.69 feet) to the point of beginning.

Contains: 167.12+/- acres

VILLAGE 3 (PARCEL 36-B)

A portion of the NE1/4 and the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2001 Utah County monument marking the Northeast Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S0°36'01"W along the Section line 2,698.21 feet to a 1971 Utah County monument marking the East ¼ Corner of said Section 36; thence S0°36'01"W along the Section line 2,640.39 feet to a 1913 GLO monument marking the Southeast Corner of said Section 36, said corner also being on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N1°02'41"W 468.20 feet; thence along the arc of a 2,103.00 foot radius curve to the left 2,220.67 feet through a central angle of 60°30'06" (chord: N31°17'44"W 2,118.93 feet); thence N61°32'47"W 447.25 feet to the southeasterly corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail C2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northwesterly along the arc of a 216.85 foot radius non-tangent curve (radius bears: N65°46'55"W) 308.63 feet through a central angle of 81°32'47" (chord: N16°33'18"W 283.23 feet) to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N28°27'09"E 1,522.91 feet; thence along the arc of a 1000.00 foot radius curve to the left 302.03 feet through a central angle of 17°18'19" (chord: N19°48'00"E 300.89 feet); thence N11°08'50"E 975.50 feet to the north line of said Section 36; thence S89°36'58"E along the Section line 623.01 feet to the point of beginning.

Contains: 90.26+/- acres

Exhibit "A" (continued)**VILLAGE 4 (ALL OF PARCEL 1-C & PORTIONS OF PARCELS 1-B & 1-A)**

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 3 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County located N89°22'22"W along the Section line 100.06 feet from a 1913 GLO monument marking the Northeast Corner of Section 1, T6S, R2W, S.L.B. & M.; thence along said Parcel 3 & Parcel 2 of said Exhibit B the following 3 (three) courses and distances: S0°18'26"W 1,937.28 feet; thence along the arc of a 1,543.83 foot radius curve to the right 819.70 feet through a central angle of 30°25'17" (chord: S15°31'05"W 810.11 feet); thence S30°43'43"W 2,249.70 feet to the south line of said Section 1; thence N89°30'11"W along the Section line 731.62 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 2,257.61 feet; thence East 780.42 feet; thence North 2,402.25 feet to the Section line; thence S89°22'22"E along the Section line 1,328.04 feet to the point of beginning.

Contains: 145.25+/- acres

PARCEL 1-C: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Southeast Corner of Section 1, T6S, R2W, S.L.B. & M.; thence N89°30'11"W along the Section line 1,347.75 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 & Parcel 1 of said Exhibit B the following 2 (two) courses and distances: N30°43'43"E 2,197.26 feet; thence along the arc of a 1,723.83 foot radius non-tangent curve (radius bears: N56°39'47"W) 605.16 feet through a central angle of 20°06'50" (chord: N23°16'48"E 602.06 feet) to the east line of said Section 1; thence S0°18'12"W along the Section line 2,453.52 feet to the point of beginning.

Contains: 35.74+/- acres

PORTION OF PARCEL 1-A: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northwest Corner of that Real Property described in Deed Entry No. 18900:2017 of the Official Records of Utah County, located N00°27'00"E along the ¼ Section line 1,337.61 feet from the South 1/4 Corner of Section 1, T6S, R2W, SLB&M; thence N0°27'00"E along the 1/4 Section line 918.83 feet; thence East 381.86 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S0°00'12"E along said Right-of-Way 919.45 feet to the northerly line of said Deed Entry No. 18900:2017; thence N89°27'44"W along said deed 389.12 feet to the point of beginning.

Contains: 8.12+/- acres

Exhibit "A" (continued)**VILLAGE 5 (PORTIONS OF PARCELS 1-B & 1-A)**

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°22'22"E along the Section line 244.89 feet; thence South 2,402.25 feet; thence West 780.42 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 1,246.31 feet to the south line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park C in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence along said Park Parcel the following 4 (four) courses and distances: N89°59'41"E 399.92 feet; thence N0°00'20"W 430.00 feet; thence Southwesterly along the arc of a 1,616.71 foot radius non-tangent curve (radius bears: N6°53'57"W) 332.40 feet through a central angle of 11°46'48" (chord: S88°59'27"W 331.81 feet); thence N81°14'44"W 43.67 feet to the easterly line of said Sweetwater Road; thence Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S81°44'14"E) 770.18 feet through a central angle of 18°20'55" (chord: N17°26'14"E 766.89 feet) to the north line of said Section 1; thence S89°12'34"E along the Section line 280.88 feet to the point of beginning.

