



EAGLE MOUNTAIN CITY COUNCIL MEETING

April 02, 2019, 4:00 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

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

1.A. DISCUSSION - Heatherwood Clubhouse

This is not an action item.

1.B. DISCUSSION - Ivory Homes Club Ivory

This is not an action item.

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

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

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

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

THE PUBLIC IS INVITED TO PARTICIPATE IN PUBLIC MEETINGS FOR ALL AGENDAS.

In accordance with the Americans with Disabilities Act, Eagle Mountain City will make reasonable accommodation for participation in all Public Meetings and Work Sessions. Please call the City Recorder's Office at least 3 working days prior to the meeting at 801-789-6610. This meeting may be held telephonically to allow a member of the public body to participate. This agenda is subject to change with a minimum 24-hour notice.

7. **PUBLIC COMMENTS**

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

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

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

CONSENT AGENDA

9. **BID AWARD**

- 9.A. Well #6 Development - Widdison Turbine
Bid Award

10. **BOND RELEASE**

- 10.A. Evans Ranch Plat K-6
Out of Warranty
[BR-Evans Ranch K-6 Out of Warranty](#)
[BR-ER K-6 Recorded Plat Map](#)

11. **MINUTES**

- 11.A. March 19, 2019 Minutes
Regular City Council Meeting
[03.19.2019 City Council Minutes](#)

12. **PRELIMINARY PLAT**

- 12.A. Lone Tree Plat F
This application is for the remaining 57 single-family lots on 22.02 acres, for a density of 2.59 units per acre.
[Lone Tree Preliminary Plat](#)
[Lone Tree Landscape Plan - Updated](#)
[03-12-19 PC Approved Minutes](#)

SCHEDULED ITEMS

13. **EAGLE HEIGHTS VILLAGE**

- 13.A. CONDITIONAL USE PERMIT APPEAL

BACKGROUND: (Presented by Planner Tayler Jensen) The applicant for Eagle Heights Village is appealing the condition of the conditional use permit issued to them by the Planning

Commission on March 12, 2019.

[Eagle Heights CUP Appeal Letter](#)

- 13.B. ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Heights Village Master Development Plan.

BACKGROUND: (Presented by Planner Tayler Jensen) An applicant-proposed site plan and master development plan for 308 duplex units located on approximately 51.38 acres, for a project density of 5.99 dwelling units per acre. The applicant has submitted a master development agreement, which is being negotiated with staff, and will be brought for approval in the future. Eagle Heights Village is located south of Eagle Mountain Boulevard, and west of Lake Mountain Road (Parcel 59:018:0037).

The applicant has proposed that the master development plan also serves as the preliminary plat.

[ORD--Eagle Heights Village Master Development Plan](#)
[Site Plan and Open Space Plans](#)
[Parks and Open Space Worksheet - Updated 3-27-19 v3](#)
[Proposed Concrete Wall](#)
[Phase I Environmental Report](#)
[Traffic Impact Study - Eagle Heights Village](#)
[03-12-19 PC Approved Minutes](#)

- 13.C. SITE PLAN

BACKGROUND: (Presented by Planner Tayler Jensen) A proposed site plan for 308 duplex units located on approximately 51.38 acres for a project density of approximately 5.99 dwelling units per acre. Eagle Heights Village is located south of Eagle Mountain Boulevard and west of Lake Mountain Road (Parcel 59:018:0037).

[Eagle Heights Village Site Plan \(With Pool Parking\)](#)

14. ORDINANCE

- 14.A. ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Chapter 2.15.060(I) of the Municipal Code for Rules of Procedure.

BACKGROUND: (Presented by City Attorney Jeremy Cook) The proposed ordinance amends Chapter 2.15.060(I) of the Municipal Code for Rules of Procedure, modifying the language for a "Motion to Reconsider" for an item that the City Council has previously voted on. A motion to reconsider an item would require a written request by three City Councilmembers to bring an item back to a future meeting. Additionally, a motion to reconsider may be made at the same meeting by a Councilmember who voted in the majority on the original motion.

15. PRELIMINARY PLAT & SITE PLAN

15.A. MOTION - Scenic Mountain Phase B Preliminary Plat and Site Plan

BACKGROUND: (Presented by Planning Staff) This item was previously approved by the City Council and is being brought back at the request of three Councilmembers.

[Scenic Mountain Map with Developer Comments](#)

16. AGREEMENT

16.A. MOTION - An Agreement between Eagle Mountain City, Utah, and ACE Disposal, Inc. for Solid Waste Disposal and Recycling Services

BACKGROUND: (Presented by Assistant City Administrator Paul Jerome) Three proposals were received for a new agreement for solid waste services. City Administration recommends awarding the bid to Ace Disposal.

[Ace Disposal Inc Contract 7-1-19 to 6-30-27](#)

[RFP Solid Waste-Recycling 2018](#)

[Ace Bid Document](#)

17. CITY COUNCIL/MAYOR'S BUSINESS

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

18. CITY COUNCIL BOARD LIAISON REPORTS

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

19. COMMUNICATION ITEM

19.A. Upcoming Agenda Items

This is not an action item.

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

20. ADJOURNMENT

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this **28th day of March, 2019**, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website <http://www.utah.gov/pmn/index.html>, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	Well #6 Development - Widdison Turbine		
ITEM TYPE:	Bid Award		
FISCAL IMPACT:	\$82,500		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

REQUIRED FINDINGS:

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

PREPARED BY:

Chris Trusty, Public
Works

RECOMMENDATION:

City staff recommends that the City Council approves a contract with Widdison Turbine for the development of well #6.

BACKGROUND:

The City solicited bids for the development of well #6 in the City Center. As of Monday, only two bids had been received. The low bid was from Kyle Widdison who has done a lot of work in the City previously. His bid was for \$82,500. The other bid received by the City was from Gardner Brothers Drilling for \$114,200.

Attachments:



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

Friday, March 15, 2019

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

SUBJECT: Evans Ranch plat K-6 out of warranty Bond Release

City Recorder:

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

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

Sincerely,

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

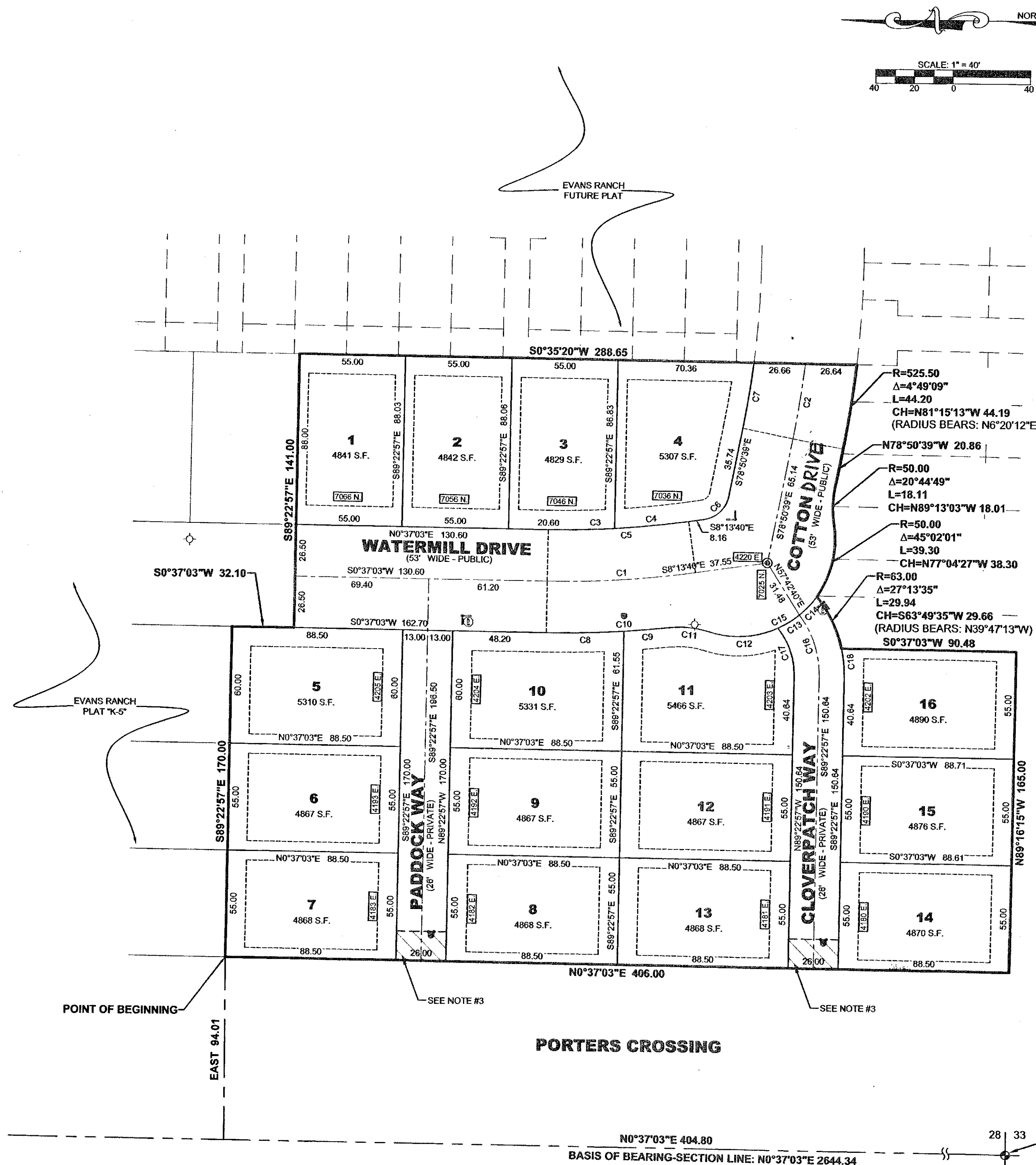
Cc: Fionnuala Kofoed, City Recorder

EVANS RANCH

PLAT "K-6"

A PORTION OF THE SOUTHWEST QUARTER
OF SECTION 28, T5S, R1W SLB&M

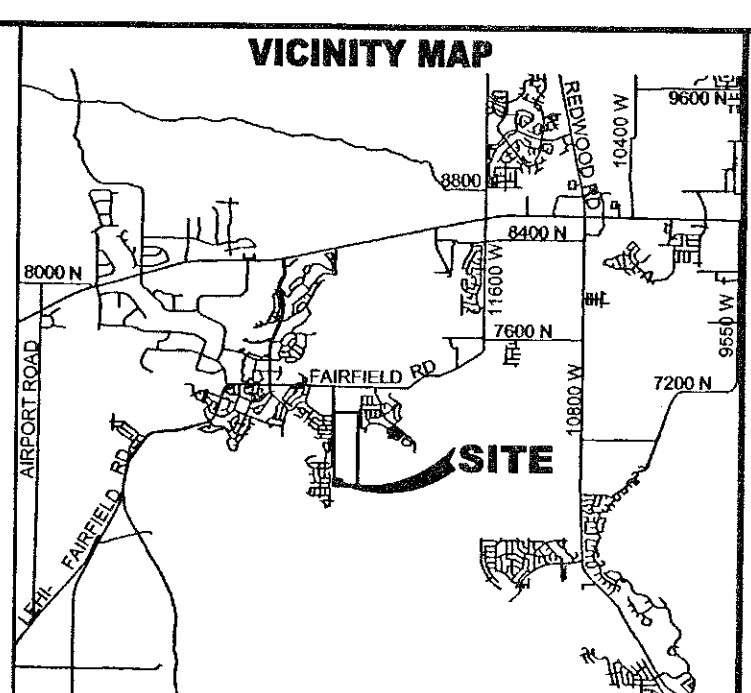
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	499.00	8°50'43"	77.04	S3°48'19"E 76.96
C2	499.00	4°30'46"	39.30	S81°06'02"E 39.29
C3	472.50	4°10'29"	34.43	N1°28'11"W 34.42
C4	472.50	4°40'14"	38.52	N5°53'33"W 38.51
C5	472.50	8°50'43"	72.94	N3°48'19"W 72.87
C6	15.00	70°36'58"	18.49	N43°32'09"W 17.34
C7	474.13	4°09'27"	34.40	N80°55'48"W 34.40
C8	525.50	4°23'53"	40.34	S1°34'54"E 40.33
C9	525.50	2°34'51"	23.67	S5°04'16"E 23.67
C10	525.50	6°58'44"	64.01	S2°02'19"E 63.97
C11	50.00	23°43'06"	20.70	S5°29'52"W 20.55
C12	50.00	41°46'25"	36.45	S3°31'47"E 35.65
C13	50.00	15°04'14"	13.15	S31°57'06"E 13.11
C14	50.00	15°04'14"	13.15	S47°01'20"E 13.11
C15	50.00	116°57'21"	102.06	S41°06'47"E 85.24
C16	50.16	38°23'19"	33.61	N71°23'28"E 32.99
C17	37.00	40°30'54"	26.23	S70°18'36"W 25.68
C18	63.00	13°10'41"	14.49	N84°01'43"E 14.46



NOTES:

- TYPE II MONUMENT (ALUMINUM CAP AND REBAR) TO BE SET, #5 REBAR & CAP TO BE SET AT ALL LOT CORNERS. NAIL AND BRASS WASHER TO BE SET IN TOP OF CURB @ PROJECTION OF SIDE LOT LINES.
- ALL SITE PLANS SUBMITTED WITH BUILDING PERMIT APPLICATION SHALL SHOW THE LOCATION OF UTILITY CONNECTIONS. NO WATER METERS ALLOWED IN DRIVEWAYS.
- THE ENDS OF ALL PRIVATE ROADS (HATCHED AREA) TO BE USED AS SNOW STORAGE AREA AND ARE SUBJECT TO ASSOCIATED RESTRICTIONS.
- STREET LIGHT
- FIRE HYDRANT
- 22' PRIVATE DRIVE / COMMON AREA MAINTAINED BY THE EVANS RANCH SOUTH OWNERS ASSOCIATION LOCATED AT 212 E. CROSSROADS BLVD #511, SARATOGA SPRINGS, UT 84045.
- STOP SIGN & STREET SIGN
- STREET SIGN
- A TITLE REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. UW-7442, EFFECTIVE DATE: MAY 3, 2017, WAS USED IN THE PREPARATION OF THIS PLAT AND LEI CONSULTING ENGINEERS AND SURVEYORS, INC. IS ENTITLED TO RELY ON THE ACCURACY OF THIS REPORT, AND IS NOT LIABLE FOR ERRORS AND OMISSIONS BASED ON THE RELIANCE OF SAID TITLE REPORT. ALL EASEMENTS OF RECORD SHOWN HEREON ARE REFERENCED FROM SAID REPORT.

TABULATIONS	
ZONE:	R, SFD/SFA
TOTAL AREA:	2.48 ACRES
# OF UNITS:	16 UNITS
DENSITY:	6.45 LOTS/ACRE
LARGEST LOT:	5,466 SF
AVERAGE LOT:	4,985 SF
SMALLEST LOT:	4,826 SF



SURVEYOR'S CERTIFICATE

I, CHAD A. POULSEN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 501182 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF UTAH STATE CODE. I FURTHER CERTIFY BY AUTHORITY OF THE OWNER(S), THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17, OF SAID CODE, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS, AND THE SAME HAS, OR WILL BE, CORRECTLY SURVEYED, STAKED, AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT LOCATED N0°37'03"E 404.80 FEET & EAST 94.01 FEET FROM THE SOUTHWEST CORNER OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE S89°22'57"E 170.00 FEET; THENCE S0°37'03"W 32.10 FEET; THENCE S89°22'57"E 141.00 FEET; THENCE S0°37'03"W 288.65 FEET; THENCE ALONG THE ARC OF A 525.50 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT 44.20 FEET (RADIUS BEARS: N8°20'12"E) THROUGH A CENTRAL ANGLE OF 4°49'09" (CHORD: N81°15'13"W 44.19 FEET); THENCE N78°50'39"W 20.86 FEET; THENCE ALONG THE ARC OF A 50.00 FOOT RADIUS CURVE TO THE LEFT 18.11 FEET THROUGH A CENTRAL ANGLE OF 20°44'49" (CHORD: N89°13'03"W 18.01 FEET); THENCE ALONG THE ARC OF A 50.00 FOOT RADIUS CURVE TO THE RIGHT 38.30 FEET THROUGH A CENTRAL ANGLE OF 45°02'01" (CHORD: N77°04'27"W 38.30 FEET); THENCE ALONG THE ARC OF A 63.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT 29.94 FEET (RADIUS BEARS: N39°47'13"W) THROUGH A CENTRAL ANGLE OF 27°13'35" (CHORD: S63°49'35"W 29.66 FEET); THENCE S0°37'03"W 90.48 FEET; THENCE N89°16'15"W 165.00 FEET; THENCE N0°37'03"E 406.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: ±2.48 ACRES

DATE: May 12, 2017
SURVEYOR: Chad A. Poulsen

OWNERS DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9a-607, UTAH CODE, WITHOUT CONDITION, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH, TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S): Evans Ranch, LLC
By: Dai Managers, LLC
By: Nathan Shipman

LIMITED LIABILITY COMPANY ACKNOWLEDGEMENT

STATE OF UTAH S.S.
COUNTY OF UTAH
ON THIS 18 DAY OF May, A.D. 2017, PERSONALLY APPEARED BEFORE ME Nathan Shipman, THE SIGNER OF THE FOREGOING INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT (S)HE IS THE MANAGER OF THE LIMITED LIABILITY COMPANY, AND IS AUTHORIZED TO EXECUTE THE FOREGOING AGREEMENT IN ITS BEHALF AND THAT HE OR SHE EXECUTED IT IN SUCH CAPACITY.

MINDY DANCIE
NOTARY PUBLIC STATE OF UTAH
My Comm. Exp. 11-19-2020
Commission # 691627

ACKNOWLEDGEMENT

STATE OF UTAH S.S.
COUNTY OF UTAH
ON THIS DAY OF A.D. 2017, PERSONALLY APPEARED BEFORE ME THE PERSONS SIGNING THE FOREGOING OWNERS DEDICATION KNOWN TO ME TO BE AUTHORIZED TO EXECUTE THE FOREGOING OWNERS DEDICATION FOR AND ON BEHALF OF THE OWNERS WHO DULY ACKNOWLEDGE TO ME THAT THE OWNERS DEDICATION WAS EXECUTED BY THEM ON BEHALF OF THE OWNERS.

NOTARY PUBLIC FULL NAME: _____
COMMISSION NUMBER: _____
MY COMMISSION EXPIRES: _____
A NOTARY PUBLIC COMMISSIONED IN UTAH

ACCEPTANCE BY LEGISLATIVE BODY

THE City Council OF Eagle Mountain City, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC.

APPROVED BY MAYOR: _____
APPROVED BY CITY ATTORNEY: _____
ATTEST: _____
CLERK-RECORDER (See Seal Below)

ROCKY MOUNTAIN POWER APPROVAL

1. PURSUANT TO UTAH CODE ANN § 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
2. PURSUANT TO UTAH CODE ANN § 17-27A-602(A)(4)(V) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENT AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENT, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER.

(1) A REDCORDED EASEMENT OR RIGHT-OF-WAY
(2) THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
(3) TITLE 94, CHAPTER 9A, DAMAGE TO UNDERGROUND UTILITY FACILITIES, OR
(4) ANY OTHER PROVISION OF LAW

APPROVED THIS 5-18-17 DAY OF May, 2017
ROCKY MOUNTAIN POWER

DIRECT COMMUNICATIONS APPROVAL

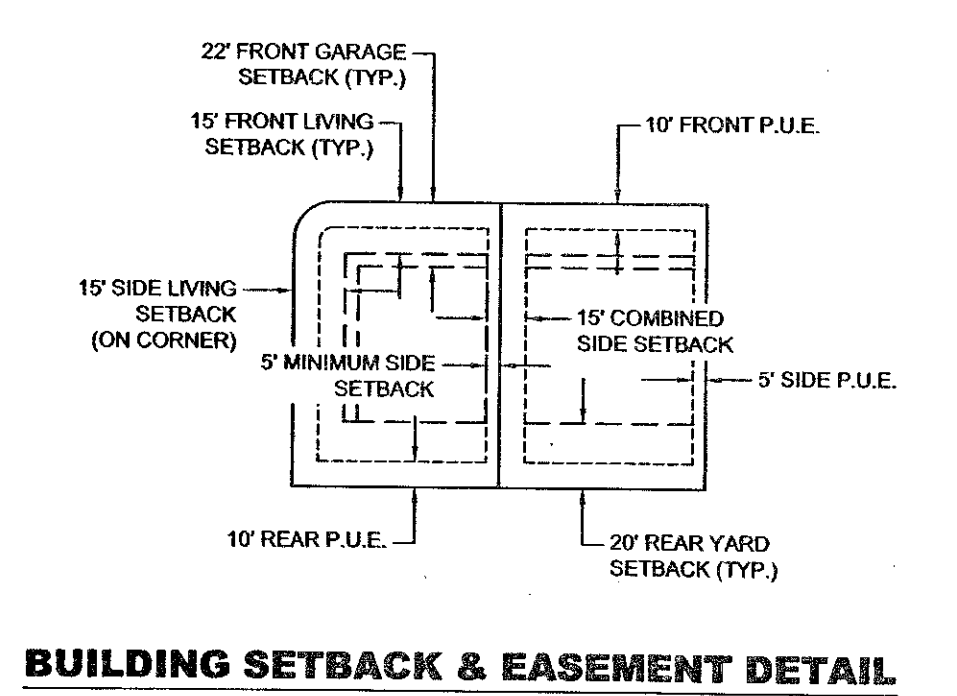
DIRECT COMMUNICATIONS CEDAR VALLEY, LLC CERTIFIES THAT IT WILL PROVIDE TELECOMMUNICATIONS SERVICES TO THIS SUBDIVISION UTILIZING THE TRENCHES PROVIDED BY THE DEVELOPER AS PER THE DIRECT COMMUNICATIONS CEDAR VALLEY P.S.C. UTAH NO. 1 TARIFF.