Contains: 37.25+/- acres

PORTION OF PARCEL 1-A: A portion of the NW1/4, NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the southerly line of that Real Property described in Deed Entry No. 19072:2005 of the Official Records of Utah County, located S01°22'27"W along the Section line 1,603.65 feet and East 1,942.99 feet from the Northwest Corner of Section 1, T6S, R2W, SLB&M; thence along said deed the following 3 (three) courses and distances: N89°59'40"E 719.20 feet; thence N00°00'18"W 400.00 feet; thence N89°59'40"E 400.08 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S00°00'12"E along said Right-of-Way line 1,246.32 feet; thence West 381.86 feet to the 1/4 Section line; thence N00°27'05"E along the 1/4 Section line 421.83 feet to the Center 1/4 Corner of said Section 1; thence N89°25'35"W along the 1/4 Section line 740.79 feet; thence N00°00'17"W along the extension of and along said deed 416.97 feet to the point of beginning.

Contains: 18.20 acres+/-

VILLAGE 6 (PORTION OF PARCEL 1-A)

A portion of the NW1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 1, T6S, R2W, S.L.B. & M.; thence S89°25'23"E along the Section line 951.55 feet to a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B. & M.; thence S89°17'16"E along the Section line 982.89 feet to the westerly line of MIDVALLEY ROAD Phase

Exhibit "A" (continued)

1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence S0°25'39"W along said Plat 84.27 feet; thence S89°34'21"E along said Plat and extension thereof 601.05 feet to the northwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail G in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S41°43'17"W along said Trail parcel 482.17 feet; thence N89°01'19"W 1,242.21 feet along the extension of, and along the northerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park A in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S1°14'03"W along said Park Parcel 1,449.26 feet to the southwesterly line of said Pony Express Trail G Parcel; thence S3°01'08"W along said Trail Parcel 66.85 feet; thence S89°18'12"E 967.57 feet along said Trail Parcel and along the southerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park B in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S0°00'17"E 43.48 feet to the 1/4 Section line; thence N89°25'34"W along the 1/4 Section line 1,952.67 feet to a 1990 Utah County monument marking the West 1/4 Corner of said Section 1; thence N1°22'28"E along the Section line 2,001.17 feet to the point of beginning.

Contains: 59.53+/- acres

VILLAGE 7 (PARCELS 12-A, 12-B AND 12-C):

PARCEL 12-A: A portion of the NW1/4 and the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 12, T6S, R2W, S.L.B. & M.; thence S89°21'52"E along the Section line 2,685.10 feet to a 1958 Utah County monument marking the North 1/4 Corner of said Section 12; thence S89°30'11"E along the Section line 399.70 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S0°00'12"E along said road 1,404.25 feet to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of the NW1/4 of the NE1/4 of said Section; thence S88°44'07"W along the 40 acre (1/16th Section) line 409.41 feet to the southeast corner of the N1/2 of the NW1/4 of said Section; thence S88°46'11"W along the 40 acre (1/16th Section) line 2,736.06 feet to the west line of Section 12; thence N2°17'03"E along the Section line 1,506.48 feet to the point of beginning.

Contains: 103.99+/- acres

PARCEL 12-B: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County located S89°30'11"E along the Section line 489.70 feet from a 1958 Utah County monument marking the North 1/4 Corner of Section 12, T6S, R2W, S.L.B. & M.; thence S89°30'11"E along the Section line 731.62 feet to the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 of said Exhibit B the following 4 (four) courses and distances: S30°43'43"W 1,000.19 feet; thence along the arc of a 555.00 foot radius curve to the right 188.22

Exhibit "A" (continued)

feet through a central angle of $19^{\circ}25'50''$ (chord: $S40^{\circ}26'38''W$ 187.32 feet); thence $S50^{\circ}09'33''W$ 84.57 feet; thence along the arc of a 345.00 foot radius curve to the left 47.12 feet through a central angle of $7^{\circ}49'29''$ (chord: $S46^{\circ}14'48''W$ 47.08 feet) to the easterly line of said Sweetwater Road; thence $N0^{\circ}00'12''W$ along said road 1,095.40 feet to the point of beginning.

Contains: 10.09+/- acres

PARCEL 12-C: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northeast corner of the NW1/4 of the NE1/4 of Section 12, T6S, R2W, S.L.B. & M. located $N89^{\circ}30'11''W$ along the Section line 1,336.62 feet from a 1958 Utah County monument marking the Northeast Corner of said Section 12; thence $S0^{\circ}25'35''W$ 1,375.70 feet along the east line of said NW1/4 of the NE1/4 to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of said NW1/4 of the NE1/4 of said Section; thence $S88^{\circ}44'07''W$ along the 40 acre ($1/16^{th}$ Section) line 836.77 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence $N0^{\circ}00'12''W$ along said road 73.71 feet to a point on the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Bypass Road Parcel 2 the following 4 (four) courses and distances: Northeasterly along the arc of a 255.00 foot radius non-tangent curve (radius bears: $N89^{\circ}59'55''E$) 223.26 feet through a central angle of $50^{\circ}09'54''$ (chord: $N25^{\circ}04'52''E$ 216.20 feet); thence $N50^{\circ}09'33''E$ 84.57 feet; thence along the arc of a 645.00 foot radius curve to the left 218.74 feet through a central angle of $19^{\circ}25'50''$ (chord: $N40^{\circ}26'38''E$ 217.69 feet); thence $N30^{\circ}43'46''E$ 1,052.65 feet to the north line of said Section; thence $S89^{\circ}30'11''E$ along the Section line 11.12 feet to the point of beginning.

Contains: 13.81+/- acres

VILLAGE 8 (PARCELS 36-C AND 36-D):

PARCEL 36-C: A portion of the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located $N88^{\circ}59'18''W$ along the Section line 206.14 feet from a 1913 GLO monument marking the Southeast Corner of Section 36, T5S, R2W, S.L.B. & M.; thence $N88^{\circ}59'18''W$ along the Section line 749.99 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 1 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 1 and along Parcel 2 of said Exhibit B of said deed the following 3 (three) courses and distances: $N0^{\circ}18'26''E$ 638.43 feet; thence along the arc of a 1,194.67 foot radius curve to the left 1,374.04 feet through a central angle of $65^{\circ}53'55''$ (chord: $N32^{\circ}38'31''W$ 1,299.55 feet); thence $N65^{\circ}29'30''W$ 421.12 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Northeasterly along the arc of a 455.00 foot radius non-tangent curve (radius bears: $S65^{\circ}17'44''E$) 29.76 feet through a central angle of $3^{\circ}44'53''$ (chord: $N26^{\circ}34'42''E$ 29.76 feet); thence $N28^{\circ}27'09''E$ 317.98 feet to the southwesterly corner of that

Exhibit "A" (continued)

Real Property conveyed to Eagle Mountain City described as Pony Express Trail D2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northeasterly along the arc of a 221.37 foot radius non-tangent curve (radius bears: N23°13'44"E) 306.85 feet through a central angle of 79°25'10" (chord: N73°31'09"E 282.87 feet) to the southwesterly line of said Airport Road; thence along said roadway the following 3 (three) courses and distances: S61°32'47"E 447.30 feet; thence along the arc of a 1,897.00 foot radius curve to the right 2,003.14 feet through a central angle of 60°30'06" (chord: S31°17'44"E 1,911.37 feet); thence S1°02'41"E 460.79 feet to the point of beginning.

Contains: 39.04+/- acres

PARCEL 36-D: A portion of the SE1/4 and the SW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B. & M.; thence N89°12'34"W along the Section line 280.88 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 4 (four) courses and distances: Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S63°23'19"E) 28.20 feet through a central angle of 0°40'18" (chord: N26°56'50"E 28.19 feet); thence N27°16'59"E 1,067.90 feet; thence along the arc of a 545.00 foot radius curve to the left 26.39 feet through a central angle of 2°46'26" (chord: N25°53'46"E 26.38 feet); thence N24°30'33"E 884.25 feet to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 and along Parcel 1 of said Exhibit B of said deed the following 3 (three) courses and distances: S65°29'35"E 421.11 feet; thence along the arc of a 1,014.67 foot radius curve to the right 1,165.25 feet through a central angle of 65°47'56" (chord: S32°35'32"E 1,102.27 feet); thence S0°18'26"W 720.28 feet to the south line of said Section 36; thence N89°22'22"W along the Section line 1,572.93 feet to the point of beginning.