APPROVED THIS 5/15/17 DAY OF May, 2017
DIRECT COMMUNICATIONS

QUESTAR APPROVAL

QUESTAR APPROVES THE PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. QUESTAR MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDED BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION AND THE NOTES AND DOES NOT CONSTITUTE A GUARANTEE OF PARTICULAR TERMS OF NATURAL GAS SERVICE. FOR FURTHER INFORMATION PLEASE CONTACT QUESTAR'S RIGHT OF WAY DEPARTMENT AT 1-800-366-8532.

APPROVED THIS 15 DAY OF May, 2017
QUESTAR GAS COMPANY
BY: _____
TITLE: _____



BUILDING SETBACK & EASEMENT DETAIL





EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

March 19, 2019, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

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

CITY STAFF PRESENT: Ifo Pili, City Administrator; Paul Jerome, Assistant City Administrator/Finance Director; Jeremy Cook, City Attorney; Fionnuala Kofoed, City Recorder; Lianne Pengra, Recording Secretary; Evan Berrett, Management Analyst; Aaron Sanborn, Economic Development Director; Steve Mumford, Community Development Director; Mike Hadley, Planning Manager; Tayler Jensen, Planner; Chris Trusty, City Engineer; Mack Straw, Public Utilities Manager; Brad Hickman, Parks and Recreation Director; David Mortensen, Treasurer/Assistant Finance Director; Zac Hilton, Streets and Storm Drain Manager; Jeff Weber, Facilities/Operations Director; Dwight Payne, Code Compliance Officer; Ross Fowlks, Fire Chief; and Eric McDowell, Chief Deputy.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. DISCUSSION - Ivory Homes Club Ivory

This item was removed from the agenda at the applicant's request.

1.B. PRESENTATION - West Side Theatre Company

This item was discussed during the Policy Session after the consent agenda.

Hannah Farr introduced herself as the founder and artistic director of the West Side Theatre Company (WSTC) in Eagle Mountain. She explained she went through a dark time a few years ago and decided to start a theater company. The company has had seven successful productions since their beginning in January 2017. They would like to become a professional theater company with paid employees. The intent is to have six to eight productions a year, an education program, and theater class offerings; however, lack of space limits the company's potential. They currently rent space at Garden Near the Green for \$50 an hour for productions, although they do not have storage space. Paying this rental fee keeps the company from saving seed money for future productions.

Aubrey Warner introduced herself as a member of the Board of Directors of West Side Theater Company. She explained the bottom of the hill by SilverLake Amphitheater is a perfect location

for a center for the arts in Eagle Mountain. She said they desire a facility large enough to meet the needed capacity, but small enough to not negatively affect the surrounding residents. They would like to construct a two-story structure with basement space for rehearsals and classrooms. The facility would likely seat up to 300 guests, depending on how the main stage room is arranged. It would also include a prop and costume shop area, as well as classrooms for arts lessons. She explained the WSTC is in a place where they can financially pursue a building, whereas the Eagle Mountain Arts Alliance is not necessarily in that position. This building would accommodate both the Eagle Mountain Arts Alliance and WSTC.

Jess Nielson, a member of the Board of Directors, said she currently works in the costume department for Hale Center Theater. She explained WSTC is a nonprofit organization; the money made from production ticket sales will be put towards future productions. She said the building would be available for weddings, ceremonies, corporate functions and other art productions. The revenue received from rentals will allow WSTC to pay artists, buy materials for costumes and props, and offer educational classes and artistic productions. They would also like to host movie nights, open mic nights, dances, and other community events. She said they would use the company to help promote City events and projects, as well. This center will be a location where residents can connect.

Melanie Perry with WSTC said the City needs a place to gather with likeminded people who enjoy the arts. She explained construction will take approximately three years. They propose to build a temporary structure beside the permanent facility site, which would then be donated to the City. An informal study WSTC performed shows the theater would help traffic flow, as it would draw additional traffic during low peak times. The location allows people to walk to the facility for after-school programs, versus driving to another location in the City. She presented data from their informal traffic study that detailed the length of time needed to enter and exit the property. She said the company desires to be environmentally friendly in the construction of the facility, as well as in their productions. An additional amenity they would offer is photography space for a nominal fee; that fee could be donated to the City Library.

Councilmember Curtis confirmed WSTC is a nonprofit entity. He asked if they are requesting the land be given to the company, or if they are requesting to place a structure on City property, and he asked if the company had researched costs associated with this endeavor. Ms. Farr explained she has discussed the project with Assistant City Administrator/Finance Director Paul Jerome and Senior Management Analyst Evan Berrett. Three years ago, the City had an informal agreement to lease the property to the Eagle Mountain Arts Alliance, and WSTC is requesting the same offer. They are not requesting funds, nor are they requesting land to be given to the company. She explained they have not obtained formal architectural drawings because they needed to ensure the lease was feasible before moving forward. They have discussed reduced rates for construction with different companies, and they have estimated construction will cost between \$1.5 and \$2 million. She confirmed they have the resources to fund the project.

Councilmember Reaves stated he liked the idea of the facility and appreciates the work the WSTC has put into the project. He confirmed the request is to utilize the six acres east of SilverLake Amphitheater. He said he appreciates residents bringing projects to the Council for the benefit of the community, but stated concerns regarding placing a theater facility within a residential area. Ms. Farr said they will only have one outdoor production a year. Ms. Nielson

explained their project manager has experience in constructing theaters and they have considered lighting and sound mitigations. Those mitigations are addressed in their planned budget; they want to ensure the surrounding neighborhood is pleased to have the theater located near them.

Councilmember Reaves stated he wished the presentation included a budget. He said the WSTC states they are nonprofit and asked why the program offerings discussed thus far have associated costs. Ms. Farr said they have budget documents but did not expect to present those at this meeting. She explained theater companies do not exist on ticket sales alone. Many theaters receive millions of dollars in sponsorships, but the WSTC is not in a place where they will receive those amounts of sponsorship funds. Their plan is to bring in revenue through other programs to keep the theater afloat.

Ms. Warner explained they have a wish list of programs they would like to bring to the community. Any funds received over operating costs would go towards bringing a new program to the City. Ms. Perry said the company's desire is not to make money, but to bring arts to the community. Costs associated with the building's use will solely be to cover operating expenses.

Councilmember Reaves wished WSTC had a stronger collaboration with the Eagle Mountain Arts Alliance. Ms. Perry explained she has communicated with the director of the Eagle Mountain Arts Alliance and feels they were concerned about financial obligations. She said WSTC wants to build the facility and help the Eagle Mountain Arts Alliance benefit from it.

Mr. Jerome confirmed the Arts Alliance has been involved in meetings with WSTC. Councilmember Clark asked if the Arts Alliance was concerned about finances, or if they preferred a different location. Mr. Jerome said it may be that Arts Alliance would prefer a location at Cory Wride Memorial Park. Ms. Perry explained a facility at Cory Wride Memorial Park would not create enough revenue to cover the theater's construction and operations. She said since they will be funding the facility, they prefer to utilize the location near SilverLake Amphitheater. They are not opposed to starting in SilverLake and growing to a larger facility at Cory Wride Memorial Park, similar to Hale Center Theater starting in West Valley City and moving to a large facility in Sandy.

Councilmember Clark asked about the board structure. Ms. Farr said they have seven board members who have experience in acting and in professional theater companies. She explained she has run businesses in the past, but this is the first nonprofit entity she has experience with. The company typically has approximately thirty volunteers per production, not including performers. The Peter Pan production had between 90 and 150 guests, and Pride and Prejudice sold out every night with approximately 125 guests. The past season's annual budget was \$13,000, although that number will increase with a permanent structure. They have estimated monthly operations and maintenance will be approximately \$7,000 to \$8,000 once the facility is in place.

Councilmember Curtis asked where the company obtained the previous season's funding. Ms. Farr said ticket sales covered most of that budget. Ms. Hansen explained the board provided the funds in advance and were reimbursed after ticket sale revenue was received. The company also received some donations.

Councilmember Reaves stated this is a large undertaking and expressed concerns regarding operating costs growing from \$50 an hour to millions of dollars. Ms. Nielson said permission to lease the property will help obtain half of the sponsorships needed. Their project manager has experience with constructing similar facilities. They intend to reach out to developers for sponsorships and donations. She reiterated that obtaining the lease from the City is the first step, so they did not include those details in their presentation.

Councilmember Reaves asked how the Library would partner with the company, and if they have communicated with the City Librarian. Ms. Farr explained supporting the Library was a suggestion from Mr. Jerome. They simply want to offer donations in appreciation to the City for allowing them to lease the land. They potentially can have the Library's programs offered at the theater.

Ms. Farr reiterated the difficulty in obtaining donations and sponsorships without a permanent location. Naming rights will provide a large portion of the needed funds.

Councilmember Clark explained she has a background in running nonprofit organizations, specifically theater companies. She asked if they have considered renting school space and asked what the upcoming season will offer. Ms. Farr said they have considered schools but renting a local school costs \$250 per hour and still does not offer storage space. Ms. Farr said they have one production planned for the upcoming season. Not having a facility makes it difficult to offer more; once they have a permanent location, they will add additional shows.

Councilmember Clark asked how much the temporary facility will cost. Ms. Farr said they estimate it will be between \$20,000 and \$30,000. Councilmember Clark said she believes that number is unrealistic and if it was realistic, the City would build it. Mr. Pili said the temporary structure shown in the presentation is similar to the City's salt shed, which was \$250,000. Ms. Farr said the photo was simply an idea of what they want to do, not the actual plan.

Ms. Warner explained the \$20,000 to \$30,000 figure was the cost obtained for existing used structures that were the size they needed. The cost of the tent was \$20,000 and they added \$10,000 for the concrete pad and other construction costs. She explained their project manager, Rob Chamrella, has expressed an interest in helping the company obtain a temporary structure, as the company will not survive three years without a facility. Mr. Chamrella is Ms. Nielson's father's business partner. He helped construct the conference center, has helped build LDS temples, and was on the fundraising board for the Utah Children's Theater in Salt Lake City; he has experience in fundraising and constructing facilities.

Mr. Jerome clarified the discussion item was to determine if the lease would be allowed. The company did not bring specific details to this meeting, as they cannot be determined without the agreement in place. He said the agreement will help mitigate risks to the City. Much work is still needed, and this discussion item was simply to gauge the Council's interest in the overall idea.

Councilmember Curtis stated he does not see risk to the City in allowing WSTC to lease the property. Councilmember Gricius stated she is willing to consider the lease and sees the value the arts bring to the community. The land has been sitting unused for a long period of time and would be a good location for the theater.

Mayor Westmoreland expressed appreciation for WSTC's passion and excitement in bringing this amenity to the City. He stated he would like to see them move forward.

Councilmember Curtis said this is a large undertaking; it is an exciting idea and he does not see much risk to the City in letting WSTC take the next steps in the process.

Mr. Pili said the lease concept was proposed a few years ago and from the City's perspective, it is just a lease agreement and can be drafted in such a way as to protect the City. The WSTC can't move forward with planning or fundraising without an agreement in place. He said the next step would be to bring an agreement for the Council's consideration.

Councilmember Burnham said she did not believe bringing an agreement back is the next appropriate step. She stated the City should perform a feasibility study before Mr. Cook begins to draft an agreement. She expressed concerns regarding the lack of financial details and stated she did not like the location.

Mr. Jerome explained the agreement would state the City is willing to consider leasing the land if WSTC meets benchmarks the City sets; it is not a lease agreement.

Councilmember Clark asked why the City wouldn't build the facility if it is only \$1.5 million. She said she does not believe the numbers are feasible. The City does take on risk because they are allowing an art company to use City land. She said if this endeavor fails, the City cannot ask the community to support another option. She expressed concerns regarding the sustainability of WSTC, as they already reduced their season to one production.

Councilmember Curtis said currently the community is not involved and they are not being asked to support anything at this point. The current discussion is to determine if the City will consider leasing the property if WSTC meets goals the City sets. If WSTC does not meet those goals, the public will not be notified that a building is being considered.

Mr. Pili said this is an opportunity for WSTC to attempt the endeavor without the City committing to anything. He stated his opinion that a temporary structure will cost more than \$20,000, but the company cannot even try to fundraise without the agreement in place.

Maria Hopkin, former executive director of the Eagle Mountain Arts Alliance, said the agreement is still active, which shows that the agreement is viable. She has worked with WSTC and is fully behind transferring the agreement from the Arts Alliance to the WSTC; she stated she supports them completely.

Councilmember Burnham asked what the temporary structure would be constructed from. Ms. Nielson said the photo of the tent was obtained through rudimentary research. The intent is to have a sprung tent with air conditioning and heating. The \$20,000 figure was for the tent kit; they understand the additional costs associated with construction. She explained they did not think financial figures and specific plans would be necessary at this meeting, as they don't have an agreement in place. They cannot move forward in obtaining that information without an agreement.

Ms. Farr reiterated the understanding that this meeting was to determine the viability of a lease. She said they have researched the process extensively but did not bring that information to present because they were unaware that was necessary for this meeting. They will continue to research and do their due diligence to ensure the project is feasible before moving forward with any construction.

Mr. Pili explained WSTC cannot ask for funds for a building that does not have land to build it on. An agreement will state that if WSTC raises a certain amount of funds, they can move forward in drafting a lease agreement. City Attorney Jeremy Cook can draft the agreement with specific checkpoints to mitigate the City's risk. Councilmember Curtis confirmed it will be a memorandum of understanding that states the City will lease the land if certain goals are met.

Councilmember Clark asked the Council if they found it acceptable to allow this commercial business in a residential area. Ms. Farr said they intend to buffer the facility with gardens and footpaths to ensure the residents enjoy the theater in that location. Councilmember Curtis said a site plan will be presented to the City and the applicant will be required to buffer according to Municipal Code.

Councilmember Reaves said he likes this idea, but stated he is concerned that this location is the wrong place. Ms. Farr stated the venue is a small structure and will be approximately 80 feet by 120 feet located on six acres of property.

Councilmember Reaves said he would like a concept plan presented with the lease agreement when that returns to the Council.

Mr. Cook clarified the lease agreement is farther in the future; the next step will be a memorandum of understanding that states if WSTC raises a certain amount of money and meets certain milestones, the City will lease the land.

Councilmember Clark asked if the Eagle Mountain Arts Alliance board approved the original memorandum of understanding, and if minutes exist to support that approval. Ms. Hopkin explained the agreement with the Arts Alliance stated either side could terminate for any cause. Councilmember Clark explained her question is if Ms. Hopkin had approval from the Arts Alliance to enter that agreement, or if she was acting on her own. Ms. Hopkin said it was a board approval. She expressed frustration that when the Arts Alliance brought the same proposal to the Council, the Council did not express the concerns that are being stated now. She clarified that the proposal from WSTC is for the same land as was approved for the Arts Alliance.

Councilmember Gricius thanked WSTC for bringing the presentation to the Council.

1.C. DISCUSSION - Ladder Sign Policy

This item was discussed after item 1.E.

Economic Development Director Aaron Sanborn explained staff has been working on updating the ladder sign management process within the Municipal Code. The Lehi Area Chamber of Commerce previously had a concessions agreement with the City to manage the ladder signs, but that agreement has since expired.

Mr. Sanborn stated businesses and developers within the City have shown marked interest in utilizing the signs for advertising. The ladder sign policy needs to include processes for how to add new signs, how to approve who can utilize the signs, if the number of signs should be capped and at what amount, and what types of advertising are allowed. Currently, the Municipal Code allows a maximum of thirty ladder signs; twenty signs are in place.

Mr. Sanborn explained if a potential cap of forty signs is approved, that would not necessarily cause twenty more signs to be installed immediately. He presented a map showing current sign locations, as well as potential additional sign locations. The agreement with the Lehi Area Chamber of Commerce stated signs were to be at least 1,000 feet apart, except in areas with increased commercial businesses or in areas with increased traffic. The Planning Director could approve shortened distances on a case-by-case basis. The only areas with shortened distances between signs are along Pony Express Parkway at Ranches Parkway and Porters Crossing. Only two ladder signs are in place in City Center.

Councilmember Clark stated one of the signs at Porters Crossing and Pony Express Parkway is a potential safety hazard as it blocks the view of turning traffic. Mr. Sanborn said the agreement states ladder signs should not affect visibility, so that sign may need to be shifted to mitigate that hazard.

Discussion ensued on potential distances between ladder signs. Councilmember Curtis stated his preference that signs not be located closer than 400 to 500 feet apart. Councilmember Clark said major crossroads within the City could potentially have signs closer to each other, but longer stretches of road should have signs farther apart; Councilmember Curtis agreed with that statement.

Mr. Sanborn said the agreement with the Lehi Area Chamber of Commerce stated the City's directional signs have priority over marketing signs. He suggested alternating ladder signs on opposite sides of the road. Councilmember Clark said along Ranches Parkway, drivers will not be able to see signs on the far side of the road. Councilmember Curtis suggested the Council drive the routes to best place potential sign locations.

Mr. Sanborn said the approval process should only allow additional signs to be placed when the demand is high enough to warrant it. He said the City has a waiting list for developers and businesses wanting space at this time. Currently, businesses can rent a single slat, a double slat, or a full sign. Mr. Sanborn said his recommendation is to only allow 75% of the sign to be used for a single business.

Councilmember Curtis asked if the City could limit the number of developer signs, as developers already have sign options other than ladder signs. The ladder signs can be saved for local businesses that do not have those options.

Councilmember Reaves asked for the pricing structure for rentals and if businesses are charged a premium for specific sign locations. Mr. Sanborn said the pricing structure has not been changed from what the Lehi Area Chamber of Commerce set. A premium is charged for a double slat on the top of the ladder sign. There is the possibility to charge higher premiums for increased traffic locations.

Mr. Sanborn suggested an order of priority for sign use. The first priority would be commercial or home-based businesses located within Eagle Mountain City and nonprofit businesses with their primary operations within the City. The second priority would be residential and commercial developers advertising active projects within the City. The third would be businesses with locations outside of the City or developers advertising projects outside of City limits.

Discussion ensued regarding allowing advertising for businesses and developments outside of the City. Mr. Sanborn stated prioritization is a balancing act, and one solution is to require an active Eagle Mountain City business license, if required, and an Eagle Mountain Chamber of Commerce membership with a one-year grace period to join, if not a member at the time of application.

Councilmember Clark asked if payment plans can be implemented to allow smaller businesses the opportunity to advertise, as some may not be able to pay the cost upfront. Mr. Sanborn said that is a possibility. He explained the annual pricing structure for each spot on the ladder signs. A single slat is \$540, a double bottom spot is \$960, a double top spot is \$1,020, and a full sign is \$2,400.

Mr. Sanborn explained the Lehi Area Chamber of Commerce contracted with a company for maintenance and replacement of slats. That company could also be contracted to install the signs moving forward. He said currently, the sign rentals expire throughout the year; the City can extend rentals to make it so all sign rentals expire at the same time.

Mr. Sanborn said the agreement would prohibit political signs and offensive language, and would ensure sign copy is readable from thirty feet away to ensure traffic hazards are mitigated.

He stated the City is managing the entire process from application to installation of signs. The Eagle Mountain Chamber of Commerce does not have fulltime employees, so City staff will continue to facilitate the rental process.

Discussion ensued regarding font sizes and types, as well as percentage of signs allowed for copy.

1.D. DISCUSSION - Capital Projects Update

Mr. Pili explained staff has received suggestions from Councilmembers regarding potential projects to include in the upcoming budget and asked if there were additional projects the Council would like added. Councilmember Curtis said shade areas are important to residents. He said he would like to see shade structures in Meadow Ranch, Mt. Airey, SilverLake, Northmoor/Southmoor, and Kiowa Valley. Councilmember Gricius said restroom facilities are also needed in the heavily used parks.

Councilmember Curtis said the Meadow Ranch park needs improvement, as does the open space area in SilverLake. He said Smith Ranch and Kiowa Valley need additional parks. Councilmember Clark said the Smith Ranch park should be improved before Kiowa Valley, as it is more heavily used.

Councilmember Clark said restroom facilities were added throughout the City with the utility sales funds. She stated she would prefer to focus on adding shade amenities in the next phase of park improvements; shade structures also serve an important role in emergency response planning. Mr. Jerome said restroom facilities are mainly being added to regional parks.

Councilmember Reaves asked if drinking fountains are included with restroom facilities. Parks and Recreation Director Brad Hickman said drinking fountains are included and explained a maintenance cost is added with every new restroom facility; staff must spend five to six hours each day, including on weekends, to keep the facilities in good repair.

Regarding the Northmoor HOA property along Inverness Road, City Recorder Fionnuala Kofoed explained that Utah County will honor the recorded deed, and the property will now transfer to the City. This match grant project is now feasible.

Councilmember Reaves said he would like to see disc golf courses added within the City. Councilmembers Clark and Curtis agreed that paseos could accommodate disc golf.

Mr. Pili said staff will take the Council's comments and will incorporate those into a budget item for future Council review. He and the Mayor have discussed planting orchards in the paseos. To add disc golf in a paseo would require additional landscaping be completed; however, an orchard would not require that expense.

Councilmember Clark requested trees be planted in the area around SilverLake Amphitheater.

Mayor Westmoreland requested the Council email prioritized lists to Mr. Jerome.

Mr. Pili explained staff is not bringing a change order for Pony Express Parkway at this time, as other funding options are being reviewed.

1.E. DISCUSSION - Parkway Crossroads Parking Space Property Swap

This item was discussed at the beginning of the work session.

Planner Tayler Jensen introduced property owner Scot Hazard to discuss a property exchange between his land and City land with the City Council.