Contains: 51.84+/- acres

The Overland parcels contain 974.14+/- acres

Pony Express parcel

THE EAST 1/2 OF THE SOUTHWEST 1/4 AND THE WEST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASIS OF BEARING BEING N89°33'04"W BETWEEN THE MONUMENTS LOCATED AT THE SOUTHEAST CORNER AND THE SOUTH 1/4 CORNER OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASED ON THE UTAH STATE PLANE COORDINATE SYSTEM, NAD83. CONTAINS 151.00 ACRES, MORE OR LESS. *LESS AND EXCEPTING THE FOLLOWING PARCEL OF LAND THAT WAS DEEDED TO EAGLE MOUNTAIN CITY FOR USE AS*

Exhibit "A" (continued)

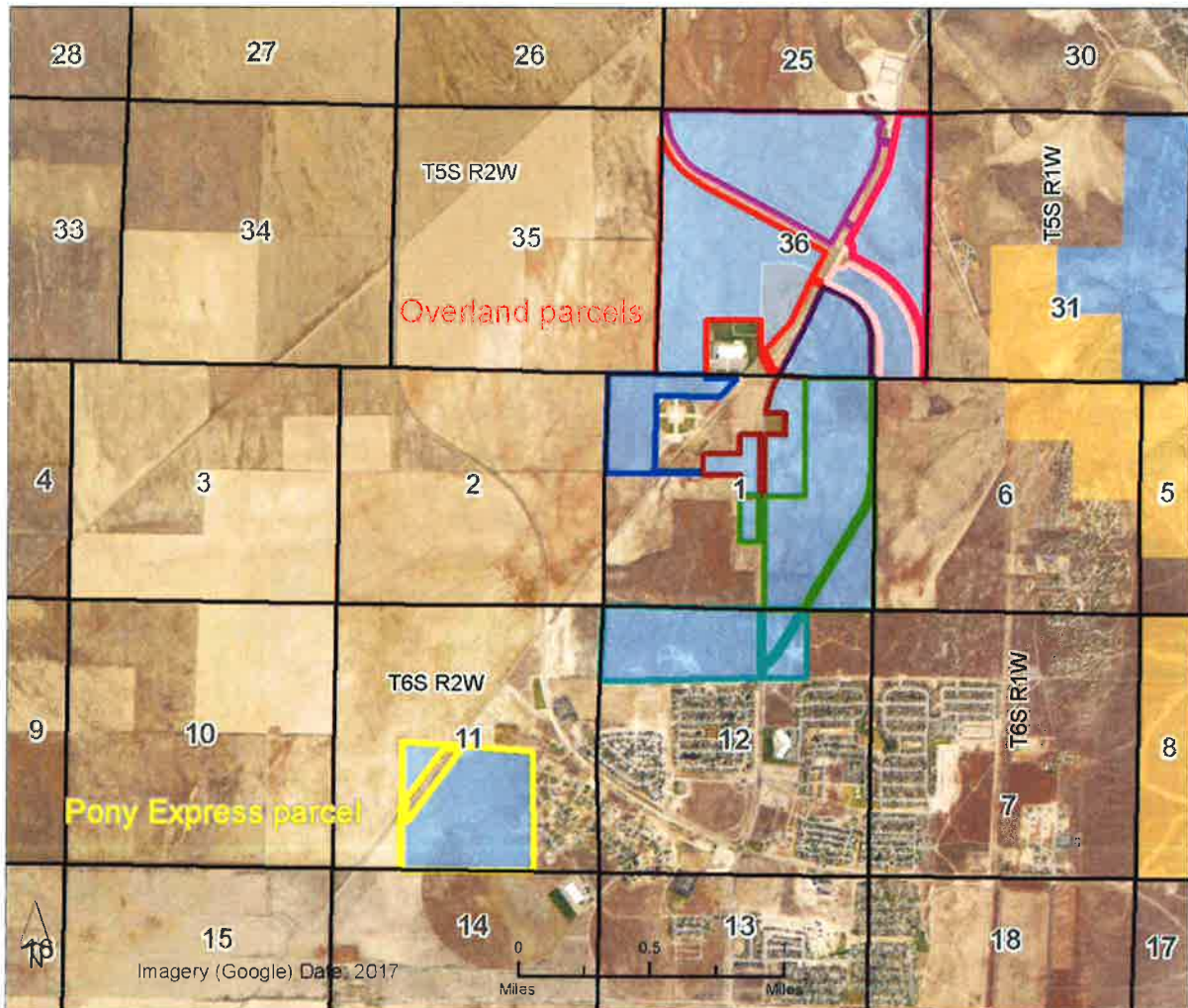
PUBLIC SPACE (PONY EXPRESS TRAIL PARK): BEGINNING AT A POINT S00°20'56"E 2911.14 FEET AND S89°39'04"W 158.94 FEET FROM THE NORTH 1/ 4 CORNER OF SECTION 11, T6S, R2W, SLB&M. BASIS OF BEARING BEING: S89°39'04"W BETWEEN THE NORTHEAST CORNER AND THE NORTH 1/ 4 CORNER OF SAID SECTION 11. THENCE S36°42'15"W 1810.28 FEET; THENCE N00°05'38"W 476.33 FEET; THENCE N36°42'15"E 1243.06 FEET; THENCE S86°22'06"E 340.48 FEET TO THE POINT OF BEGINNING. CONTAINING 10.00 ACRES, MORE OR LESS.