Mr. Hazard explained a portion of his property encroaches partly into the Pony Express Parkway easement. A power line was errantly located underground on his property. Moving the power line proved to be expensive for the City; instead the City exchanged a portion of the properties and Mr. Hazard adjusted the location of his building site. The City has stated they now need a portion of Mr. Hazard's property for the Pony Express Parkway expansion. Mr. Hazard suggested donating his land the City needs for road expansion in exchange for a perpetual parking easement under the powerline corridor. Mr. Hazard stated he did not believe the proposed parking area is useful to the City but can be valuable to him if parking is permitted. Mr. Hazard said he does not want to own the property, only to be permitted to park there. He explained the owner of the daycare business near this site would like to utilize a section of the property for grass and fencing to add a play area for the business.

Councilmember Curtis confirmed with Mr. Hazard that no permanent structures will be placed on the easement. Councilmembers Gricius and Reaves agreed that if no permanent structures are in place, the use appears acceptable.

Mr. Hazard stated he would relocate the trail around the parking lot at his cost, if needed.

Mr. Hazard stated small apartments may be placed on the top floors of commercial businesses on his site. Mr. Jensen said the current General Plan shows this area as Commercial, so the conceptual plan would likely meet City requirements. Mr. Hazard said his conceptual plan is very preliminary; his intention is to include a blend of affordable housing and commercial uses. He would like to keep an area accessible off the trail system for the snow cone shack and the Don Taco truck.

Councilmember Clark stated she would not approve only residential development on this site; Mr. Hazard said the property is too valuable to only develop residential units. His plan is to blend the uses. Councilmember Curtis stated this location would support a blended use.

Councilmember Reaves asked how many potential units could be located here. Mr. Hazard said twelve to fifteen one-bedroom/one-bathroom or two-bedrooms/one-bathroom units could be built on this site. He stated subcontractors working on the Facebook project have approached him regarding possible small apartments available within the City, and he is not able to provide those types of units.

Mr. Hazard explained the land exchange for parking permission will return to the City Council with the future site plan.

2. AGENDA REVIEW

10. BOND RELEASES

10.A. Evans Ranch Plat R-3 -- Out of Warranty

This item was discussed after item 1.D.

City Engineer Chris Trusty explained one phase of Evans Ranch is not being presented for a bond release, as sidewalks in that phase are cracked. He said most of the cracks are due to vehicles driving over the sidewalks during home construction. City staff will contact the builder who damaged the sidewalks to ensure those repairs are made. Builder bonds will cover that damage. The damage in the Evans Ranch phase that is not included on the agenda will be repaired by the developer.

13. RESOLUTIONS

13.A. Mountainland 2017 Pre-Disaster Hazard Mitigation Plan

Shauna Mecham with Mountainland Association of Governments (MAG) said the federal government has requested municipalities have a pre-disaster hazard mitigation plan in

place before disaster events affect their areas. She explained MAG worked with City staff to create the proposed plan. The ideas in the plan are not binding; if the plan is not implemented, there are no penalties. She explained the plan has been reviewed by the Federal Emergency Management Agency (FEMA). Once the plan is approved, the City can more easily apply for FEMA grant funds in case of disaster. The plan is reviewed and renewed every four to five years.

13.B UDOT Acquisition and Maintenance of Pony Express Parkway

Mr. Jerome said a concern raised by the Council was the lack of control the City may have over City events such as the Pony Express Days parade. He said he spoke with Shawn Seager with MAG and was told that Salt Lake City closes a State road for the Days of '47 Parade, and Brigham City closes a State road for two days for their annual celebration. The City would need to apply for a permit through UDOT to close the road, but that process is in place.

Mr. Jerome said another concern brought to him was that two plans ago, bus rapid transit/light rail was planned on Pony Express Parkway. The new plan is less specific and allows the City to have conversations with MAG and UDOT to relocate bus rapid transit and light rail closer to Cory Wride Memorial Highway.

Mr. Jerome stated one of the largest concerns he received is the potential need for expansion of Pony Express Parkway before UDOT is prepared to fund it. He stated a firm answer is not available at this time, but City staff has discussed the fact that UDOT may take several years to fund the expansion. The City can apply for MAG funds, as was done with the expansion from Porters Crossing to Redwood Road. The City can still request those funds in the interim, if the expansion is needed before UDOT plans to complete it. The Saratoga Springs and Hidden Hollow expansions have helped inform UDOT that Pony Express Parkway's needs are significant and should be designated a regional road.

Mr. Jerome said if Pony Express Parkway becomes a State road, the City will enter into an agreement with UDOT. The agreement will list prohibited access onto the road; these accesses are currently prohibited by the City. He explained that medians have been closed off in previously open areas to reduce the number of crossovers. The agreement with UDOT will not necessarily determine City event use, as that use will be handled through a permitting process.

Councilmember Burnham expressed concerns that if UDOT acquires the road and maintenance, the connection from Redwood Road to I-15 may be considered more regionally significant than the expansion from Lake Mountain Road to Bobby Wren Boulevard. Mr. Jerome said the City's planned widening projects help the City in advocating for creating more adequate roads versus land acquisition for new roadway.

Mayor Westmoreland said a State funding bill was put on hold, as there were no specific applications for those funds. The City has a current project in place and the widening of Pony Express Parkway is on MAG's maps and plans.

Mr. Jerome explained the signing of the resolution allows the City to discuss the acquisition with UDOT. He said UDOT has expressed that they are considering Utah County as a whole for State funding for road acquisition; the resolution shows UDOT that the City is serious about acquisition discussions. He said the next step will be for MAG to inform UDOT of the resolution, and discussion will begin regarding when and how the transfer will take place.

14. MOTION

14.A. Juniper Springs Blasting Permit Application

Mr. Trusty explained Travis Taylor submitted a blasting permit for the Juniper Springs development and the application was denied. Mr. Trusty expressed his concerns to Mr. Taylor, and Mr. Taylor is now present to discuss the item with the Council.

Mr. Taylor, with Westates Companies, explained Juniper Springs is located across from Hidden Hollow Elementary School. He said the City's permit requirements overlap with many protocols in the fire and federal codes surrounding blasting, and they intend to follow all requirements. He explained they plan to start the blasting work from the farthest site away from existing structures, and they plan to add an additional 20% factor of safety onto the calculated value for the maximum non-monitored amount of explosives. He said the areas to the south and to the west have had blasting previously, and he proposes to use the same blasting company for his site. He explained blasting is scalable to the distance away from structures; to reduce the shock to structures, the closer blasting is, the tighter the holes are and the lower the explosive charge.

Mr. Taylor explained that a slight change to the site plan would cut the required blasting down significantly. He said he would like to discuss the item with staff over the next few days in order to adjust the plan according to the Council and staff recommendations and bring it back to a future meeting.

Councilmember Curtis said the Alpine School District and Hidden Hollow Elementary have expressed opposition to blasting. Mr. Taylor said he met with the principal and vice principal regarding schedules and timing of blasting. Councilmember Clark explained the school district is the landowner, not the administration at the school.

Councilmember Gricius asked if the item should be removed from the agenda, or if the item should be tabled. Mr. Cook recommended tabling the item to a future meeting, versus removing the item at the applicant's request. Ms. Kofoed explained the applicant would not have to pay the blasting permit fee again, and tabling the item allows it to remain on record. Tabling the item also allows the applicant and staff to hear from the Council on what changes should be made to the blasting plans.

Councilmember Gricius recommended the applicant meet with the Alpine School District before the item returns to the Council. Councilmember Clark explained an endorsement from Alpine School District is not a requirement for approval, but it helps guide the Council's decision.

Discussion ensued regarding noticing for blasting permit applications.

Councilmember Curtis asked what potential changes Mr. Taylor is considering. Mr. Taylor said they have discussed moving alleyways, which would lower the amount of blasting needed. He said even with the proposed changes, they would begin blasting farthest away from existing structures.

Councilmember Reaves asked if the applicant has considered alternatives to blasting. Mr. Taylor said they have. They were able to dig through the surface material with an 850,000-pound single ripper tooth but were not able to break through the rock. A hydraulic hammer will eventually get through the rock but utilizing that method in place of blasting would add an additional four months to excavation work. He explained his intent is to prepare the land in such a way that all blasting is completed within one day.

Discussion ensued regarding City inspections during blasting events. Councilmember Reaves said the City wants to have an objective third-party observer. Mr. Taylor said his understanding is that the inspector on site during blasting is a City employee, not a third party.

Mr. Taylor said his proposal includes additional mitigating efforts that are not required by Municipal Code. He explained those include using blast mats on all blasts, blasting only under favorable wind conditions, and spraying the surface down as needed to reduce dust.

Mr. Cook asked if the blasting would happen during school hours, or if it would be done on a weekend. Mr. Taylor said the blasting would happen during the week, but not during drop off or pick up times at the school and would not happen during school events. Councilmember Clark said the Alpine School District requested blasting not happen during the school year.

Discussion ensued regarding Alpine School District's input on blasting. Councilmember Gricius stated Alpine School District's opinion will not necessarily be her final decision; they have the same amount of input as the other surrounding land owners.

Councilmember Burnham stated 115 feet from residences is too close and agreed that the applicant should meet with the Alpine School District regarding their concerns. Mr. Taylor asked how far away would be acceptable to the Council. Councilmember Curtis stated that expectation needs to be clearly defined in the Municipal Code.

Councilmember Clark said in a previous blasting event in Skyline Ridge, the blasting company required their staff and equipment to move 500 feet away from the blasting site. Mr. Trusty explained outside of Skyline Ridge, the closest approved blasting has been 300 feet from residences; this blasting was done in Hidden Hollow. He said it is difficult to set a required distance, as the blasts are required to be smaller as they get closer to residences. He said experts have communicated to staff and the Council that blasting can be safely done within fifty feet of homes.

Mr. Taylor said he will send additional information to the Council regarding his proposal. He said it would be easier for those wanting to blast if the requirements within the permit were specific regarding items such as distances.

Mayor Westmoreland explained the blasting company Westates Companies is proposing to use is the same company that performed blasting previously in Hidden Hollow. He said the City did not receive any complaints regarding those blasting events.

The Council and the applicant agreed to table the item to allow the applicant time to communicate with affected entities and to adjust the plan.

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

No closed session was held. The meeting was adjourned at 6:09 p.m.

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

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

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

4. **CALL TO ORDER**

Mayor Westmoreland called the meeting to order at 7:11 p.m.

5. **PLEDGE OF ALLEGIANCE**

Mayor Westmoreland led the Pledge of Allegiance.

6. **INFORMATION ITEMS/UPCOMING EVENTS**

- The Easter Egg Hunt will be held on April 13 from 10:30 a.m. SHARP to noon at Nolen Park. There will be four age groups, plus a special needs section. Bring your own basket for eggs and a camera if you want pictures with the Easter Bunny. Pictures will be available from 10:00 a.m. to 11:30 a.m.
- The Community Cleanup will be held on May 4 from 10:00 a.m. to noon at Cory Wride Memorial Park. Volunteer registration is available on the City website under Events.
- Pony Express Days will be held from May 30 through June 1. There will be a carnival, entertainment and vendors.

- A free Pancake Dinner will be held on May 28 from 4:00 p.m. to 6:00 p.m. at Cory Wride Memorial Park in conjunction with Pony Express Days. Also in conjunction with Pony Express Days, a Family Fun Night and Movie in the Park will be held on May 29 from 4:00 p.m. to 10:00 p.m.
- The Eagle Mountain Symphony Orchestra will hold a concert at SilverLake Amphitheater in conjunction with Pony Express Days on Friday, May 31 from 8:00 p.m. to 9:00 p.m.
- The Pony Express Days Grand Parade will be held on Saturday, June 1 starting at 10:00 a.m.
- The Pony Express Days Concert and Fireworks Show will be held on Saturday, June 1 at Cory Wride Memorial Park. The concert will be from 8:00 p.m. to 10:00 p.m. and the fireworks will start at 10:00 p.m.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:16 p.m.

Mare Burningham expressed her opposition to blasting at Juniper Springs. She said she is not opposed to blasting when it benefits the public at large, but not when it is done for private gain.

Deborah Kombrough lives in Lone Tree and requested that leash laws be enforced. She asked if waste cleanup stations and a sign detailing the City's leash laws could be installed in Lone Tree. Councilmember Clark said signs can be placed and Councilmember Gricius stated leash law information can be added to an upcoming City newsletter.

Kevin Burningham lives in Cedar Pass Ranch. He stated he agrees with the Council's vision in protecting hillsides. He said the Lone Tree expansion is near his home and he does not want blasting allowed in that area.

Mayor Westmoreland closed public comment at 7:26 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Curtis

Councilmember Curtis thanked those in attendance. He said the Youth Council meets the second and fourth Wednesday at 6:00 p.m. at City Hall. He stated he would like staff to present the new Residential zones in the near future and stated he would like to complete existing projects. He requested the removal of the Extractive Industries Overlay Zone and requested staff draft an ordinance stating property will revert to its previous zoning once the applicable master development agreement expires.

Councilmember Reaves

Councilmember Reaves welcomed those in attendance, and stated the Council is in place to serve the City.

Councilmember Clark

Councilmember Clark said she attended Utah Leadership Council and was given the opportunity to meet with other leaders in the state. She said the City and the Eagle Mountain Arts Alliance are offering birdhouse kits to residents. On Saturday at 1:00 p.m. at Cory Wride Memorial Park, the City and the Arts Alliance is holding an event to build the birdhouses.

Councilmember Gricius

Councilmember Gricius welcomed those in attendance. She agreed with Ms. Kombrough that leash laws need to be enforced. She informed the audience that the developer for the Juniper Springs project will be readjusting his plans to significantly reduce the amount of blasting he believes will be needed.

Councilmember Burnham

Councilmember Burnham thanked those in attendance.

Mayor Westmoreland

Mayor Westmoreland welcomed those in attendance. He acknowledged the increase in truck traffic in the City and said the City is working with contractors and trucking companies to minimize impact to residents. He asked residents to contact the City if they notice anything that may need to be addressed.

CONSENT AGENDA

9. BID AWARDS

9.A. 2019 Micro Surface Project - Intermountain Slurry Seal

9.B. Eagle Mountain Traffic Signal Project - Hunt Electric

10. BOND RELEASES

10.A. Evans Ranch Plat R-3 – Out of Warranty

10.B. Evans Ranch Plat K-1 – Out of Warranty

10.C. Evans Ranch Plat D – Out of Warranty

10.E. Glenmar Ranches – Out of Warranty

11. CHANGE ORDERS

11.A. Pony Express Parkway Widening Project Design - Horrocks Engineering

11.B. Porters Crossing Traffic Signal Change Order #3 - Cache Valley Electric

12. MINUTES

12.A. March 5, 2019 Minutes

13. RESOLUTIONS

13.A. Mountainland 2017 Pre-Disaster Hazard Mitigation Plan

13.B. UDOT Acquisition and Maintenance of Pony Express Parkway

MOTION: *Councilmember Curtis moved to approve the consent agenda, removing item 13B for further discussion. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

SCHEDULED ITEMS

13. RESOLUTIONS

13.B. UDOT Acquisition and Maintenance of Pony Express Parkway

This item was discussed after item 14.A.

Councilmember Curtis asked if the resolution ties the City to a specific plan. Mr. Jerome explained the resolution allows the City to communicate to UDOT their willingness to discuss Pony Express Parkway becoming a State road. It is not binding and allows more detailed conversations to happen between the City, MAG, and UDOT.

Councilmember Reaves asked if the agreement allows UDOT to take over Pony Express Parkway. Mayor Westmoreland clarified the resolution is not an agreement; it is a statement that informs UDOT the City would like UDOT to consider designating Pony Express Parkway as a state road.

Mr. Jerome said the resolution was originally drafted by MAG and the City made improvements to bring it to its current state. The resolution is part of the process to obtain funding to expand Pony Express Parkway. Another piece of that process was hiring a lobbyist with Saratoga Springs. MAG's long-range plan notes that Pony Express Parkway will either connect to the Vineyard Connector or to I-15 and is part of the overall network plan for North Utah County.

Mr. Jerome stated the City needs the road widened in Eagle Mountain, especially between Lone Tree and City Center. For Pony Express Parkway to connect to the Vineyard Connector or I-15, UDOT will need to acquire land along the route. The City has active plans in place for the local expansion portion, which helps obtain potential funding. If Pony Express Parkway is not designated as a State road, the City will need to rely largely on its own funds for expansion. The widening from Hidden Hollow to Lake Mountain Road was funded half through MAG funds and half through City taxpayer dollars. UDOT gives MAG funds which are distributed through the area. The more funds the City puts towards a project, the higher the it is on MAG's project list.

If UDOT designates Pony Express Parkway as a State road, gas tax dollars can be utilized for improvements.

Mayor Westmoreland said the City's transportation funding needs have outgrown the City's and MAG's resources. Other cities have the benefit of State roads, and Pony Express Parkway has become regionally significant. The designation allows the City to obtain additional funds.

Councilmember Clark said she has researched the issue and does not see a downside to approving the resolution. Councilmember Curtis agreed and stated the resolution is not a binding agreement.

Councilmember Burnham said she is concerned that a change order was going to be presented to the Council to widen Pony Express Parkway from Lake Mountain Road towards City Center, and now there are no guarantees as to the timing of that widening project. The Council was told that the expansion to Aviator Avenue could be completed before the high school opens.

Mr. Jerome said he and Mr. Trusty spoke with Horrocks Engineers regarding the additional widening. The City was informed that Pony Express Parkway will not need to be widened past Lake Mountain Road for one to two years, since traffic signals are being installed at Mid Valley Road and Aviator Avenue, and the turn lanes are being lengthened to remove traffic from the through lanes. If UDOT has not taken over the road in the next two years, the City will need to fund the expansion at that time. The City's hope is that UDOT will have possession of Pony Express Parkway by then and will be able to use gas tax funds for expansion.

Mayor Westmoreland explained this is not a change in direction regarding the City's transportation plan; staff is attempting to find funding sources to widen the road. Mr. Pili said he understands that the Council's priority is to finish Pony Express Parkway. The City is exploring all options to widen the road; the intent is to save the residents money while completing the road as soon as possible.

Mr. Jerome clarified that the updated traffic study stated lengthening the turn lanes and installing the traffic signals will do the largest part in alleviating traffic when both schools are open.

Councilmember Burnham said a traffic study stated that the area around Westlake High School would not have traffic issues with its two traffic signals and turn lanes, but there are still problems at that site.

Councilmember Curtis asked for the cost to obtain an additional traffic study. Mr. Trusty said the current study cost \$6,000 to \$7,000. Councilmember Curtis stated he wants confirmation on Horrocks Engineers' opinion that the traffic signals and turn lanes will mitigate traffic.

Mr. Trusty explained travel restrictions happen at intersections, and the City is mitigating issues at the intersections.

Councilmember Reaves expressed concerns that Pony Express Parkway will go from four lanes to two and said the traffic signal at Eagle Mountain Boulevard will increase traffic backups. Mr. Trusty clarified that traffic signals will be located at Aviator Avenue and Mid Valley Road.

They also have signals being installed at Hidden Valley Parkway and Red Hawk Ranch. The signals will be timed to help add breaks in traffic for those turning onto Pony Express Parkway.

Councilmember Burnham stated residents from the Overland development will have difficulty turning left towards The Ranches. Councilmember Curtis clarified the lights will be timed to mitigate that by allowing breaks in traffic.

Discussion ensued regarding the location of the merge from two lanes to one lane, as well as potential signage informing drivers a merge is ahead.

Mr. Jerome said the right turn lane into Frontier Middle School is currently 80 feet long. Both the right turn and left turn into the school will be lengthened to 200 feet. The turn lanes into Cedar Valley High School will be 400 feet long. The through lanes along Pony Express Parkway will not be impeded by turning traffic.

Mr. Jerome explained the City does not know when or if UDOT will take over Pony Express Parkway. If the road needs to be widened in one year and has not been designated a State road, the City will move forward at that time with a process similar to what was discussed for this year.

MOTION: *Councilmember Curtis moved to approve a resolution of Eagle Mountain City, Utah, supporting the UDOT acquisition and maintenance of Pony Express Parkway. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

14. MOTION

14.A. Juniper Springs Blasting Permit Application

This item was discussed after item 1.B.

MOTION: *Councilmember Curtis moved to table the Juniper Springs blasting permit. Councilmember Gricius seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

Councilmember Gricius asked Councilmember Curtis for clarification as to whether he wanted to add a time element to the motion. Councilmember Curtis stated he would leave that to Mr. Taylor. However, his intent was that the motion would come back before the Council.

15. CITY COUNCIL/MAYOR'S BUSINESS

16. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Reaves

Councilmember Reaves stated his first meeting with the Library Board is Thursday.

Councilmember Clark

Councilmember Clark said the Emergency Preparedness group is hosting a guest teacher the second Thursday in April. The Eagle Mountain Arts Alliance is continuing the birdhouse project and is planning a concert series this summer. The Arts Alliance is planning an arts activity for moms and children this summer, as well.

Councilmember Burnham

None.

Councilmember Curtis

None.

Councilmember Gricius

None.

Mayor Westmoreland

Mayor Westmoreland said Unified Fire Service Area identified the City Center fire station as needing to be replaced.

17. [COMMUNICATION ITEMS](#)

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

17.B. [Financial Report](#)

18. [ADJOURNMENT](#)

MOTION: *Councilmember Gricius moved to adjourn the meeting at 9:39 p.m. Councilmember Curtis seconded the motion. Those voting aye: Colby Curtis, Stephanie Gricius, Benjamin Reaves, Donna Burnham, and Melissa Clark. The motion passed with a unanimous vote.*

Approved by the City Council on April 2, 2019.