The Pony Express parcel contains 141.00 +/- acres

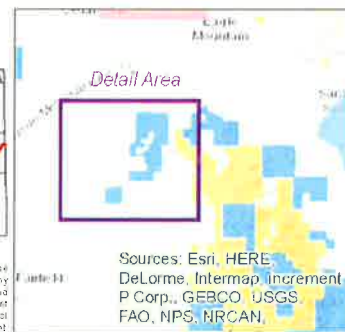
The Property contains 1,115.14 +/- acres

Exhibit "A" (continued)

General Depiction of Property:



- DEVL 1112 (1134.14 acres)**
- Pony Express
 - Village 1
 - Village 2
 - Village 3
 - Village 4
 - Village 5
 - Village 6
 - Village 7
 - Village 8
 - Village 9
 - Bureau of Land Management
 - Private
 - State Trust Lands



Data represented on this map is for REFERENCE USE ONLY and is not suitable for legal, engineering, or surveying purposes. Users of this information should verify or consult the primary data and information sources to ascertain the accuracy of the information. SITLA provides this data as a good faith and shall be liable for any incorrect results, for any special, indirect or consequential damages to any party, arising out of or in connection with the use of the map. The data herein is provided as is. Land parcels, lines, boundaries and associated SITLA data layers may have been adjusted to allow for visual "best fit". The Surface Ownership Land Status data (if present) are maintained by SITLA to reflect current land status and surface ownership. Bottom map maps provided by Google/AVR. Please Note: While SITLA seeks to verify data for accuracy and content, discrepancies may exist with the data. Acquiring the most updated SITLA data requires contacting the GIS staff directly 901-538-5100 or TLA-GIS@utah.gov. The SITLA GIS department welcomes your comments and concerns regarding the data and will attempt to resolve issues as they are brought to our attention. (Produced: May 07, 2018 - sgrell)

Occurrence Path: \\GIS\GIS\GIS_Parcels\Development\Development_DEVL1112\MapMin_Template.mxd

Coordinate System: NAD 83 UTM Zone 12N

Exhibit "B"

Master Plan

Overland and Pony Express Master Development Plan

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

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



Village	Base Unit Count*	Minimum Unit Count*	Maximum Unit Count*	Acres
1	539	431	647	183.90
2	875	540	743	167.12
3	356	253	439	90.24
4	800	480	860	201.22
5	489	391	538	94.46
6	335	284	426	96.93
7	496	357	548	127.89
8	260	224	336	90.68
TOTAL	3,800**			

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

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

IVORY HOMES
Landmark Design Group



Overland
Eagle Mountain City Unit
January 2018

Exhibit "C"
City's Vested Laws

[not attached to recorded version]

Exhibit "D"**Reimbursable Improvements**

Impact Fee Reimbursements	Paid thru FY2017	Remaining to be paid to Owner	Total
Excess Capacity - 12" Water Line	\$ 206,458.16	\$ 217,460.84	\$ 423,919.00
Excess Capacity - Airport Rd ROW	\$ 107,719.64	\$ 125,949.36	\$ 233,669.00
Parks	\$ 623,948.12	\$ 476,051.88	\$ 1,100,000.00
Sweetwater Rd - Construction Ph 1	\$ 872,332.51	\$ 430,759.49	\$ 1,303,092.00
Sweetwater Rd - Initial ROW	\$ 30,000.00	\$ 30,000.00 (A)	\$ 60,000.00
Water System Improvements	\$ -	\$ 750,000.00 (B)	\$ 750,000.00
TOTAL	\$ 1,840,458.43	\$ 2,030,221.57	\$ 3,870,680.00