Fionnuala B. Kofoed, MMC
City Recorder

N 1/4 SEC 25
T5S, R2W, SLB&M

LDS CHURCH
58:047:0010

BELLE STREET INVEST. LLC
58:047:0017

NE COR SEC 25
T5S, R2W, SLB&M
ELEV = 5101.09

NORTH 29.62'
EAGLE MTN CITY
58:048:0096
N 43°58'06" E 73.94'
EAST 42.46'

N 89°15'7" W 303.58'
BASIS OF BEARING

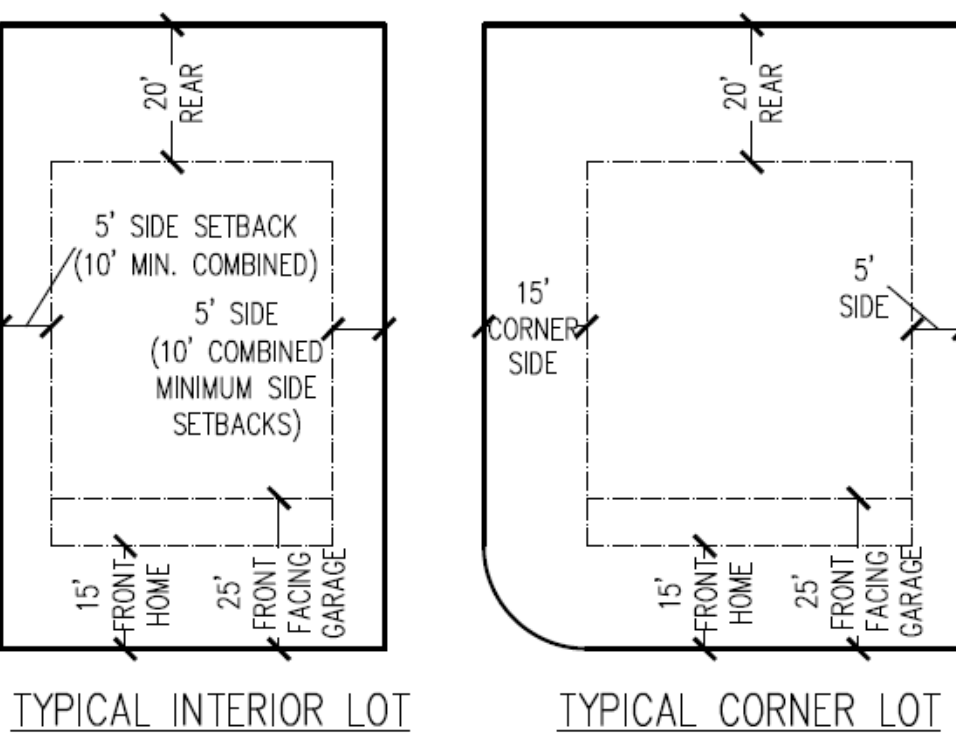
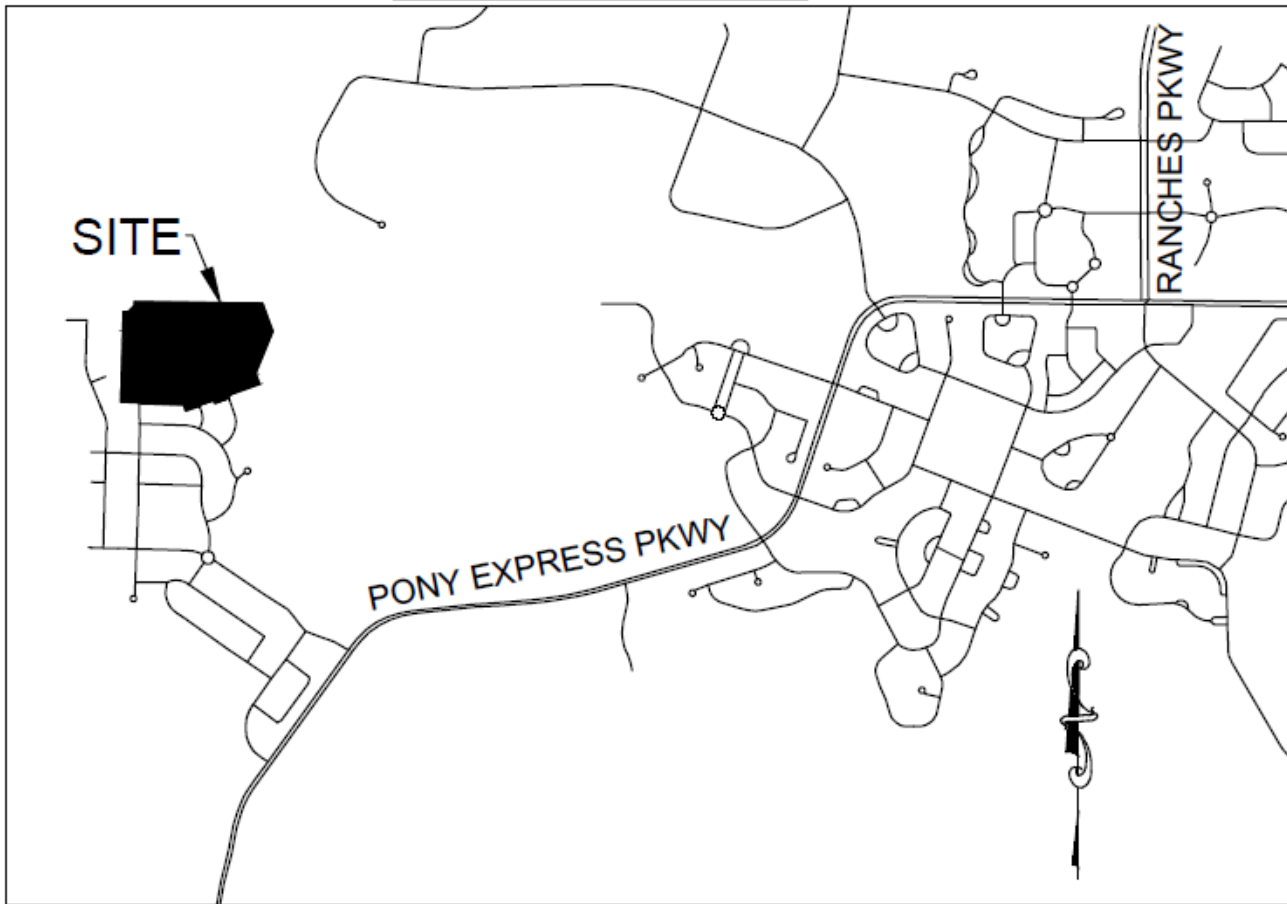
LEGAL DESCRIPTION

Beginning at a point located North 89°15'07" West along section line 303.58 feet from the Northeast Corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian; thence South 20°02'00" East 246.26 feet; thence South 22°05'49" West 377.38 feet; thence South 20°02'20" East 96.44 feet; thence along the northerly boundary of Lone Tree at Circle Five Ranch Plat "E" the following eleven courses and distances: 1) South 69°57'48" West 254.78 feet, 2) South 44°19'12" West 55.46 feet, 3) South 69°57'40" West 100.00 feet, 4) North 20°02'20" West 28.16 feet, 5) South 69°57'40" West 100.00 feet, 6) South 63°59'40" West 50.27 feet, 7) South 69°57'40" West 100.00 feet, 8) North 20°02'20" West 52.85 feet, 9) North 88°21'02" West 345.17 feet, 10) North 77°02'27" West 50.99 feet, and 11) North 88°21'02" West 129.94 feet; thence North 1°38'23" East along the easterly boundary of Sunset Ridge Phase A Plots 1 and 2 a distance of 753.61 feet; thence East 42.46 feet; thence North 43°58'06" East 73.94 feet; thence North 29.62 feet; thence South 89°15'07" East along section line 1066.76 feet to the point of beginning. Area = 22.019 Acres

GENERAL NOTES

- SEE SHEET 3 FOR EXISTING CONTOURS.
- THERE ARE SOME AREAS IN THIS SUBDIVISION WITH A NATURAL GRADE THAT EXCEEDS 15% IN RELATION TO THE PROPOSED LOT LAYOUT. THEREFORE, A SLOPE ANALYSIS PLAN HAS BEEN PROVIDED FOR THIS SITE.
- BUILDING SETBACKS ARE SHOWN ON THIS PLAN AND INCLUDE 15' FRONT, 25' DRIVEWAY, 20' REAR, 15' CORNER LOT, AND SIDE TOTAL OF 10' WITH 5' MIN. ON ONE SIDE.
- ALL ROADS WILL BE PUBLIC AND MEET CITY STANDARDS.
- A FIRE FLOW ANALYSIS IS REQUIRED AFTER INSTALLATION OF FIRE HYDRANTS AND PRIOR TO BUILDING PERMITS.
- ALL OUTDOOR LIGHTING MUST BE FULL CUT-OFF, DARK SKY COMPLIANT IN ACCORDANCE WITH CITY CODE.
- HOMES CONSTRUCTED WITHIN THIS SUBDIVISION MUST COMPLY WITH CITY CODE ARCHITECTURAL DESIGN REVIEW.
- CITY WILL OWN AND MAINTAIN THE PROPOSED OPEN SPACE AREAS SHOWN ON THIS PRELIMINARY PLAT.
- NO TURNAROUNDS WILL BE NEEDED WITH THE CURRENT PROPOSED PHASING.
- EXISTING ZONE = TOWN CORE
- THERE ARE NO IRRIGATION DITCHES OR STRUCTURES, CANALS, WELLS, STREAMS, SIGNIFICANT ROCK OUTCROPPINGS, WETLANDS, FLOOD PLAINS, OR OTHER NATURAL FEATURES ON SITE.
- PUBLIC UTILITY EASEMENTS ARE 10' FRONT, AND 5' REAR AND SIDES ON EACH LOT.

VICINITY MAP

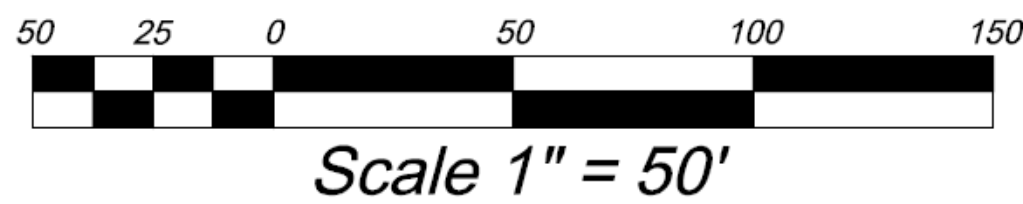


SHEET INDEX

- PRELIMINARY PLAT
- UTILITY PLAN
- GRADING, DRAINAGE & EROSION PLAN

PLAT CALCULATIONS

TOTAL ACREAGE:	22.02 ACRES
BUILDABLE ACREAGE:	22.02 ACRES
TOTAL ACREAGE IN LOTS:	18.70 ACRES
TOTAL ROADWAY AREA:	3.31 ACRES
TOTAL OPEN SPACE (INCLUDES PONDS):	1.74 ACRES
TOTAL DEVELOPED OPEN SPACE*:	1.41 ACRES
AVERAGE LOT SIZE:	14,294 SF/0.33 ACRES
LARGEST LOT SIZE:	63,206 SF/1.45 ACRES
SMALLEST LOT SIZE:	5,452 SF/0.13 ACRES
OVERALL DENSITY:	2.59 LOTS/ACRE
TOTAL # OF LOTS:	57 LOTS
*INCLUDES 75% OF POND	



LAND SURVEYOR:
AZTEC ENGINEERING INC.
491 N. 450 W.
OREM, UT. 84057
(801) 224-7308

BENCH MARK

NORTHEAST CORNER, SECTION 25,
TOWNSHIP 5 SOUTH, RANGE 2
WEST, SALT LAKE BASE AND
MERIDIAN
ELEVATION = 5101.09

REVISIONS

Rev.	Date	Description	App'd

Developer/Property Owner:

Brian Huckell
Phone: (801) 592-3972

EXCE ENGINEERING
David W. Peterson, P.E. License #270393
12 West 100 North, Suite 201, American Fork, UT 84003
P: (801) 736-4504; F: (801) 736-4511

LONE TREE - PLAT F

EAGLE MOUNTAIN

UTAH

PRELIMINARY PLAT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 25,
TOWNSHIP 5 SOUTH, RANGE 2 WEST, SLB&M

Scale:
1"=50'
Date:
01/18/19
29
C1



TREE LEGEND (TOTAL PLANT COUNT)						
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	HYDROZONE	SPECIAL NOTES
M/P	MALUS X 'PRARIEFIRE'	PRARIEFIRE CRABAPPLE	8	2" CAL.	LOW	
M/S	MALUS X 'SPRING SNOW'	SPRING SNOW CRABAPPLE	6	2" CAL.	LOW	
PA	PLATANUS ACERFOLIA	LONDON PLANETREE	8	2" CAL.	MODERATE	
PVC	PRUNUS VIRGINIANA 'CANADA RED'	CANADA RED CHOKECHERRY	13	2" CAL.	LOW	
PNA	PINUS NIGRA 'ARNOLD SENTINEL'	ARNOLD SENTINEL AUSTRIAN BLACK PINE	3	2" CAL.	LOW	

SHRUB LEGEND				
SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
RR	ROSA X RADRAZZ	KNOCK OUT ROSE	12	5 GAL
PA'L	PEROVSKIA ATRIPICIFOLIA 'LITTLE SPIRE'	LITTLE SPIRE RUSSIAN SAGE	22	1 GAL
CA'B	CORNUS ALBA 'BAILHALO'	IVORY HALO DOGWOOD	9	5 GAL
CAF	CALAMAGROSTIS A. 'FOERSTER'	FOERSTER FEATHER GRASS	29	1 GAL

SITE MATERIALS			
SYMBOL	SITE MATERIAL	QUANTITY	SPECIAL NOTES
	3/4" OQUIRRH GRAVEL (DeWitt 5 OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS)	4,563 SQ.FT. (42.3 CU.YD)	LOCATED WHERE SPECIFIED
	LAWN (SOD) AREA	111,158 SQ.FT.	DROUGHT TOLERANT VARIETY *SEE NOTE BELOW

PARKS & OPEN SPACE WORKSHEET			
	REQUIRED	PROVIDED	OVERAGE
REQUIRED IMPROVED OPEN SPACE ACRES	1.31 ACRES	1.31 ACRES	
REQUIRED AMENITY POINTS	131 POINTS	131 POINTS	

SITE MATERIALS			
SYMBOL	POINTS AVAILABLE	PROPOSED QUANTITIES	PROPOSED POINTS
BENCH	2	2	4
TREES	.4 EACH	38	15.2
TRAILS (PER 100 LINEAR FEET)	6	1,369 LN. FT.	82 (MAX 43)
WORKOUT EQUIPMENT	2 PER \$1,000	\$34,400	68.8
TOTAL POINTS = 131			

LANDSCAPE GENERAL NOTES

INSTALLER RESPONSIBILITIES AND LIABILITIES

- THESE PLANS ARE FOR BASIC DESIGN LAYOUT AND INFORMATION. THE INSTALLER IS REQUIRED TO REFER TO THEIR INDIVIDUAL TRADE - SCOPE OF WORK. OWNER ASSUMES NO LIABILITIES FOR INADEQUATE ENGINEERING CALCULATIONS, MANUFACTURER PRODUCT DEFECTS, INSTALLATION OF ANY LANDSCAPING AND COMPONENTS, OR TIME EXECUTION.
- THE INSTALLER OF ALL LANDSCAPING AND IRRIGATION SYSTEMS ARE LIABLE AND RESPONSIBLE FOR ALL JURISDICTIONAL AND CODE REQUIREMENTS, TIME EXECUTIONS, AND INSTALLED PRODUCTS AND MATERIALS.

GRADING AND DRAINAGE REQUIREMENTS

- ALL GRADING IS TO SLOPE AWAY FROM THE STRUCTURE PER CODE.
- FINISHED GRADE IS NOT PERMITTED BY CODE TO DRAIN ON NEIGHBORING PROPERTIES
- 6" MIN. FOUNDATION LEFT EXPOSED AT ALL CONDITIONS
- LANDSCAPER TO MAINTAIN OR IMPROVE EXISTING FINAL GRADE AND PROPER DRAINAGE ESTABLISHED BY THE EXCAVATOR'S FINAL GRADE ACTIVITIES INCLUDING ANY MAINTENANCE, PRESERVATION, OR EXAGGERATION OF SLOPES, BERMS, AND SWALES.
- IF ANY SWALE, BERM, OR GRADE HAS BEEN DAMAGED OR IS INCORRECT TO ENSURE CORRECT WATER FLOW THE TRADE CONTRACTOR IS RESPONSIBLE TO FIX STATED ISSUE.
- ROOF RUN-OFF DEVICES SHOULD BE INSTALLED TO COLLECT AND DISCHARGE ALL ROOF RUNOFF A MINIMUM OF 10 FEET FROM FOUNDATION ELEMENTS OR BEYOND THE LIMITS OF BACKFILL AROUND THE FOUNDATION WALLS, WHICHEVER DISTANCE IS GREATER.
- THE GROUND SURFACE WITHIN 10 FEET OF THE FOUNDATIONS SHOULD BE SLOPED TO DRAIN AWAY FROM THE STRUCTURE WITH A MINIMUM FALL OF 6 INCHES.

LANDSCAPING REQUIREMENTS

- ALL LANDSCAPING IS TO BE INSTALLED PER ALL GOVERNING JURISDICTIONS I.E. INTERNATIONAL BUILDING CODE, CITY CODES.
- NON-COMPLIANCE TO ALL GOVERNING JURISDICTION REQUIREMENTS AND REGULATION ARE THE RESPONSIBILITY OF THE LANDSCAPING INSTALLER.
- ALL PLANTED LANDSCAPING IS TO BE INSTALLED ACCORDING TO THE NURSERY CARE AND INSTALLATION INSTRUCTIONS WHERE PURCHASED AND BASED ON INDIVIDUAL SOIL CONDITIONS AND SITE CONDITIONS.

- LANDSCAPE NOTES**
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS FOR BIDDING AND INSTALLATION PURPOSES. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE QUANTITIES TO BE USED.
 - PLANT MATERIAL TO BE INSTALLED PER PLANT LEGEND. IF SUBSTITUTIONS ARE WANTED, PROPOSED LANDSCAPE CHANGES MUST BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PLANTING.
 - NEW LAWN AREAS TO BE SODDED WITH DROUGHT TOLERANT VARIETY. FINE LEVEL ALL AREAS PRIOR TO LAYING SOD.
 - SANDY LOAM TOPSOIL TO BE IMPLEMENTED AT THE FOLLOWING DEPTHS: 6" TOPSOIL (WITH 2" HUMUS MIXED INTO TOPSOIL PRIOR TO SPREADING) IN ALL NEW PLANTER AREAS AND 4" IN ALL NEW LAWN AREAS. PLANTER BEDS TO BE EXCAVATED AS NECESSARY IN ORDER TO ACCOMMODATE NEW TOPSOIL AND/OR PLANTER BED MULCH TO REACH FINISHED GRADE.
 - 4"x6" EXTRUDED CONCRETE MOW CURB TO BE INSTALLED BETWEEN ALL LAWN AND PLANTER AREAS PER PLAN. ANY TREES LOCATED IN LAWN MUST HAVE A 4' CONCRETE TREE RING.
 - DeWitt 5 OZ. WEED BARRIER FABRIC TO BE INSTALLED IN ALL PLANTER AREAS EXCEPT UNDER ANNUAL PLANTING AREAS AS SHOWN ON PLAN.
 - ROCK MULCH TO BE IMPLEMENTED AT THE FOLLOWING DEPTHS: 4" IN ALL TREE, SHRUB, AND PERENNIAL PLANTER AREAS; ANNUAL PLANTING AREAS AS SHOWN ON PLAN TO RECEIVE 4" OF SOIL AID MATERIAL. PULL BARK MULCH MIN. 3' AWAY FROM BASE OF ALL PERENNIALS AND SHRUBS AND MIN. 6' AWAY FROM ALL TREES.
 - CONTRACTOR TO PROVIDE NEW AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED IN ALL LANDSCAPE AREAS. ALL LAWN AREA TO RECEIVE 100% HEAD TO HEAD COVERAGE WITH SPRAY AND ROTARY SPRINKLER HEADS. ALL PLANTER AREAS NEED TO RECEIVE A FULL DRIP SYSTEM TO EACH TREE AND SHRUB ON PROJECT. SEE IRRIGATION PLAN.

ISSUE DATE
03-19-2019

PROJECT NUMBER
UT19003

PLAN INFORMATION

811

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

PROJECT INFORMATION

LONE TREE-PLAT F

OFF BRISTLECONE ROAD

EAGLE MOUNTAIN, UTAH

DEVELOPER / PROPERTY OWNER / CLIENT

Developer / Property Owner:

BRIAN HASKELL
R5 DEVELOPMENT.LLC
(801) 592-3972
BRIAN@SCMUTAH.COM

Client / Engineer:

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

LANDSCAPE ARCHITECT / PLANNER

PKJ DESIGN GROUP L.L.C.
3450 N. TRIUMPH BLVD. SUITE 102
LEHI, UTAH 84043 (801) 960-2698
www.pkjdesigngroup.com

LICENSE STAMP

PM: JTA
DRAWN: KBA
CHECKED: TM
PLOT DATE: 3/19/2019

LANDSCAPE PLAN
PRELIMINARY PLANS NOT FOR CONSTRUCTION
LP-COLOR

NO. REVISION DATE

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

GRAPHIC SCALE: 1" = 30'



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

March 12, 2019, 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, Rich Wood, Brett Wright and Jared Gray. DeLin Anderson was excused.

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Melissa Clark and Stephanie Gricius.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Tayler Jensen, Planner; and Lianne Pengra, Recording Secretary.

Commissioner Everett called the meeting to order at 5:33 p.m.

Commissioner Everett said the Planning Commission meetings will have an updated format going forward. A work session will be held at 5:30 p.m. with discussion continuing until 6:15 p.m., at which time a 15-minute break will occur. The policy session will begin at 6:30 p.m. During the policy session, staff will provide a presentation for each item, clarifying questions from the Planning Commission relating only to items in the staff's presentation that are unclear. After staff's presentation, the applicant will be invited to offer a short five- to ten-minute presentation. If the item is a public hearing item, the hearing will be held after the applicant's presentation. During public hearings, individual comments will be limited to three minutes each. After the hearing ends, the applicant may respond to public comments. Finally, the Planning Commission will discuss the item among the Commission, with staff, and with the applicant, and then a motion will be made.

Planning Manager Michael Hadley explained the work sessions are public meetings that will be recorded, and minutes will be taken. The work sessions will provide time for staff to discuss upcoming projects. These sessions will not be a time to discuss the current meeting's agenda items, as happens during the City Council work sessions.

Community Development Director Steve Mumford said the work sessions will be informational and will provide the Planning Commissioners a general overview of upcoming items.

1. Discussion Item

1.A. Planning Commission Strategy Session

Cedar Development

Mr. Hadley presented an updated design for Cedar Development and said the applicant will present the project at a future meeting. The concept plan presented recently to the Planning Commission contained townhomes, senior living space, and a commercial area; however, the applicant is no longer designating space for senior living. The applicant also stated finding tenants for the commercial area has proven to be difficult, but they are still attempting to develop that area as such.

Planner Tayler Jensen said the applicant used the Planning Commission's feedback and has prepared three new townhome designs. The buildings will have double fronts, with the front and back sides of the townhomes appearing to be the front of the building. As the buildings will not have clear back yards, the applicant has also removed the fencing along the roads.

Community Development Director Steve Mumford said the City is currently performing a legal review of the plan, as the Ranches Master Development Plan has expired. Depending on the outcome of that review and any comments from the State Ombudsman, the applicant will either apply for a rezone to allow residential within this site, or the applicant will state that the project has vested density and does not require a rezone to move forward.

Commissioner Wood asked for a future discussion to review residential design standards. He stated his dislike for current residential development that consist of mainly stucco.

Sage Park Storage

Mr. Hadley said Sage Park Storage will be presented as a concept plan to the Planning Commission at a future meeting. The applicant has proposed a storage business adjacent to Sage Park subdivision. He explained the area is designated as Campus Employment Center on the Future Land Use Plan. Mr. Mumford said the Planning Commission and City Council will determine if this commercial storage use is compatible with the general plan, or if this use will require an amendment to the plan. Mr. Hadley said the transportation plan designates a road that would isolate this section of land, offering a potential reason to allow this use.

Gateway Park 4

Mr. Hadley said Gateway Park 4 is east of the Spring Run subdivision and will be presented to Planning Commission as a concept plan at a future meeting. It is an affordable housing project that may be designated as Section 8 housing. He explained the applicant has an additional plan with potential townhomes included in order to meet buffering requirements.

Planner Tayler Jensen said the project has structured parking, with four stories above the parking. The City has a height restriction of 35 feet. The applicant has stated they will request an alternative parking standard. Municipal Code requires 2.33 parking stalls per

unit. The project will contain many one- and two-bedroom units, and the applicant does not believe that number of parking stalls will be needed. The density will be between 21 and 22 dwelling units per acre.

Commissioner Wood stated apartments will be developed in the City, but stated this area is not compatible with this use. Mr. Jensen said the property is zoned Industrial and would require a Municipal Code change as well as amendments to the General Plan and the master development plan for this area.

Commissioner Wood expressed concerns that the parking may not be adequate if an alternate parking plan is approved, and asked if the City should regulate parking structures. Mr. Mumford said the cost of parking stalls increases dramatically as parking structures increase in height. He said garages are commonly used for storage, causing vehicles to be parked in guest parking or along streets. A potential reason to allow a reduced parking standard is that these parking stalls cannot be used for storage and will be used appropriately for parking.

Mr. Mumford said staff does not know what the final plan will be for this project, but the applicant anticipates he will request a reduced open space requirement. The City standard is 1,000 square feet of approved open space per unit. The project will have many one-bedroom units, and the applicant suggested that amount of open space will not be necessary. Mr. Jensen said the applicant has said the apartments may be used for out-of-state employees traveling to Eagle Mountain to work on large-scale construction projects.

General Plan

Mr. Mumford said staff is looking at potential minor changes to the General Plan. A landowner in the City has older engineered plans for the contour of the eastside hillsides, and believes some land designated as Parks and Open Space land is buildable land and should be designated Foothill Residential. An amendment may come before the Planning Commission to adjust the line between those designations. Another change is a correction to one parcel that was mistakenly designated Residential III to the intended designation of Commercial.

Commissioner Gray stated if land is changed from one zone, the original zone should be added to another section within the City to maintain balance.

Mr. Jensen said a property owner outside of Eagle Mountain is considering bringing a large section of land into the City to be designated industrial.

Mr. Mumford said to improve communication between the Planning Commission and the City Council, they are now including Planning Commission meeting minutes in the City Council packets.

Commissioner Everett recessed the meeting at 6:09 p.m. and reopened the meeting at 6:30 p.m.

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Rich Wood, Brett Wright and Jared Gray. DeLin Anderson was excused.

ELECTED OFFICIALS PRESENT: Councilmembers Melissa Clark and Stephanie Gricius.

CITY STAFF PRESENT: Steve Mumford, Community Development Director, Michael Hadley, Planning Manager; and Lianne Pengra, Recording Secretary.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. February 12, 2019 Minutes

MOTION: *Jared Gray moved to approve the February 12, 2019 Planning Commission meeting minutes. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.*

5. Action and Advisory Items

5.A. Eagle Heights Village, Conditional Use Permit, Site Plan, and Master Development Plan - Public Hearing

Community Development Director Steve Mumford said this project is south of Eagle Point I and east of the utility corridor. The proposed plan includes 310 duplex units on approximately 51.38 acres for a project density of 6.033 dwelling units per acre. The Tier III Residential developments require a conditional use permit. A master development plan is required for projects over 5.2 dwelling units per acre; in this project, the master development plan can serve as the preliminary plat.

Mr. Mumford said Airport Road is a major arterial road located just west of the project and Eagle Mountain Boulevard is a planned 94-foot ROW with 40 feet on each side of the median. Currently, a 35-foot area is included south of the median; the applicant would need to dedicate approximately five feet along Eagle Mountain Boulevard to bring the right-of-way to the full forty feet. The plan largely meets connectivity standards, with one block being too long without an additional connection.

Mr. Mumford explained residents from this neighborhood will attend Mountain Trails Elementary. Staff considered safe routes to the elementary school and found the nearest trail on the south side of the road to be 1,800 feet away. If the Planning Commission and the City Council require the applicant to tie into the existing trail, the applicant should receive additional amenity points.

Mr. Mumford said the project includes an alternate open space and amenity plan. Municipal Code requires 1,000 square feet of open space per unit; this project requires 7.12 acres of park space and 712 amenity points. The plan includes 3.17 acres of open space with a proposed buy down of 3.95 acres of open space. City code allows applicants to buy down open space requirements by providing 150% amenity points for the buy down portion. The buy down of 3.95 acres of open space would cost 592.5 amenity points. The project will require a total of 1,304.5 points, and the applicant is proposing 1,682 amenity points. The City has not given amenity points for clubhouses or lighting in the past, but that may be because developments have not requested points for those types of amenities.

Discussion ensued on future transportation routes in the area.

Kirt Peterson with Horizon Development explained the plan was adjusted based on the Planning Commission's feedback on the concept plan. The pool is 1,362 square feet, which is 100 square feet larger than is required for two pools. They have phased the plan based on financing purposes. One lender requires amenities to be built with each phase, so the amenities will be built throughout the development process.

Commissioner Wood expressed concerns with parking availability for the splash pad and pool. Mr. Peterson agreed and stated he will adjust the plan to add more parking.

Commissioner Gray asked if the developer will put funds in escrow for future amenities, or if amenities will be built as the development continues. Mr. Mumford said escrow of \$3,750 per lot is required, and as the amenities are completed, funds are released. Mr. Peterson explained they are frontloading many of the amenities, so with completion of phase 1, more amenities will be in place than required.

Commissioner Gray asked how many points of access will be included in the project. Mr. Peterson said they will have two points of access, with one being a temporary access until future development occurs adjacent to Eagle Heights Village.

Regarding the road that does not meet connectivity standards, Mr. Peterson said the 1061-foot road is approximately 125 feet longer than allowed, and they are asking for an exception for that specific road. He said phases one through three will have 80 units each, with the balance being built in phase four. They will install a six-foot concrete fence around the entire development. They will also include fencing between the units that mixes the concrete with intermittent wrought iron fence.

Commissioner Wood asked why the applicant is requesting amenity points for the clubhouse, as the City typically does not offer points for structures. Mr. Peterson said the community center they are building is much nicer and significantly larger than is

required. The facility will cost over \$200 per square foot. It has a full kitchen, exercise facilities, and is nice enough to host weddings.

Commissioner Wright asked if the applicant is willing to add a trail for the school pedestrian traffic, and expressed a desire that the applicant provide a larger open space area for recreation. Mr. Peterson said any trail they install will be temporary in nature, and when Eagle Mountain Boulevard is completed, the trail will need to be redone to meet standards for the extended road.

Mr. Peterson explained they have thousands of this type of property and have found that the amenities provided in this project are those that are used by residents. He said the cost of water is three to four times higher in Eagle Mountain than other areas, which affected the decision to provide the amenities as designed in this plan.

Commissioner Gray asked if garages would be the main focal point of the facades. Mr. Peterson said two-car garage doors are large, so they recess the garages to keep the garage elevations set back from the front entryways.

Commissioner Wood asked what product variation would be included within the development. Mr. Peterson said they have six available floor plans. Each floor plan has four different building types with four color options for each building type. Each individual plan will be repeated only one or two times in the entire development. The intent is to add gables and other materials in order to avoid the appearance of all stucco homes.

Commissioner Everett opened the public hearing at 7:11 p.m.

Jeff Ruth suggested the entrance on the south side be improved to match the entrance on the north side, and he asked if additional connections could be added on to Lake Mountain Road.

Commissioner Everett closed the public hearing at 7:13 p.m.

Mr. Mumford stated Lake Mountain Road is designated as a residential road but acts as a collector road. More access points would better meet connectivity code, but the applicant spaced out the access points to the road to better match what is required for a collector road.

Mr. Peterson explained they will add asphalt to two thirds of the width of Lake Mountain Road to improve the current dirt road. There will be room for a parked vehicle and two lanes of traffic. When development occurs to the east, that development will complete the east side of Lake Mountain Road. He said there is not room to include a similar entry design on the south side of Lake Mountain Road, as they are developing to the south border of the property. He stated the Municipal Code does not require an entry monument island and they do not want to include one at this site.

Commissioner Gray asked if the project meets the Future Land Use Map designation of Foothill Residential. Commissioner Wood said it does not comply with that designation.

Commissioner Gray expressed concerns that the east side of the development does not meet transition requirements to the Foothill Residential areas.

Discussion ensued regarding master development plan requirements for developments in the City.

Mr. Mumford clarified the original zone of the property is Residential and there is no existing vesting for the property to the east of this project. He explained the transition requirement applies to either smaller lots to larger lots, or larger lots to smaller lots. He said an adjacent developer to the east can build half-acre lots, if they so desire; the City will not require smaller lots to be developed before building larger lots.

Commissioner Gray said he would prefer the quarter-acre transition lots be developed within this project, versus in future development to the east. He also expressed concerns that residents would travel through The Ranches instead of using Eagle Mountain Boulevard to exit the City.

Discussion ensued regarding approval criteria for conditional use permits.

Mr. Mumford explained the property is zoned Residential, and all Tier III projects require a conditional use permit. He said State law dictates that conditional use permits shall be approved if conditions can be placed to mitigate nuisance or compatibility issues the project's use may cause. The direction staff has received is to review the project based on the existing zone; the conditional use permit review should be focused on the use, not the layout or other details in the project.

Mr. Peterson reiterated the fact that the property is zoned Residential, and the current zone governs the land's use. A future land use plan is used in determining rezones. He said the project is not feasible with single-family homes on the east side.

Commissioner Everett stated he is not concerned with the garages in the project; the nature of the project helps mitigate possible issues with garages being the focal point of facades. He said the lighting of the sports court is a legitimate item for amenity points; however, the clubhouse is a required amenity for this project and he is not comfortable allowing amenity points for that facility. He said he likes the single large pool, versus two smaller pools, and appreciates that it was located in the center of the community. He expressed appreciation that the applicant will considering adding parking for the pool and splash pad, but voiced concerns regarding how additional parking would affect surrounding residents. He said he would prefer the lot transition to larger lots begin within this development.

Regarding future roads and the Foothill Residential designation, Commissioner Wood stated the Planning Commission cannot pick which parts of the Future Land Use Plan they use to review the project. He stated changing the east row to single-family homes is a compromise that would allow the project to comply with the Future Land Use Map and said he did not appreciate the lack of flexibility the applicant expressed.

Mr. Mumford stated if the Future Land Use Map designated a property as Residential, but the property was zoned Commercial, a conditional use permit for a business such as a fast food restaurant would be allowed. He reiterated that State law says conditional uses shall be approved if conditions can be placed to limit detrimental aspects of the project.

Commissioner Wood stated a condition of approval for the conditional use permit could be that the east end needs to be single-family homes. He said the Planning Commission cannot dismiss the time spent by all entities in compiling the land use document, and the document should be utilized as a guide in determining this project's approval.

Mr. Peterson requested City staff communicate with City attorneys to determine what document is to be used to review this project. The property is zoned Residential and if he meets conditions noted in the Municipal Code, the conditional use permit must be approved. He said the zoning and the general plan do not match each other in their current states. Compliance with the general plan is not possible, as the City does not have a Foothill Residential zone in place. Conditional uses are similar to permitted uses, not rezones. He said a buffer to the east would be appropriate if the Foothill Residential zone was in place. They incorporated all of the Planning Commissions' requests into the current version of the plan.

Mr. Mumford said 17.95.80 of the Municipal Code describes six optional conditions relating to compliance with the intent of the general plan. When the zone does not comply with the general plan, attorneys recommend using the current zoning as a basis for review.

Commissioner Gray the developer would only lose three to four units if they were to change the duplex units to single-family homes along the east row. Mr. Mumford clarified the width of the duplex units. With side setbacks considered, the applicant would lose density if those changes were made.

Commissioner Wood said the conditional use permit could be denied based on Municipal Code Chapter 17.95.080 item D.6.

Commissioner Wright stated his preference to approve the conditional use permit with conditions and send the remaining applications to the City Council for review. He said he does not agree with the parks and open space as proposed in the plan, and stated he would like the plan to include the full seven acres of open space. He said Municipal Code changes need to be in place in order to reflect the Future Land Use Plan.

Mr. Mumford said regarding allowing amenity points for the clubhouse, a benefit to residents is the clubhouse can be used year-round, where outdoor amenities may only be used nine months of the year.

Commissioner Wright asked what findings of fact allow a denial of the conditional use permit. Commissioner Everett recommended approving the permit and allowing the City Council to discuss the project's final plans.

Commissioner Wood said the conditions within 17.95.060 D allow a denial and said the plan does not meet connectivity requirements. Commissioner Wright said those concerns can be mitigated with approval conditions.

Commissioner Wood said the open space does not comply with City requirements. Commissioner Everett said the Municipal Code allows the applicant to pay a fee in lieu.

Commissioner Wood said the development requires two swimming pools, but the plan only contains one. Commissioner Wright explained the plan includes one pool that is larger than the two required pools combined. He said the State law requires the conditional use permit be approved if conditions can be placed to mitigate detrimental affects.

Commissioner Gray said only one finding of fact is needed to deny the application.

Mr. Mumford asked the Commissioners to focus on the use of the project, e.g., twin homes versus single-family homes. He said connectivity and parks issues can be mitigated with conditions. He clarified the Planning Commission should recommend denial of the site plan and master development plan if they chose to deny the conditional use permit.

Commissioner Wright reiterated that he does not believe there are findings of fact that cannot be mitigated by conditions.

MOTION: *Matthew Everett moved to approve the Eagle Heights Village conditional use permit as presented. Brett Wright seconded the motion. Those voting aye: Matthew Everett and Brett Wright. Those voting nay: Rich Wood and Jared Gray. The motion failed with a vote of 2:2.*

Discussion ensued regarding applying conditions of approval to conditional use permits.

MOTION: *Rich Wood moved to approve the Eagle Heights Village conditional use permit with the condition that the eastern row of homes be changed to single-family homes, according to current Municipal Code. Jared Gray seconded the motion. Those voting aye: Brett Wright, Rich Wood and Jared Gray. Those voting nay: Matthew Everett. The motion passed with a vote of 3:1.*

MOTION: *Rich Wood moved to recommend approval of the Eagle Heights Village site plan and master development plan to the City Council with the following conditions:*

- 1. Rock/stone shall make up at least 30% of the building and be used on all sides of the buildings;*
- 2. 5.5 feet of right-of-way along Eagle Mountain Boulevard shall be dedicated to the City at the time of plat recording;*
- 3. An additional road connection shall be provided between Oak Boulevard and Stallion Street (in the northern section of project);*

4. *Collector road fencing shall be required adjacent to Eagle Mountain Boulevard, Lake Mountain Road and future Airport Road;*
5. *Applicant shall comply with any traffic mitigation required by the City Engineer;*
6. *Additional open space shall be provided, combined with an existing open space area to create a larger more useable park area with a grass play field; and*
7. *Parking stalls shall be added to the pool area according to current parks and open space master plan.*

Jared Gray seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.

5.B Lone Tree F Preliminary Plat - Public Hearing

Mr. Hadley said the final preliminary plat in the Lone Tree development contains 57 single-family lots. Staff has discussed recommended changes with the applicant, including changes to the park, removing a section of a trail, adding a new trail to existing trail in the northwest corner, shifting the trail between lots 107-108 further south, and shifting the fourth workout station to a new location. The original preliminary plat was approved in March 2006. It was updated in order to move the home sites and roads away from rocky areas.

Commissioner Wood asked about slopes in the plan. Mr. Hadley said a recommended condition of approval is that the average slope for each lot be calculated and submitted. He said the Planning Commission can include building envelope requirements in the conditions of approval, if desired.

Commissioner Gray stated his preference for retaining wall tiers to be no taller than four feet. He said a compromise could be five feet limits for all tiers. Discussion ensued regarding possible Municipal Code amendments relating to retaining walls.

Commissioner Gray asked if the plan met City transitioning requirements. Mr. Mumford it does, and he clarified that the transitioning requirements are based on existing approved lots or master plans, and there is not an existing subdivision to the north.

Applicant Brian Haskell said an approved preliminary plat was in place when they purchased the property. The original roads locations went through rocky areas, so they redesigned the roads to be moved as far away from the rocky areas as possible. They will need to build on rocky areas, but they want to minimize the number of roads or structures to be built on rock. A pressurized sewer lift line and sewer gravity lines to the pump station were installed in 2003; these will need to be relocated in order to develop the plan as proposed. That will be a costly project, but Mr. Haskell stated it was done to minimize the impact on surrounding residents. The number of lots has not changed from the original plan, but they redesigned the layout to include larger lots along the hillside.

Mr. Haskell said the proposed plan will expand the Sunset Ridge park and will add trails to the area. It will be an active park with fitness stations and trails around it. Municipal Code only allows the developer to use 33% of trail points in the total amenity point

package. He explained they are building 600 to 700 feet more trail than they are getting amenity points for, but they felt it was an important amenity for the park that ties the two areas together.

Mr. Haskell said the City has new subdivision plat naming requirements, and he requested a change of subdivision name from Lone Tree F to Park View to comply with City requirements. They will have Park View Phase A, Plats one through three. Commissioner Wood asked how the two subdivisions would be delineated with the subdivision name change. Mr. Haskell said the only thing affected would be the plat name. There would not be any noticeable change to residents, nor would there be new monument signs.

Commissioner Wright asked if all lots meet frontage requirements. Commissioner Wood stated they do not, as lots 212 and 213 have frontages under 55 feet. Mr. Haskell clarified that lots along road curves are not required to have 55-foot frontages.

Commissioner Gray asked if the park will be within the detention area. Mr. Haskell said the entire park will be a detention area, with trails and fitness stations on berms above the basin. The water will drain towards the pump station, and the basin will remain dry the majority of the time. Mr. Hadley said the developer receives 75% of the basin area for their open space requirements.

Mr. Mumford stated the timing of the park completion is important, as residents of Sunset Ridge have gone too long without a park. He said the basin should have been improved last fall when the existing amenities were installed, but staff worked with the developer as they knew the project under discussion was coming to the Planning Commission. The developer put funds into escrow to finish the basin section of the park. Mr. Mumford recommended the park be completed early in the project, and Mr. Haskell said his desire is to finish the park within the first phase of development.

Commissioner Gray asked about a section of Walnut Drive with an apparent tight turn. Mr. Haskell said the road is following the land contours in order to keep the road grade below ten percent. The roads in the project will meet all City codes and regulations.

Discussion ensued regarding potential changes to the plan to reduce the curve of the road.

Commissioner Everett opened the public hearing at 9:01 p.m.

John Painter submitted a written comment that stated the following: "Transportation connectivity has been previously discussed in this area. What is the long-term transportation plan to the north and west? Will all construction traffic and residential traffic be forced to Pony Express Parkway?"

Manfred Riem lives in Lone Tree and expressed concerns with construction traffic and stated the park should be moved away from the retention area. He said water runoff will be an issue if this plan is developed. He stated a neighbor adjacent to this plan along Walnut Drive has a plat recording issue regarding an offset.

Blair Murri stated flooding will be an issue if the berm around the park is removed. He said he did not want the name changed from Lone Tree.

Joan Murri expressed concerns regarding blasting in the area.