Notes

- (A) City-Owner agreement dated Aug. 15, 1999: DEVL 634 - Paragraph 1 (ROW value is \$60,000; developer paid \$30,000 in 1999).
- (B) City-Owner Master Development Agreement dated Oct. 7, 2003: DEVL 703 - Paragraph IX on water system improvements; City-Owner Election of Reimbursement Agreement dated Jul. 9, 2008 for reimbursement of \$750,000 advanced funds; and City-Owner Release of Funds letter dated Aug. 4, 2010.

Exhibit "E"

Parks and Open Space Examples

LARGE PARK EXAMPLES

Bellevue Park (Draper City)



Ivory Ridge Park (Lehi City)



Exhibit “E” (continued)

MEDIUM PARK EXAMPLES

Monterey Estates Park (Syracuse City)



Colony Pointe Park (Lehi City)



Exhibit “E” (continued)

SMALL PARK EXAMPLES

Cranberry Farms Park (Lehi City)



Tuscan Estates Park (South Ogden City)



Exhibit "F"

Village 1 Parks, Open Space, Trails, and Amenities Master Plan



Exhibit "G"**Sample Owner's Dedication Language for Plats****OWNER'S DEDICATION**

KNOW ALL MEN by these presents that the State of Utah, acting through the School and Institutional Trust Lands Administration, for good and valuable consideration received, does hereby dedicate and convey to Eagle Mountain City, a political subdivision of the State of Utah, for perpetual use of the public, those parcels of land designated herein as _____, as shown on this plat, and to each public utility providing utility services, non-exclusive easements over, on, under, and across the utility easements as shown or referenced on this plat. [Add use restrictions, as applicable.]

Excepting and reserving to the State of Utah all coal, oil and gas, and other mineral deposits in the dedicated lands.

In witness hereof we hereunto set our hands this ____ day of _____ 20 ____.