Kevin O'Donnal requested road pull outs be put in place in order for emergency vehicles to turn around. He was told homes would not be developed on the adjacent hillsides in the area. He also said he did not want the subdivision name changed.

Discussion ensued regarding previously approved subdivision plans outside of the Lone Tree area.

Kevin Burningham lives in Cedar Pass Ranch and expressed concerns with flooding and blasting, and he stated homes should not be built on hillsides.

Jeff Ruth asked if they were building on slopes over 25% and asked Planning Commission to hold them to the ridgeline ordinance.

Manfred Reim spoke again and said development in the subdivision adjacent to Lone Tree F will cause flooding and mudslides.

Jason Heidel lives in Cedar Pass Ranch and asked if Lone Tree F would have roads that connect to his subdivision.

Discussion ensued again regarding previously approved subdivision plans adjacent to the Lone Tree area, including road connections.

Commissioner Everett closed the public hearing at 9:22 p.m.

Commissioner Gray asked if more trails were needed to accommodate pedestrian traffic from one side of the subdivision to the park, and he asked about turnarounds for construction traffic. Mr. Haskell said he has worked with the Fire Department to designate turnaround points for construction and emergency traffic. He said he will have bench drains designed to ensure all lots will discharge water in a safe manner to the storm drain system. Those plans are not completed at this time and will be addressed as he works through the approval process. He explained the park is not designed to hold water; the park will be dry the majority of the time. He said they will mitigate lot drainage as all water needs to be retained on each lot and channeled to storm drains.

Commissioner Gray explained that the current state of the land allows the water to drain towards the existing homes. The development of roads and completion of the storm drain system will greatly decrease the amount of water flowing towards the existing homes.

Commissioner Wright stated the plan has lots with areas with over 25% slope and asked if the applicant will utilize blasting in the project. Mr. Haskell said they will have a slope analysis for each lot to ensure all lots comply with City ordinances. He explained he cannot guarantee that blasting will not be used in construction, but the purpose of the plan redesign was to allow more buildable area away from rocky areas. He said he will have

detailed studies, including slope and soil analysis, that will help determine how to best mitigate rock removal and minimize resident impact.

Commissioner Gray asked if the City ordinance prohibits blasting within a certain distance from residences. Mr. Mumford explained the ordinance requires the applicant to apply for a blasting permit if the blasting area is within 1,300 feet of existing homes. The applications are heard by the City Council, who makes the final determination.

Regarding questions surrounding connecting roads to adjacent subdivisions, Mr. Haskell stated this plan connects roads to roads in existing plats, as that was a requirement from the City.

Commissioner Everett asked Mr. Haskell if he would consider limiting the retaining wall tier height to be no more than five feet. Mr. Haskell said it would depend on the individual lots and requested the ability to construct up to four tiers.

Commissioner Everett asked for the reasoning for the name change request. Mr. Haskell said the change is to comply with the naming convention as outlined in Municipal Code. He said the name change would not affect anything other than recorded documents.

Commissioner Wright asked if Mr. Haskell was aware of the boundary or title issue that was brought up during the public hearing. Mr. Haskell said he was unaware of any issue but will look into it.

Commissioner Gray asked if the plan includes lots that are unbuildable due to slopes greater than 25%. Mr. Haskell said they believe all lots have building envelopes that meet Municipal Code requirements. That analysis has not been provided to the staff yet.

Discussion ensued regarding vehicle turnarounds, and Mr. Haskell confirmed all roads will meet Fire Code and Municipal Code.

Mr. Haskell said a trail is not in place from the hillsides to the park because of slope issues. Mr. Hadley stated the steepness of the area would allow pedestrians on a trail between the lots to look into adjacent residences. He recommended against adding a pedestrian connection.

MOTION: *Jared Gray moved to recommend approval of the Lone Tree F amended preliminary plat to the City Council with the following conditions:*

- 1. If any retaining walls are required, the maximum height of retaining wall is five feet with a maximum of four tiers. Retaining walls shall not be located any closer than ten feet from a home;*
- 2. An updated landscape/park plan shall be provided, addressing the changes discussed in the meeting;*
- 3. A bench drain on the top of any retaining wall area and above steep lots shall be installed;*
- 4. The average slope for each lot shall be calculated and submitted, with each lot maintaining a significant building envelope;*
- 5. All dead-end roads include sufficient turn-around areas, as required by Fire and Municipal Code.*

6. *The name of the plat remains Lone Tree F;*
7. *All blasting complies with Municipal Code; and*
8. *All lots show building envelopes.*

Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.

6) Next scheduled meeting

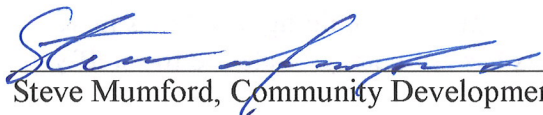
The next scheduled Planning Commission meeting will be held on March 26, 2019.

Commissioner Wood asked for an update on the residential code amendment. Mr. Mumford explained the attorneys are currently reviewing the drafts of the amendments. Staff is working to ensure improved open space can be required in the updated code.

7) Adjournment

MOTION: *Jared Gray moved to adjourn the meeting at 9:55 p.m. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.*

Approved by the Planning Commission on March 26, 2019.


Steve Mumford, Community Development Director



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	CONDITIONAL USE PERMIT APPEAL		
ITEM TYPE:	Conditional Use Permit, Site Plan, and Master Development Plan		
FISCAL IMPACT:			
APPLICANT:	Bruce Baird - Attorney for Eagle Heights Village		
GENERAL PLAN DESIGNATION Foothill Residential	CURRENT ZONE Residential	ACREAGE 51.38 Acres	COMMUNITY City Center / South Town

PUBLIC HEARING:
No

REQUIRED FINDINGS:

The City Council shall determine if the land use authority in this situation (the Planning Commission) applied a reasonable condition on the conditional use permit that reasonably relates to mitigating anticipated detrimental effects of the proposed use.

This determination should include findings of:

- 1) What detrimental effects are being mitigated;
- 2) How the condition mitigates the detrimental effects; and
- 3) What applicable standards in Municipal Code support the condition.

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

RECOMMENDATION:

BACKGROUND:

By code, Tier III developments in Eagle Mountain require a conditional use permit. According to EMMC 17.95.020, the purpose of the conditional use permit is "to ensure that land uses designated as conditional in the zoning districts of this title are properly integrated with permitted land uses within the same zone, and to establish provisions to prevent nuisances from arising between existing and proposed land uses."

EMMC 17.95.060 states that "in approving any conditional use, the Planning Commission may impose such requirements and conditions necessary for the protection of adjacent properties and the public interest."

Utah State Code Title 10 Chapter 9a Part 5 section 507(2)(a)(i) states, "A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards."

Utah State Code Title 10 Chapter 9a Part 5 Section 507(2)(b) states, "If a land use authority proposed reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use."

Utah State Code Title 10 Chapter 9a Part 5 Section 507(2)(c) states, "If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use."

The Planning Commission considered a motion to approve a conditional use permit for Eagle Heights Village (for multifamily development) on March 12, 2019 without any conditions. The vote was 2:2 and thus failed, as it was unable to get a majority.

The Planning Commission then approved a conditional use permit for Eagle Heights Village (for multifamily development) on March 12, 2019 with the condition that "The eastern row of homes be changed to single-family homes, according to current Municipal Code." The Conditional Use Permit was approved by a vote of 3:1.

Findings for this decisions were discussed during the meeting, and may include the following:

- 1) The Tier III dwelling units in this location conflict with the intent of the Eagle Mountain City General Plan (EMMC 17.95.060(D)); and
- 2) The Tier III dwelling units create a population density that is not compatible with planned uses for this property and adjacent properties.

PREPARED BY:

Tayler Jensen, Planning

The applicant believes that the condition "The eastern row of homes be changed to single-family homes, according to current Municipal Code" is an illegal condition not supported by Municipal Code, nor does it reasonably mitigate any detrimental effects. See the attached letter.

Attachments:

[Eagle Heights CUP Appeal Letter](#)

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March 15, 2019

VIA EMAIL ONLY

Ms. Fionnuala Kofoed
City Recorder
Eagle Mountain City

Mr. Steve Mumford
Community Development Director
Eagle Mountain City

Tayler Jensen
Planner II
Eagle Mountain City

Mr. Jeremy Cook, Esq.
City Attorney
Eagle Mountain City

**Re: Eagle Heights Village
Appeal of Condition Imposed by Planning Commission
March 12, 2019**

Dear Ms. Kofoed and Messrs. Mumford, Jensen and Cook:

I represent Eagle Heights Village, LLC, the developer of the Eagle Heights Village ("Eagle Heights") and Kirt Peterson and Horizon Development Enterprises, LLC, the authorized representatives for Eagle Heights. At its above-referenced meeting on this matter the Planning Commission approved a Conditional Use Permit for Eagle Heights but made that approval subject to a condition that "the eastern row of homes be changed to single-family homes, as required by Municipal Code" (the "Illegal Condition").

In imposing the Illegal Condition the Planning Commission violated Section 10-9a-507, Utah Code Ann. (2018). Specifically, the Planning Commission failed to articulate on the record any "reasonably anticipated detrimental effects of [Eagle Heights]", how the Illegal Condition would "reasonably mitigate" such "detrimental effects" and what are the "applicable standards" supporting the Illegal Condition (a generic reference to the entire "Municipal Code" is not sufficient for any rational review).

The reason that the Planning commission failed to articulate "reasonably anticipated detrimental effects of [Eagle Heights]" is that there are none and no evidence of any was presented at the hearing. Neither was any evidence presented showing how the Illegal Condition could mitigate the non-existent "detrimental effect" nor where the "applicable standards" for the Illegal Condition supposedly came from nor what they were.

I respectfully request that the City Council determine that the CUP for Eagle Heights be approved without the Illegal Condition. Please let me know when this matter will be considered

Ms. Kofoed and Messrs. Mumford, Jensen and Cook
March 15, 2019
Page 2

by the City Council and I look forward to being there.

Sincerely,

A handwritten signature in blue ink, appearing to be 'BR' followed by a long horizontal stroke.

Bruce R. Baird

cc:



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Approving the Eagle Heights Village Master Development Plan.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:	NA		
APPLICANT:	Kirt Peterson (Horizon Development)		
GENERAL PLAN DESIGNATION Foothill Residential	CURRENT ZONE Residential	ACREAGE 51.38 Acres	COMMUNITY City Center / South Town

PUBLIC HEARING:

Yes

REQUIRED FINDINGS:

Per 17.25.140 of EMMC, buildings within Tier III developments shall be twenty feet apart unless otherwise approved by the City Council. The applicant is proposing the buildings with separations greater than twenty feet, thus this project complies with building separations.

The project is not within 200 feet of a 25% slope, thus no slope stability study is required.

Per 17.60.150 of EMMC, "New subdivisions that are being proposed adjacent to existing or approved subdivisions and master development plans, building lots in an agriculture zone, or Camp Williams and BLM properties shall have lots that transition in accordance" to the standards within table 17.60.150(1). The adjacent property is unbuilt agriculture land (not building lots), and the nearest lots (those in Eagle Point I and J across Eagle Mountain Boulevard) are under 1/4 of an acre in size. Per 17.60.150, duplexes are allowed adjacent to 1/4-acre lots, thus this proposal meets the lot size transitioning requirement.

RECOMMENDATION:

Since review by the Planning Commission, the applicant has removed one building (two units) and added 16 parking stalls adjacent to the pool and splash pad area.

BACKGROUND:

Eagle Mountain Boulevard is shown on the City's master transportation plan as a major collector road (94' ROW) with 40.5 feet on each side of the median. Currently, there is approximately 35 feet of right-of-way on the south side of Eagle Mountain Boulevard, meaning the applicant will need to dedicate approximately 5.5 feet of right-of-way along Eagle Mountain Boulevard. The applicant currently shows a pedestrian path in this area, which can (and should) remain in the shown location, but within City right-of-way.

According to the Alpine School District school boundary map, Eagle Heights Village will send elementary students to Mountain Trails Elementary School.

Currently, the nearest pathway on the south side of Eagle Mountain Boulevard is approximately 1,800 feet from the property boundaries. In order to provide a safe route to school (SRTS), the applicant has proposed a crosswalk across Eagle Mountain Boulevard connecting to existing trails on the north side of the road. If the City Council does not believe that the proposed crosswalk does enough to provide a SRTS, it may be appropriate to require the applicant to connect the trail along the south side of Eagle Mountain Boulevard to existing trails to the west. If the City Council requires the applicant to complete the off-site trail, the applicant should be granted amenity points for the installation, which may result in the applicant removing or reducing the size or scale of currently proposed open space amenities within the project, or use it as a buy-down of required open space acreage.

Per 16.30.090 of EMMC, the minimum connectivity score for a Tier III development is 1.75. This project has a connectivity score of 1.76. The

Per EMCC 17.30, multifamily developments are required to provide clubhouses that are a minimum of 1,200 square feet in size. Per code, a clubhouse may serve up to 250 units. The applicant is proposing to provide 310 units with two clubhouses (one of 3,500 square feet, and one of 1,440 square feet), thus they meet this requirement.

Per 17.55.120(c) of EMMC, two-family dwellings require "two stalls per dwelling unit with one space per unit to be within a fully enclosed garage." The applicant is proposing for each unit to have a two-car garage, thus the applicant complies with this code.

EMCC 17.72.040.F.1 states, "Multifamily structures shall utilize at least two exterior materials, including stucco, vinyl or fiber/cement siding, decorative rock/stone, brick or other material deemed appropriate by the Planning Director. Each material shall be used on a minimum of 30% of the building, and used on all sides of the building." The proposed elevations do include multiple materials, but the percentages of materials should be confirmed to be at least 30%.

PLANNING COMMISSION ACTION / RECOMMENDATION

On March 12, 2019, the Planning Commission reviewed the proposed Eagle Heights Village site plan, master development plan, and conditional use permit. The Planning Commission expressed concerns with parking availability for the splash pad, and the funding of park improvements were discussed. Access and roads were discussed and the Planning Commission expressed concern with awarding amenity points for clubhouses; off-site trails were also discussed. The Planning Commission wanted to ensure

maximum block length for a Tier III development is 600 feet (or 900 feet with a mid-block pedestrian connection); the project does contain mid-block pedestrian connections, so 900' long blocks do comply with code; however, the longest block length within this development is approximately 1,015 feet (Stallion Street from Oak Boulevard to Ivy Lane). In order to comply with connectivity standards, an additional road connection is needed between Oak Boulevard and Stallion Street.

Per 17.60.120.R of EMMC, developments with "side or rear lot lines abutting an arterial road or collector road right-of-way shall install privacy fencing consistent with Eagle Mountain collector and arterial fencing standards found in 16.35.090; an applicant may propose alternative fencing standards to the City Council." This development will require collector road fencing for all lots that back onto Eagle Mountain Boulevard, Lake Mountain Road, and units on the west side of the project (adjacent to the future arterial road, commonly referred to as Airport Road). This fencing shall be consistent with the adopted fencing standards, unless the applicant receives approval from the City Council for an alternative fencing standard.

Per 16.35.105 EMMC, an applicant is required to provide 1,000 square feet of improved open space per unit; in addition to improved open space, an applicant is required to provide 100 amenity points per acre. All parks are required to provide a mixture of amenities, and no more than 33% of the required amenity points may be met by a combination of trails and parking. Section 16.35.130 goes on to state, "An applicant may propose a 'buy down' of open space acreage by including additional amenities at a ratio of 150 points per acre, to be approved at the discretion of the Planning Commission and City Council." This buy down has been used in the Oak Hollow project. This code is intended to encourage developers to build parks that are smaller in size, but provide higher quality amenities.

This proposal is for 308 units, so the development is required to provide 7.07 acres of improved open space, and 707 amenity points. The applicant is proposing to provide 3.17 acres of improved open space, and buy down the remaining 3.95 acres of improved open space (approximately 55%). 3.95 acres of improved open space would require 395 amenity points, so at 150%, 592.5 amenity points would be required. The applicant would be required a total of 1,299.5 amenity points (707 + 592.5) to meet the open space buy down provision. The applicant is proposing a total of 1,982 amenity points; however, they are assigning amenity points to community centers (for improvements within the centers above 1,200 square feet) and for sports court lighting. The City has not assigned amenity points to these items in the past, thus it is up to the City Council to determine if these items are appropriate for amenity point credit.

The applicant has completed a traffic study which shows the existing level of service for the study intersections (Eagle Mountain Boulevard and Pony

garages did not dominate the building facades, and asked for variation within the project.

A single member of the public made comment and asked about the spacing of access into the project. The accesses off Lake Mountain Road are spaced for a collector road, since Lake Mountain Road acts as such.

The Planning Commission felt the project did not comply with the Future Land Use Plan for the City, and it was discussed that the project was already zoned Residential and had residential entitlements and wasn't seeking to rezone. The applicant, staff, and Commissioners discussed what documents the project should be reviewed under, and the Planning Commission felt the Future Land Use Plan should be the guiding document; the applicant felt it should be current zoning code.

The Planning Commission recommended approval of the Eagle Heights Village site plan and master development plan to the City Council with the following conditions:

- 1) Rock/stone shall make up at least 30% of the building and be used on all sides of the buildings;
- 2) 5.5 feet of right-of-way along Eagle Mountain Boulevard shall be dedicated to the City at the time of plat recording;
- 3) An additional road connection shall be provided between Oak Boulevard and Stallion Street (in the northern section of the project);
- 4) Collector road fencing shall be required adjacent to Eagle Mountain Boulevard, Lake Mountain Road, and future Airport Road;
- 5) Applicant shall comply with any traffic mitigation required

Express Parkway, and Lake Mountain Road and Eagle Mountain Boulevard) as Level of Service (LOS) A. With the project and mitigation, the traffic study shows all intersections with a LOS A. The recommended mitigation is as follows:

Restriping the eastbound approach of Pony Express Parkway/Eagle Mountain Boulevard intersection with two lanes entering the roundabout. The inner lane would be for left-turn and through vehicles, and the outer lane would be for right-turn vehicles only. The City Engineer has reviewed this traffic study and has some concerns that the roundabout may not be wide enough to allow for two traffic lanes throughout. Traffic studies completed for other projects anticipate the need for a traffic signal at the roundabout. The applicant shall be required to comply with any traffic mitigation required by the Eagle Mountain City Engineer.

Per EMMC 17.30, multifamily developments that have 150 or more units must provide a 1,000-square foot pool, which may serve up to 250 units. The applicant is proposing 308 units which requires two swimming pools. The applicant is proposing one swimming pool of 1,350 square feet. In the past, the City Council and Planning Commission have allowed developers to provide one larger pool instead of two smaller pools. The City Council recently determined that pools should provide at least 4 square feet of pool space per dwelling unit served. For 308 units, that would be 1,232 square feet. The proposed swimming pool of 1,350 square feet provides approximately 4.38 square feet per dwelling unit, which is similar to what has been required for other developments.

17.72.030.C. states, "Garages and parking areas should be placed to the rear of buildings, accessed by a service drive. [...] If garages are placed on the front facade, they shall be staggered and set back so as to minimize their appearance from the street. Garages shall never dominate the street-facing facade." This project has garages placed along the front facade of the buildings, and while some of the elevations attempt to pull the garages back, the elevations are to a large extent dominated by garages. It is up to the City Council to determine if the garages dominate the elevations or not.

17.72.030.D. of EMMC states, "The different elements of a site shall be arranged in a way that maximizes usable open/plaza space. This is especially important in multifamily projects. Buildings should be clustered and open space should be combined in larger, more usable areas. Creativity with open space design is also encouraged." The open space in this project is not clustered together, and instead is provided in several small parks spread through the development. The use of concrete planter boxes and a splash pad/pool area are creative design elements. It is up to the City Council to determine if the applicant's proposed parks plan meets the intent of this code.

EMCC 17.72.040 defines architectural standards for multifamily developments

by the City Engineer;

6) Additional open space shall be provided, combined with an existing open space area to create a larger, more usable park area with a grass play field; and

7) Parking stalls shall be added to the pool area according to current parks and open space master plan.

The Planning Commission voted (4-0) to recommend approval to the City Council.

PREPARED BY:

Tayler Jensen, Planning

including the following: sloping roofs, overhanging eaves, multiple roof planes and heights, and for vertical and horizontal articulation and relief that "reduces the perceived scale of buildings." EMCC 17.72.04.E.2 states, "Multifamily buildings shall incorporate a majority of the following architectural detailing: decorative shutters, bay windows, pop-outs, trellis or arbor structures, porches, decorative gables, dormer windows, exposed timbers, balconies, columns, turrets, decorative trim and moldings, detailed grilles and railings, architectural lighting, decorative masonry pattern, window grids, and decorative doors and windows. All sides of a building shall include the chosen details, where applicable." The proposed elevations have sloping roof planes and heights and some articulation, but the walls remain largely paneled, and the buildings do not appear to incorporate a majority of the features called for in Municipal Code. It is up to the City Council to determine if the features provided meet the intent of this code.

Attachments:

[ORD--Eagle Heights Village Master Development Plan](#)

[Site Plan and Open Space Plans](#)

[Parks and Open Space Worksheet - Updated 3-27-19 v3](#)

[Proposed Concrete Wall](#)

[Phase I Environmental Report](#)

[Traffic Impact Study - Eagle Heights Village](#)

[03-12-19 PC Approved Minutes](#)

ORDINANCE NO. O- -2019

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING THE EAGLE HEIGHTS VILLAGE MASTER DEVELOPMENT PLAN**

PREAMBLE

WHEREAS, the Eagle Mountain City Council finds that it is in the public interest to approve the Eagle Heights Village Master Development Plan.

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

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the proposed Eagle Heights Village Master Development Plan, as set forth in Exhibit A.
2. The Eagle Heights Village Master Development Plan is hereby approved, as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 2nd day of April, 2019.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above ordinance was adopted by the City Council of Eagle Mountain City on the 2nd day of April, 2019.

Those voting aye:

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

Those voting nay:

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

Those excused:

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

Fionnuala B. Kofoed, MMC
City Recorder

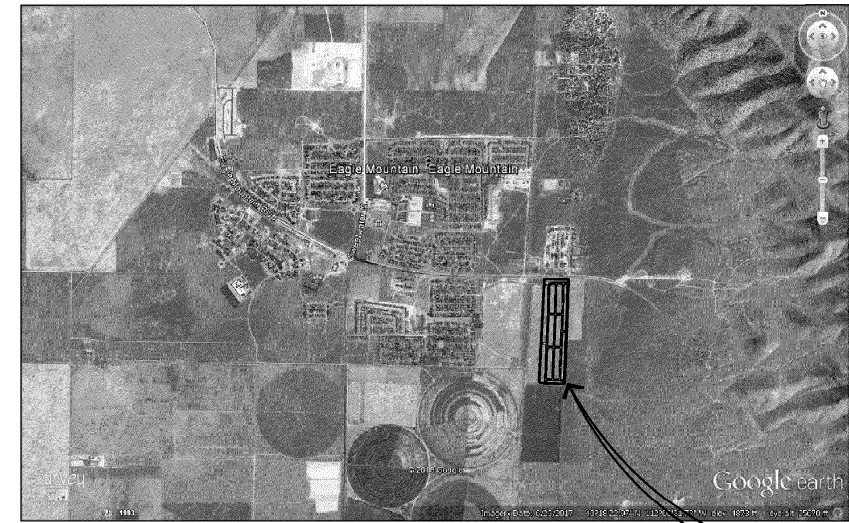
Exhibit A

- ① CLUBHOUSE
- ② PARKING LOT
- ③ POCKET PARK
- ④ PLAYGROUND
- ⑤ MAINTENANCE BUILDING
- ⑥ RETENTION POND

<u>BUILDING TYPES</u>	<u>COLOR</u>	<u>QUANTITY</u>
CWG III ADA	GREEN	16
EAGLE (4BDRM)	PURPLE	12
OAKS	BLACK	11
FRONTIER	BLUE	50
CWG 3	MAGENTA	44
CWG 4 ADA	RED	4
CEDAR	TAN	18

PART OF SECTION 18
TOWNSHIP 6 SOUTH RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
EAGLE MOUNTAIN, UTAH

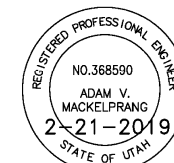
0 100 200ft.
SCALE 1" = 100'-0"



PROJECT



REVISION		 ALLIANCE CONSULTING ENGINEERS		150 EAST 200 NORTH SUITE P LOGAN, UTAH 84321	
DATE	BY				
SCALE: AS NOTED		DRAWN BY: AM	CHECKED BY: AM	DATE: 9-2018	
APPROVED BY: BL		DWG DATA: EAGLEPOINTNCONCEPT.DWG			





ISSUE DESCRIP.	DATE
	09.28.2018

#	REV. DESCRIPTION	DATE

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STATION AT EAGLE MOUNTAIN
EAGLE MOUNTAIN BOULEVARD
EAGLE MOUNTAIN, UTAH

LANDSCAPE PLAN

L101

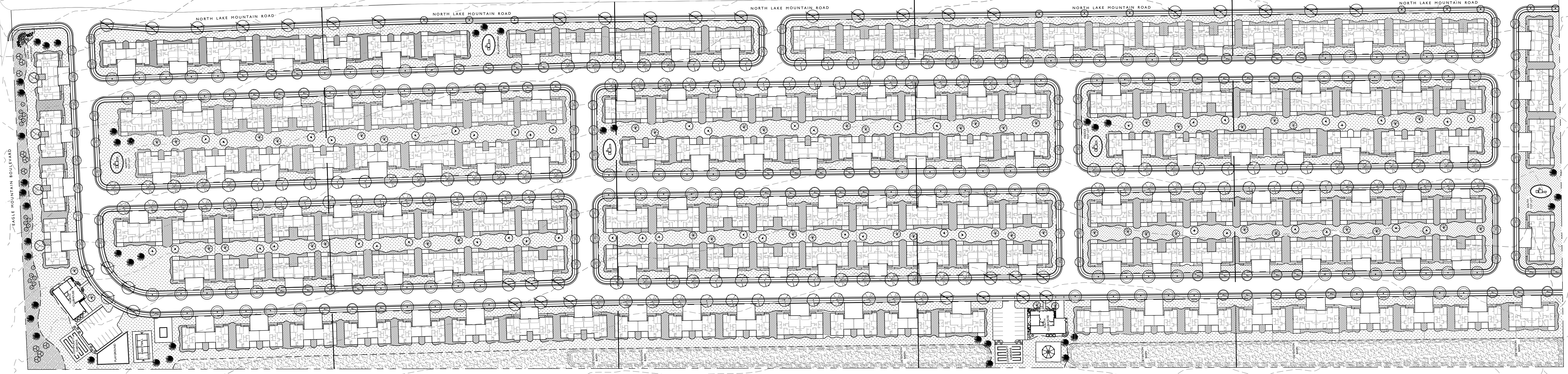
SHEET L103

SHEET L104

SHEET L105

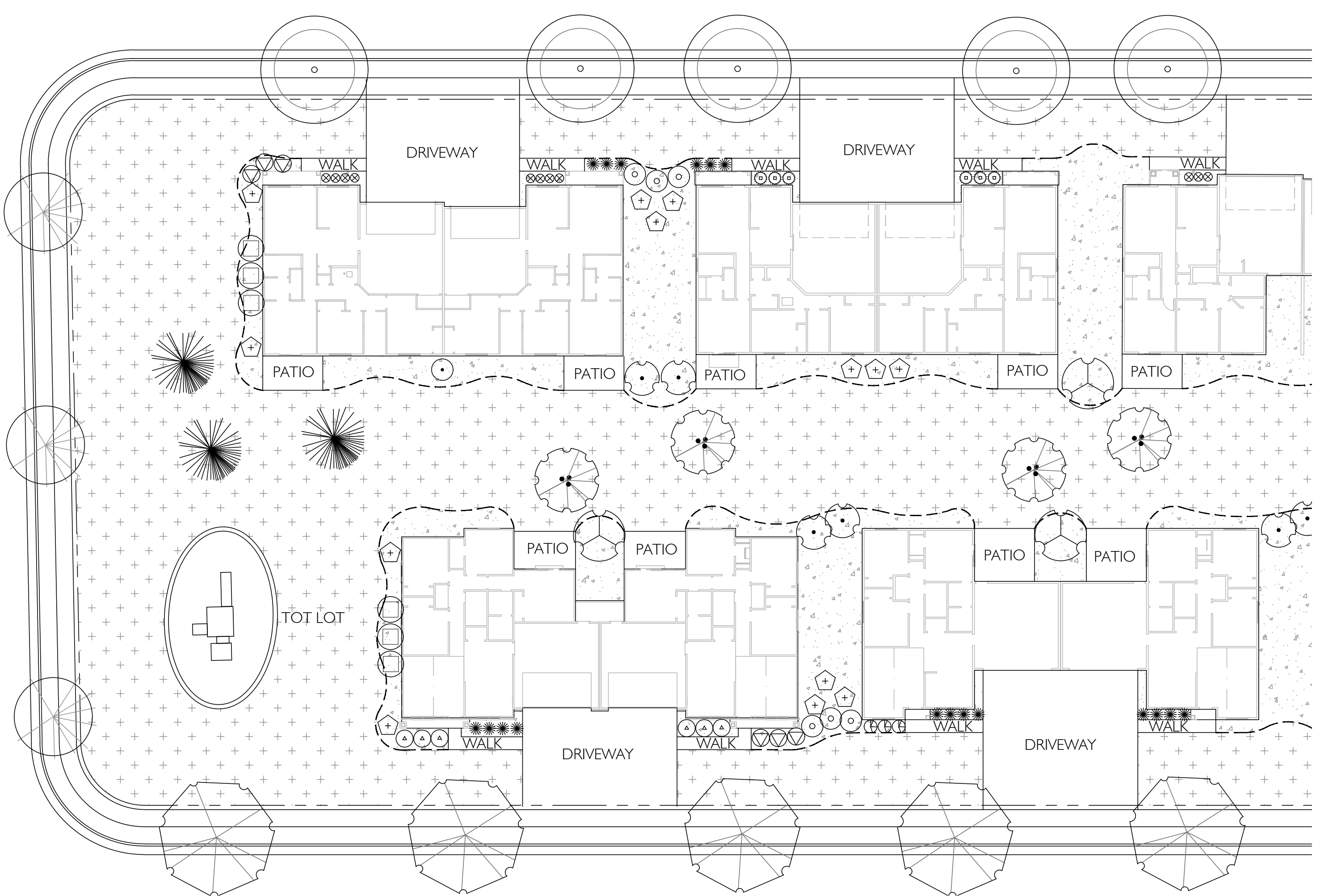
SHEET L106

SHEET L107



OVERALL LANDSCAPE PLAN
SCALE: 1"=100'-0" NORTH

A



TYPICAL UNIT LANDSCAPE PLAN
SCALE: 1"=100'-0" NORTH

B

LANDSCAPE SCHEDULE

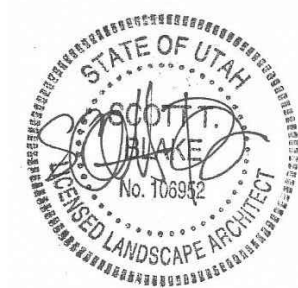
SYM	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE																																																																																
	555	TREES																																																																																		
	63	ACER TRUN. x A. PLAT. 'WARRENRED'	PACIFIC SUNSET MAPLE	2" CAL.																																																																																
	50	CERCIS CANADENSIS - CLUMP	EASTERN REDBUD - CLUMP	15 GAL.																																																																																
	85	GLEDITSIA TRIA. INERMIS 'IMPERIAL'	IMPERIAL HONEYLOCUST	2" CAL.																																																																																
	52	MALUS 'RADIANT' - CLUMP	RADIANT CRABAPPLE - CLUMP	15 GAL.																																																																																
	41	PICEA PUNGENS GLAUCA	COLORADO BLUE SPRUCE	7'																																																																																
	60	PRUNUS VIRGINIANA 'CANADA RED'	CANADA RED CHOKECHERRY	2" CAL.																																																																																
	11	SYRINGA RETICULATA 'IVORY SILK'	I. S. JAPANESE TREE LILAC	2" CAL.																																																																																
	40	TILIA CORDATA 'GREENSPIRE'	I. S. JAPANESE TREE LILAC	2" CAL.																																																																																
	44	ULMUS X 'FRONTIER'	FRONTIER ELM	2" CAL.																																																																																
	109	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL.																																																																																
		SHRUBS																																																																																		
		BERBERIS THUN. ATRO. 'RUBY CAROUSEL'	RUBY CAROUSEL BARBERRY	2 GAL.																																																																																
		BUXUS MICROPHYLLA ASIATIC 'WINTER GEM'	WINTER GEM BOXWOOD	2 GAL.																																																																																
		PHYSOCARPUS OPULUS 'SUMMER WINE'	SUMMER WINE NINEBARK	2 GAL.																																																																																
		EUONYMUS ALATUS COMPACTA	DWARF BURNING BUSH	2 GAL.																																																																																
		PRUNUS BESSEYI 'PAWNEE BUTTES'	P. BUTTES SAND CHERRY	2 GAL.																																																																																
		PRUNIS x CISTENA	CISTENA PLUM	2 GAL.																																																																																
		ROSA MEIDILAND 'WHITE'	WHITE MEIDILAND ROSE	2 GAL.																																																																																
		RHUS AROMATICA 'GROW LOW'	GROW LOW SUMAC	2 GAL.																																																																																
		SPIRAEA BUTLIFOLIA 'GLOW GIRL'	GLOW GIRL SPIREA	2 GAL.																																																																																
		TAXUS BACCATA REPANDENS	DWARF ENGLISH YEW																																																																																	
		NATIVE AREA SHRUBS																																																																																		
		AMELANCHIER ALNIFOLIA	SASKATOON SERVICEBERRY	1 GAL.																																																																																
		RHUS GLABRA	SMOOTH SUMAC	1 GAL.																																																																																
		PRUNUS VIRGINIANA MELANOCARPA	CHOKECHERRY	1 GAL.																																																																																
		ORNAMENTAL GRASSES																																																																																		
		CALAMAGROSTIS x ACUT. 'KARL FOERSTER'	K. F. FEATHER GRASS	1 GAL.																																																																																
		MISCANTHUS SINENSIS 'GRACILLIMUS'	SLENDER MAIDEN GRASS	1 GAL.																																																																																
		PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	1 GAL.																																																																																
TURF																																																																																				
403,420 S.F. CHANSHARE IMPERIAL BLUE				SOD																																																																																
129,006 S.F. GRASS - NON-IRRIGATED																																																																																				
<table><tr><th>Name</th><th>Variety</th><th>Scientific Name</th><th>Bulk Lbs.</th><th>Bulk %</th><th>PLS Lbs.</th><th>PLS %</th><th>PLS/Acre</th></tr><tr><td>Wheatgrass, Crested</td><td>Ephraim</td><td>Agropyron Christiantum</td><td>4.59</td><td>27.03%</td><td>4.59</td><td>27.03%</td><td>4</td></tr><tr><td>Wheatgrass, Streambank</td><td>Sodar</td><td>lancoelatus ssp. lanceolatus</td><td>4.59</td><td>27.03%</td><td>4.59</td><td>27.03%</td><td>4</td></tr><tr><td>Fescue, Sheep</td><td>VNS</td><td>Festuca vira var. ovina</td><td>1.15</td><td>6.76%</td><td>1.15</td><td>6.76%</td><td>1</td></tr><tr><td>Lewis Flax</td><td>Appar</td><td>Linum Levwsiil</td><td>1.15</td><td>6.76%</td><td>1.15</td><td>6.76%</td><td>1</td></tr><tr><td>Wheatgrass, Western</td><td>Barton</td><td>Pascopyrum smithii</td><td>2.30</td><td>13.51%</td><td>2.30</td><td>13.51%</td><td>2</td></tr><tr><td>Biggrass, Sandberg</td><td>VNS</td><td>Poa secunda</td><td>0.57</td><td>3.38%</td><td>0.57</td><td>3.38%</td><td>0.5</td></tr><tr><td>Wheatgrass, Snake River</td><td>Secar</td><td>Elymus wawawaiensis</td><td>2.30</td><td>13.51%</td><td>2.30</td><td>13.51%</td><td>2</td></tr><tr><td>Alkali sacaton</td><td>VNS</td><td>Sporobolus aioides</td><td>0.34</td><td>2.03%</td><td>0.34</td><td>2.03%</td><td>0.3</td></tr><tr><td>Total</td><td></td><td></td><td>17.00</td><td>100.0%</td><td>17.00</td><td>100.0%</td><td>14.8</td></tr></table>					Name	Variety	Scientific Name	Bulk Lbs.	Bulk %	PLS Lbs.	PLS %	PLS/Acre	Wheatgrass, Crested	Ephraim	Agropyron Christiantum	4.59	27.03%	4.59	27.03%	4	Wheatgrass, Streambank	Sodar	lancoelatus ssp. lanceolatus	4.59	27.03%	4.59	27.03%	4	Fescue, Sheep	VNS	Festuca vira var. ovina	1.15	6.76%	1.15	6.76%	1	Lewis Flax	Appar	Linum Levwsiil	1.15	6.76%	1.15	6.76%	1	Wheatgrass, Western	Barton	Pascopyrum smithii	2.30	13.51%	2.30	13.51%	2	Biggrass, Sandberg	VNS	Poa secunda	0.57	3.38%	0.57	3.38%	0.5	Wheatgrass, Snake River	Secar	Elymus wawawaiensis	2.30	13.51%	2.30	13.51%	2	Alkali sacaton	VNS	Sporobolus aioides	0.34	2.03%	0.34	2.03%	0.3	Total			17.00	100.0%	17.00	100.0%	14.8
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CRUSHED GRAVEL MULCH - STAKER PARSONS, COPPER CANYON, 1"-1 1/2"				3" MIN.																																																																																
COBBLE MULCH - 3"				4" MIN.																																																																																

LANDSCAPE TABULATIONS

TOTAL PROJECT LANDSCAPE AREA	761,390 S.F.
TURF AREAS	403,420 S.F. 53%
PLANTER BED AREAS	228,964 S.F. 30%
NATIVE REVEGATION AREAS	129,006 S.F. 17%
TREES PROVIDED - TURF AND PLANTER AREAS	555 TREES

LANDSCAPE GENERAL NOTES

- Contractor shall locate and verify the existence of all utilities within project area prior to commencement of work.
- Do not commence planting operation until rough grading has been completed.
- All plants shall bear the same relationship to finished grade as the original grade before digging.
- All alterations to these drawings during construction shall be approved by the Project Representative and recorded on "as Built" drawings by the Contractor.
- Pre-emergent herbicide shall be used prior to mulch placement.
- All plant materials shall conform to the minimum guidelines established by the American Standard for Nursery Stock, published by the American Nursery Association, Inc.
- All plants to be balled and burlapped or container grown, unless otherwise noted on the plant list.
- The contractor shall supply all plant material in quantities sufficient to complete the planting shown on the drawings.
- Any proposed substitutions of plant species shall be made with plants of equivalent overall form, height, branching habit, flower, leaf color, fruit and culture only as approved by the Project Representative.
- The Contractor shall locate and verify all existing utility lines prior to planting and shall report any conflicts to the Landscape Architect.
- Stake location of all proposed planting for approval by the Landscape Architect prior to commencement of planting.
- All turf areas shall receive four inches (4") of topsoil prior to planting. All shrub, groundcover, and perennial beds shall receive four inches (4") of topsoil prior to planting.
- Submit topsoil report prepared by a qualified soil testing laboratory prior to soil placement. Topsoil shall meet the following mechanical analysis:
Sand (0.05 - 2.0 mm Dia.) 20 - 70%
Clay (0.002 - 0.05 mm Dia.) 20 - 70%
The max. retained on a #10 sieve will be 15 percent. the topsoil shall meet the following analysis criteria:
pH Range of 5.5 to 8.2, a min. of 4% and max. of 8% organic matter content and free of stones 3/4" or larger. Soluble salts <2 dS/m or mmho/cm and sodium absorption ration (sar) <6.
- All tree rings and plant beds to receive mulch as specified in the Landscape Schedule.



ISSUE DESCRIP.	DATE
	09.28.2018

#	REV.	DESCRIPTION	DATE
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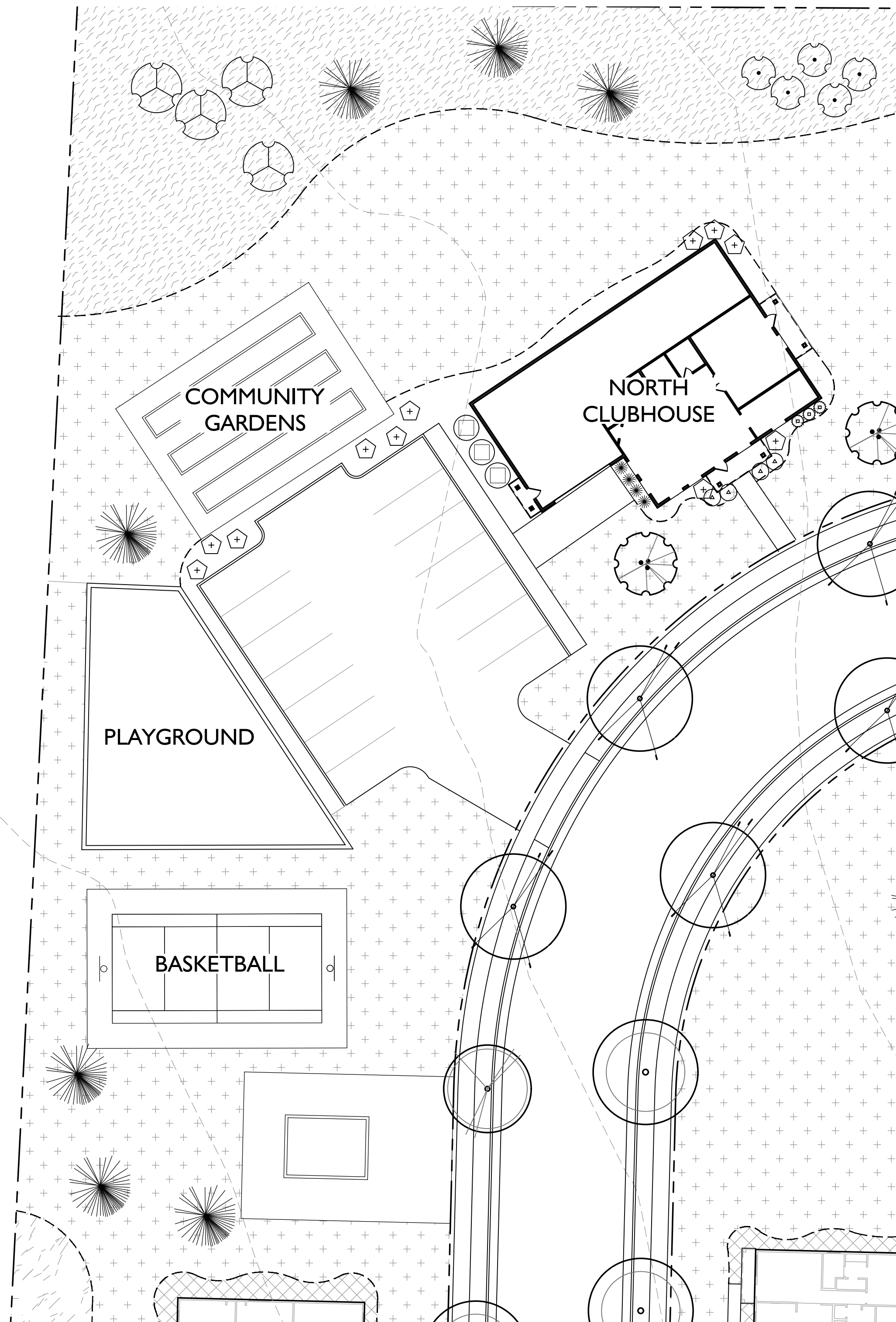
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IRRIGATION GENERAL NOTES