STATE OF UTAH

THE STATE OF UTAH, ACTING THROUGH THE SCHOOL AND INSTITUTIONAL TRUST
LANDS ADMINISTRATION

_____, Director

APPROVED AS TO FORM

_____, Utah Attorney General

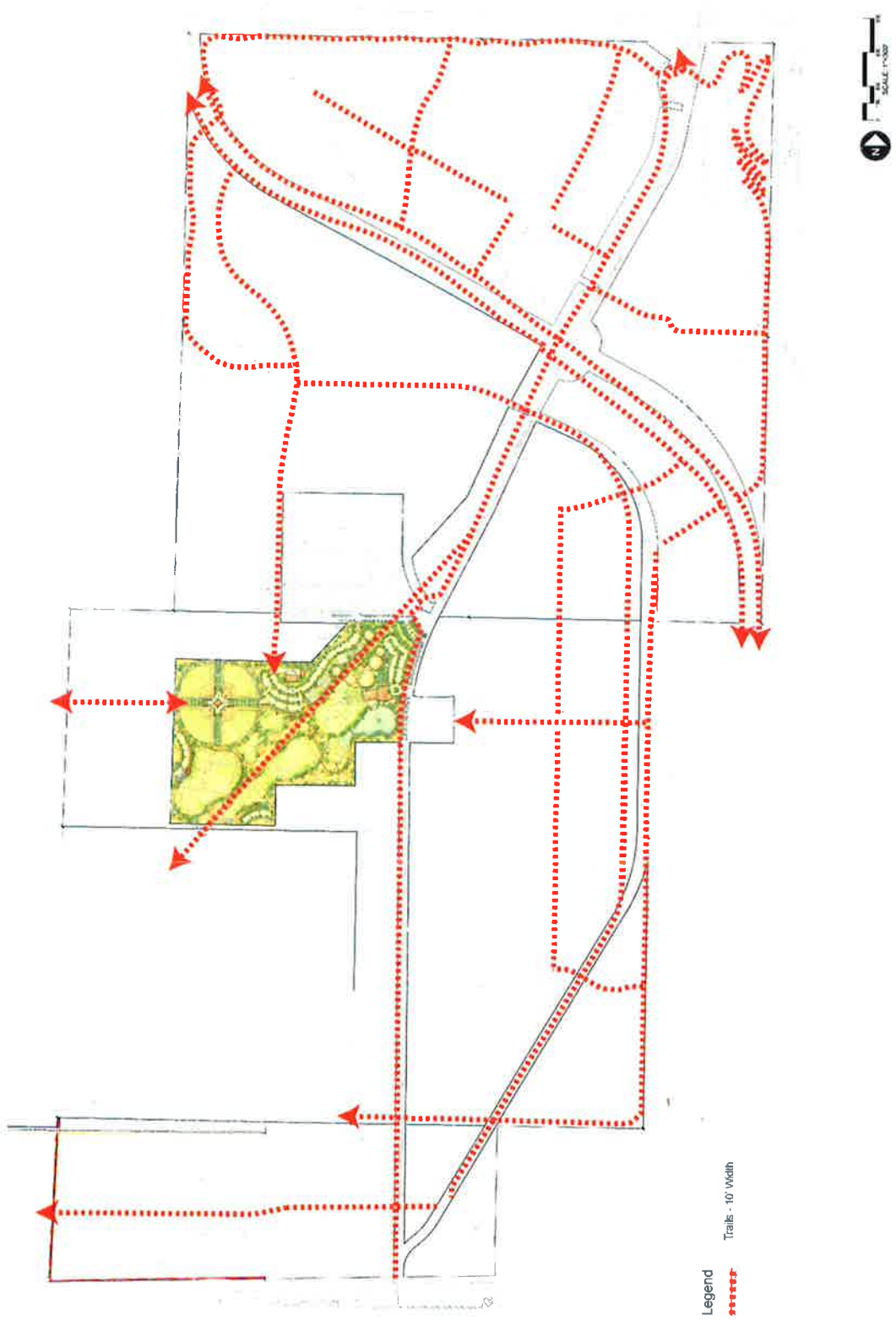
My commission expires: _____

Notary Public

Residing in: _____

Exhibit "H"

Trails Plan



Overland Master Trails Plan

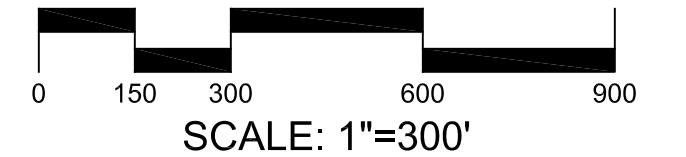
Overland
Eagle Mountain City, Utah
November 2017



Legend



Trails - 10' Width



SCALE: 1"=300'

Overland Master Trails Plan

Overland
Eagle Mountain City, Utah
November 2017

EXHIBIT E

Parks & Open Space Examples

LARGE PARK EXAMPLE:

Bellevue Park

(Draper City, 5 acre park)



LARGE PARK EXAMPLE:

Ivory Ridge Park
(Lehi City, 10 acre park)



MEDIUM PARK EXAMPLE:

Monterey Estates Park
(Syracuse City, 3 acre park)



MEDIUM PARK EXAMPLE:

Colony Pointe Park
(Lehi City, 5 acre park)



SMAL PARK EXAMPLE:

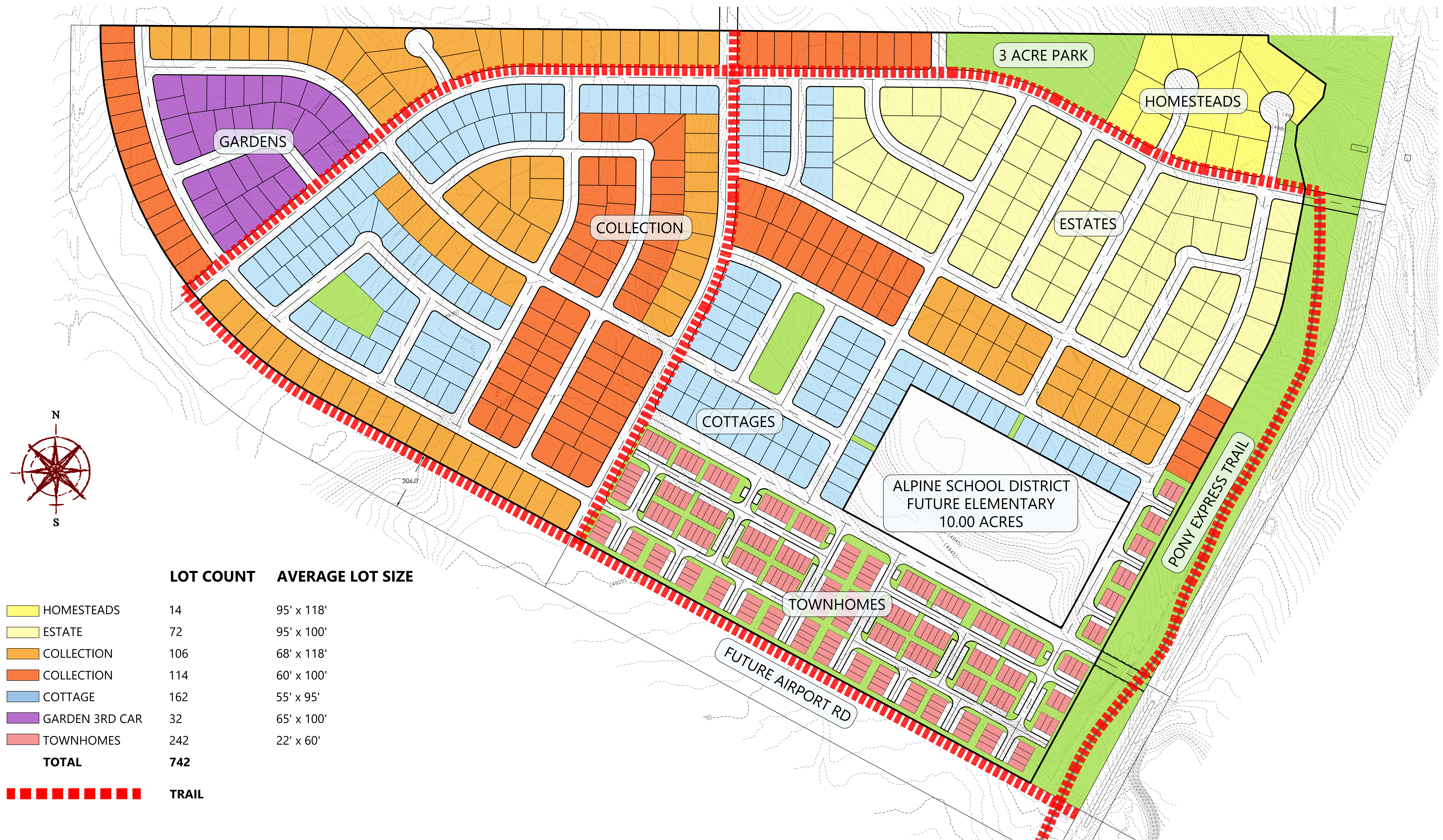
(Lehi City, 2 acre park and Club Ivory)



SMALL PARK EXAMPLE:

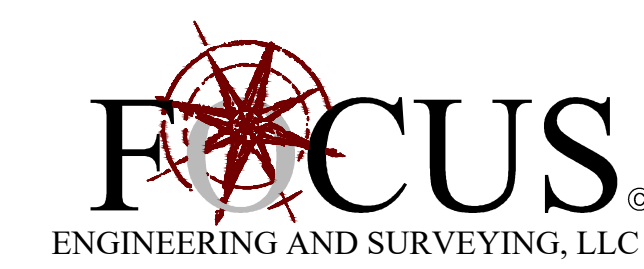
Tuscan Estates Park
(South Ogden City, 2 acre park)



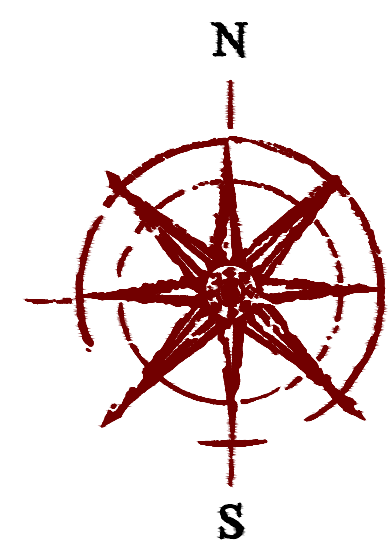


OVERLAND VILLAGE 2

EAGLE MOUNTAIN, UTAH COUNTY
4/10/2020
19-0276



NOTE: This concept plan is intended for illustrative purposes only



OVERLAND VILLAGE 2 church site

EAGLE MOUNTAIN, UTAH COUNTY
4/10/2020
19-0276



NOTE: This concept plan is
intended for illustrative
purposes only