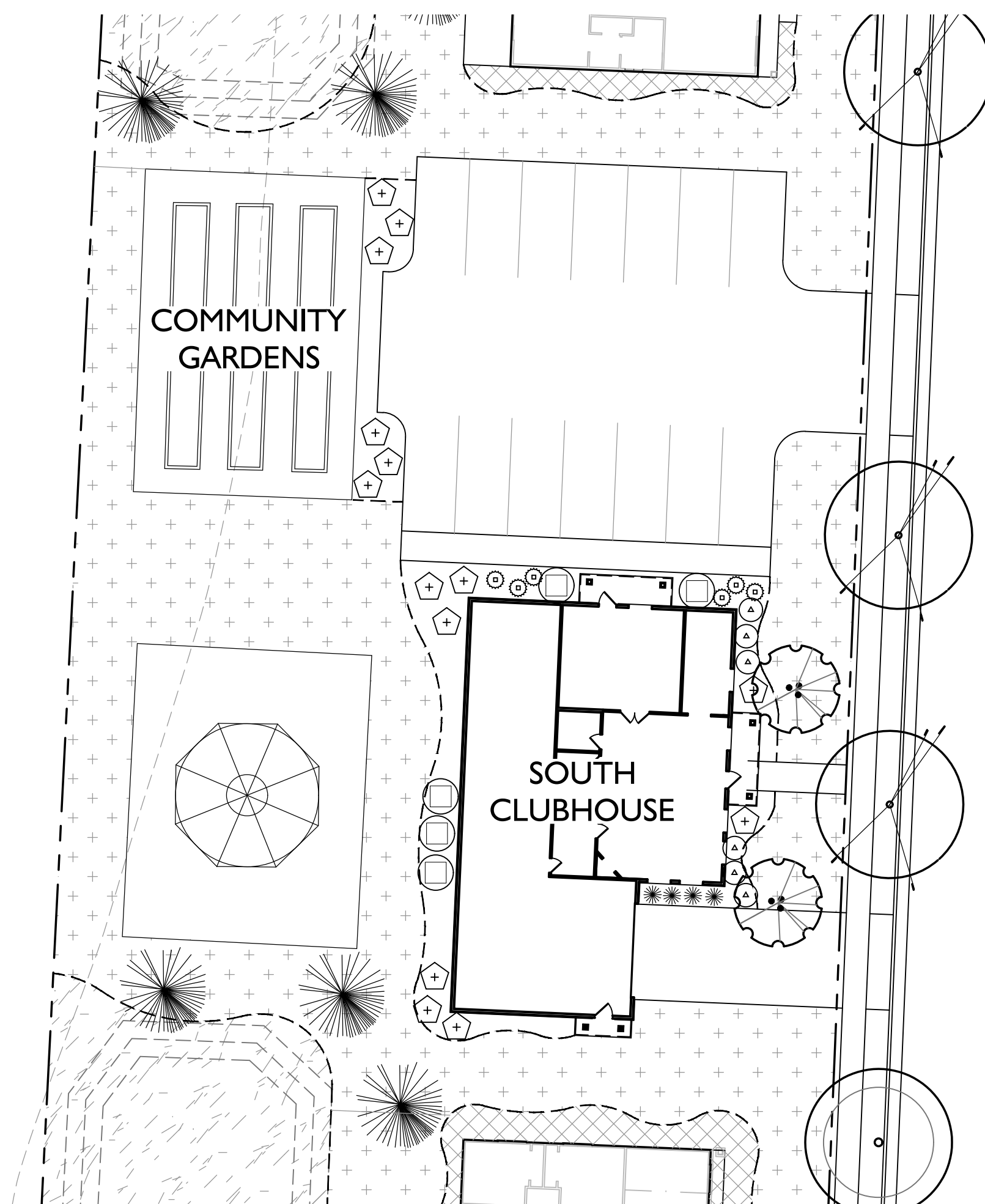
- Turf areas to be irrigated with spray or rotor head nozzles.
- planter bed areas to be irrigated with drip irrigation system.
- turf areas to be watered with separate irrigation zones from planter bed areas.
- Locate irrigation zones based on plant water needs and site micro-climatic conditions.
- entire irrigation system to be controlled with automatic irrigation controller.
- Irrigation design based on schematic layout of turf-shrub areas, along with schematic depiction of buildings. Any major deviation in building design and/or turf-shrub areas may require re-design of irrigation system.
- Exact locations of major irrigation components to be approved by the Owner's Representative in the field prior to installation.
- Contractor is responsible to verify material counts and square footages. Irrigation table quantities provided as a courtesy. In the event of a discrepancy, plan quantities take precedence over table quantities.
- Contact the local underground utility services for utility location and identification.
- Perform excavation in the vicinity of underground utilities with care and if necessary, by hand. The Contractor bears full responsibility for this work and disruption or damage to utilities shall be repaired immediately at no expense to the Owner.
- Place remote control valves in logical groupings as field conditions permit. All remote control valves and quick coupler valves shall be isolated from the main line via an isolation valve as shown in details.
- Quick coupler valves in landscaped areas shall be installed as close as possible to plan locations. Quick coupler valve spacing shall not exceed 200 feet apart to allow for hand watering of plant material.
- Sprinklers are placed at various percentages of manufacturers published radii. see Irrigation table for specific spacing. Spray heads typically shown at 90% of manufacturer's published coverage radius. Rotor heads typically shown at 90% of manufacturer's published 90% coverage radius.
- Spray sprinklers are designed for 30 PSI at the head. Rotor sprinklers are designed for 50 PSI at the head.
- Rotor zones may be shown with same nozzles for half circle and full circle heads, full circle head zones shall need double run time on controller. Rotor zones using the same nozzle for half circle and full circle heads shall be placed on separate zones.
- POC's and Main line are designed for one zone to be operated at a time, per POC & Controller.

LANDSCAPE SCHEDULE

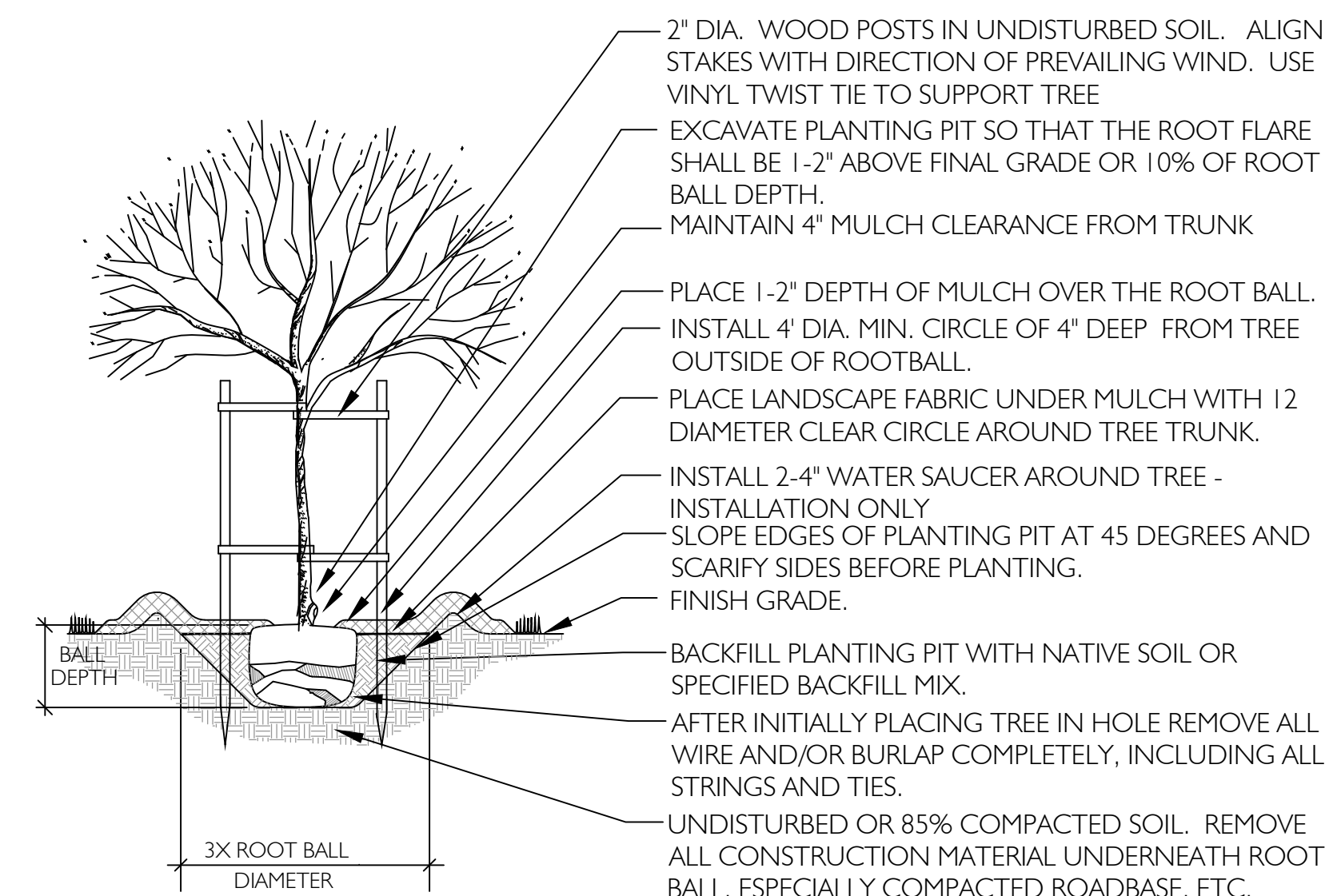
SYM	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE
	555	TREES		
	63	ACER TRUN. x A. PLAT. 'WARRENRED'	PACIFIC SUNSET MAPLE	2" CAL.
	50	CERCIS CANADENSIS - CLUMP	EASTERN REDBUD - CLUMP	15 GAL.
	85	GLEDITSIA TRIA. INERMIS 'IMPERIAL'	IMPERIAL HONEYLOCUST	2" CAL.
	52	MALUS 'RADIANT' - CLUMP	RADIANT CRABAPPLE - CLUMP	15 GAL.
	41	PICEA PUNGENS GLAUCA	COLORADO BLUE SPRUCE	7'
	60	PRUNUS VIRGINIANA 'CANADA RED'	CANADA RED CHOKECHERRY	2" CAL.
	11	SYRINGA RETICULATA 'IVORY SILK'	I. S. JAPANESE TREE LILAC	2" CAL.
	40	TILIA CORDATA 'GREENSPIRE'	I. S. JAPANESE TREE LILAC	2" CAL.
	44	ULMUS X 'FRONTIER'	FRONTIER ELM	2" CAL.
	109	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL.
		SHRUBS		
		BERBERIS THUN. ATRO. 'RUBY CAROUSEL'	RUBY CAROUSEL BARBERRY	2 GAL.
		BUXUS MICROPHYLLA ASIATIC 'WINTER GEM'	WINTER GEM BOXWOOD	2 GAL.
		PHYSOCARPUS OPULUS 'SUMMER WINE'	SUMMER WINE NINEBARK	2 GAL.
		EUONYMUS ALATUS COMPACTA	DWARF BURNING BUSH	2 GAL.
		PRUNUS BESSEYI 'PAWNEE BUTTES'	P. BUTTES SAND CHERRY	2 GAL.
		PRUNIS x CISTENA	CISTENA PLUM	2 GAL.
		ROSA MEIDLAND 'WHITE'	WHITE MEIDLAND ROSE	2 GAL.
		RHUS AROMATICA 'GROW LOW'	GROW LOW SUMAC	2 GAL.
		SPIRAEA BUTILIFOLIA 'GLOW GIRL'	GLOW GIRL SPIREA	2 GAL.
		TAXUS BACCATA REPANDENS	DWARF ENGLISH YEW	
		NATIVE AREA SHRUBS		
		AMELANCHIER ALNIFOLIA	SASKATOON SERVICEBERRY	1 GAL.
		RHUS GLABRA	SMOOTH SUMAC	1 GAL.
		PRUNUS VIRGINIANA MELANOCARPA	CHOKECHERRY	1 GAL.
		ORNAMENTAL GRASSES		
		CALAMAGROSTIS x ACUT. 'KARL FOERSTER'	K. F. FEATHER GRASS	1 GAL.
		MISCANTHUS SINENSIS 'GRACILLIMUS'	SLENDER MAIDEN GRASS	1 GAL.
		PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS	1 GAL.



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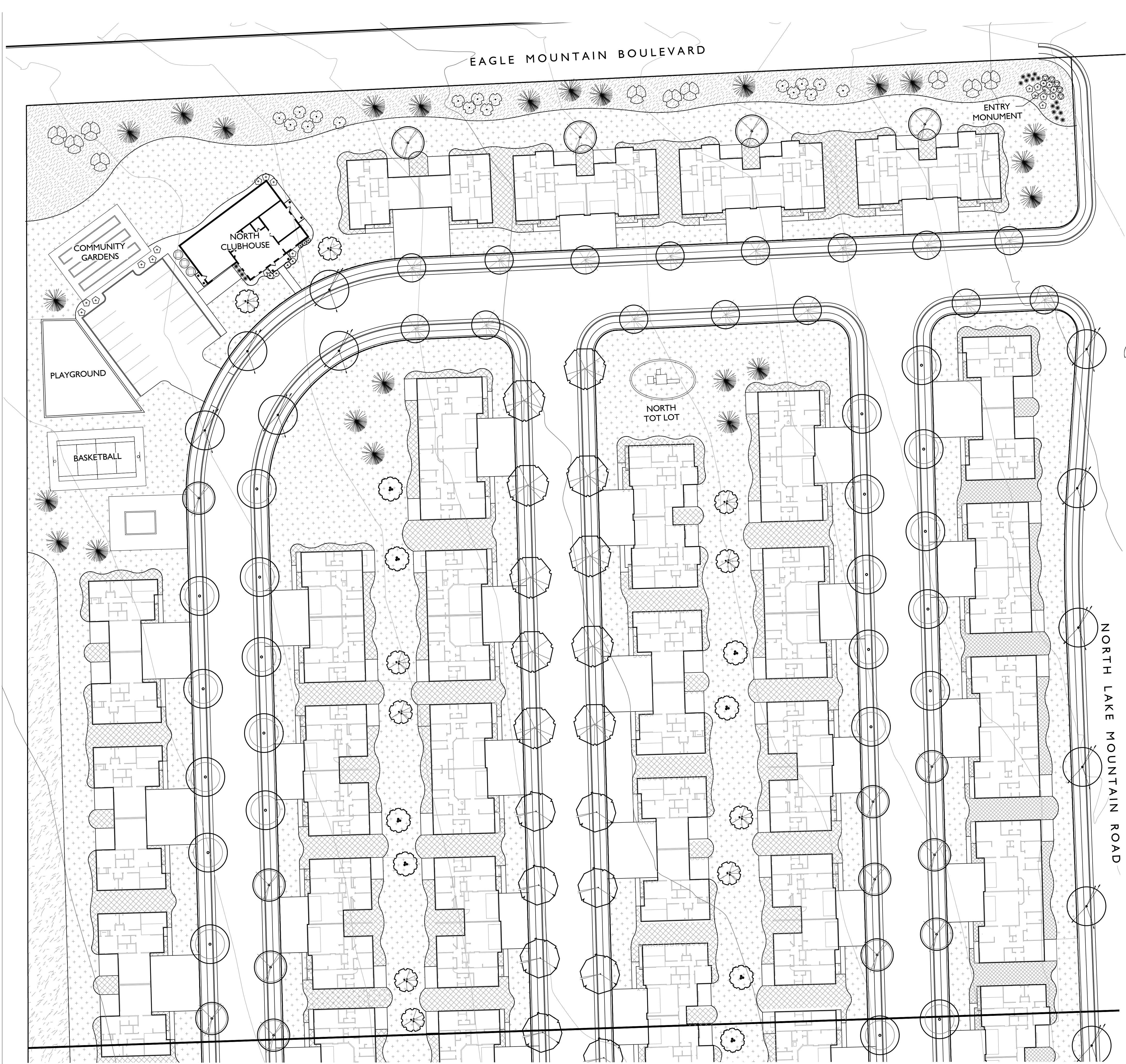
NORTH CLUBHOUSE LANDSCAPE PLAN
SCALE: 1"=100'-0" NORTH

B

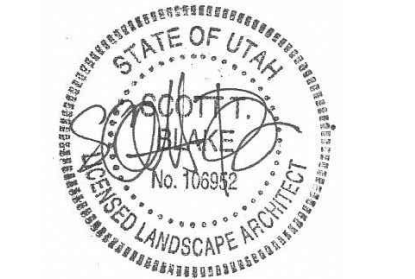
SOUTH CLUBHOUSE LANDSCAPE PLAN
SCALE: 1"=100'-0" NORTH

C

TREE AND SHRUB PLANTING
NOT TO SCALE



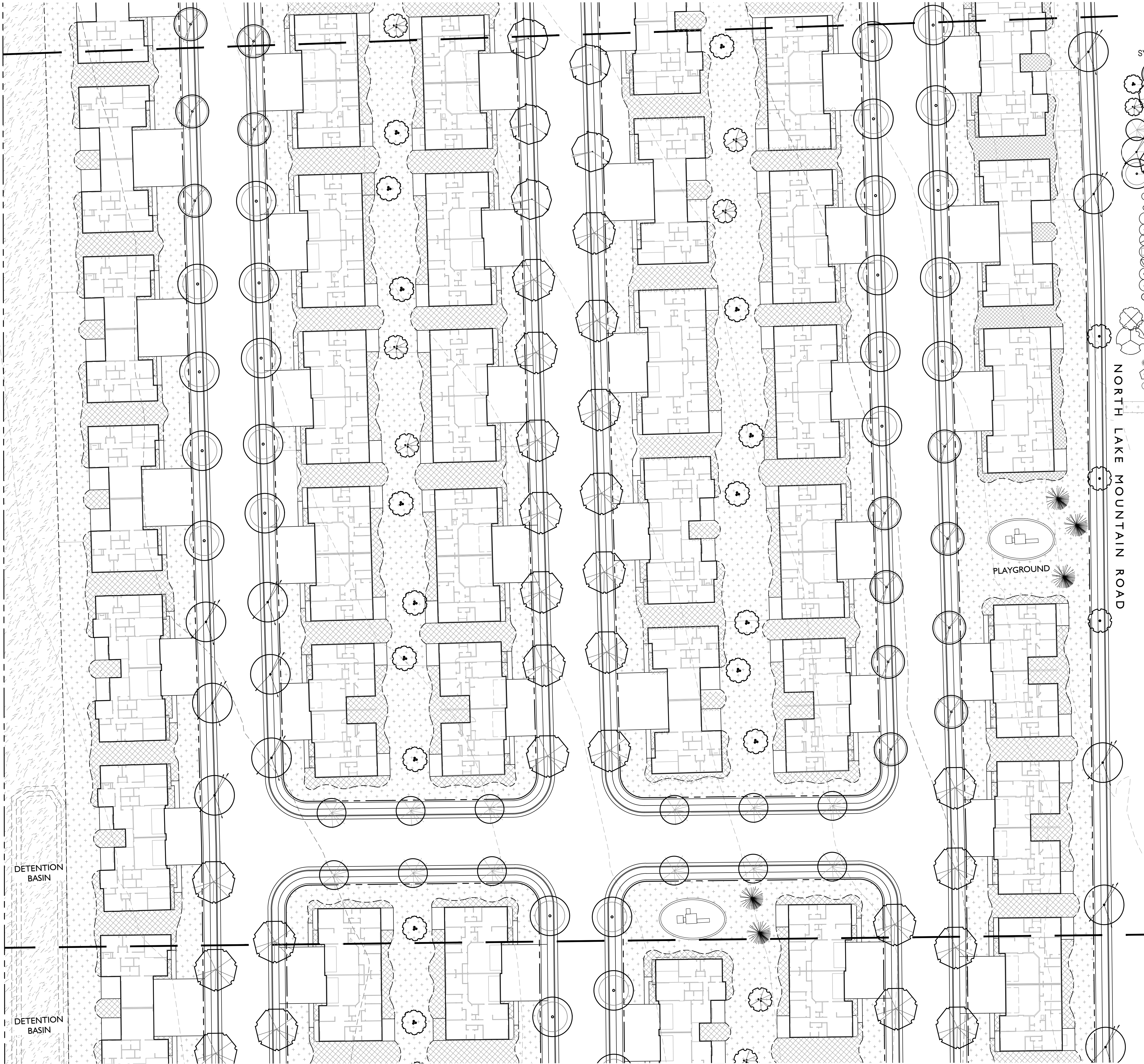
LANDSCAPE SCHEDULE			
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		PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS
		TURF	
	403,420 S.F.	CHANSARE IMPERIAL BLUE	



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	09.28.2018

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		TURF	
		403,420 S.F. CHANSHARE IMPERIAL BLUE	

NORTH LAKE MOUNTAIN ROAD

PLAYGROUND

DETENTION BASIN

DETENTION BASIN

A

LANDSCAPE PLAN

SCALE: 1"=30'-0" NORTH

STATION AT EAGLE MOUNTAIN
EAGLE MOUNTAIN BOULEVARD
EAGLE MOUNTAIN, UTAH

LANDSCAPE
PLAN

L104

STB
DESIGN

LANDSCAPE ARCHITECTURE
& LAND PLANNING

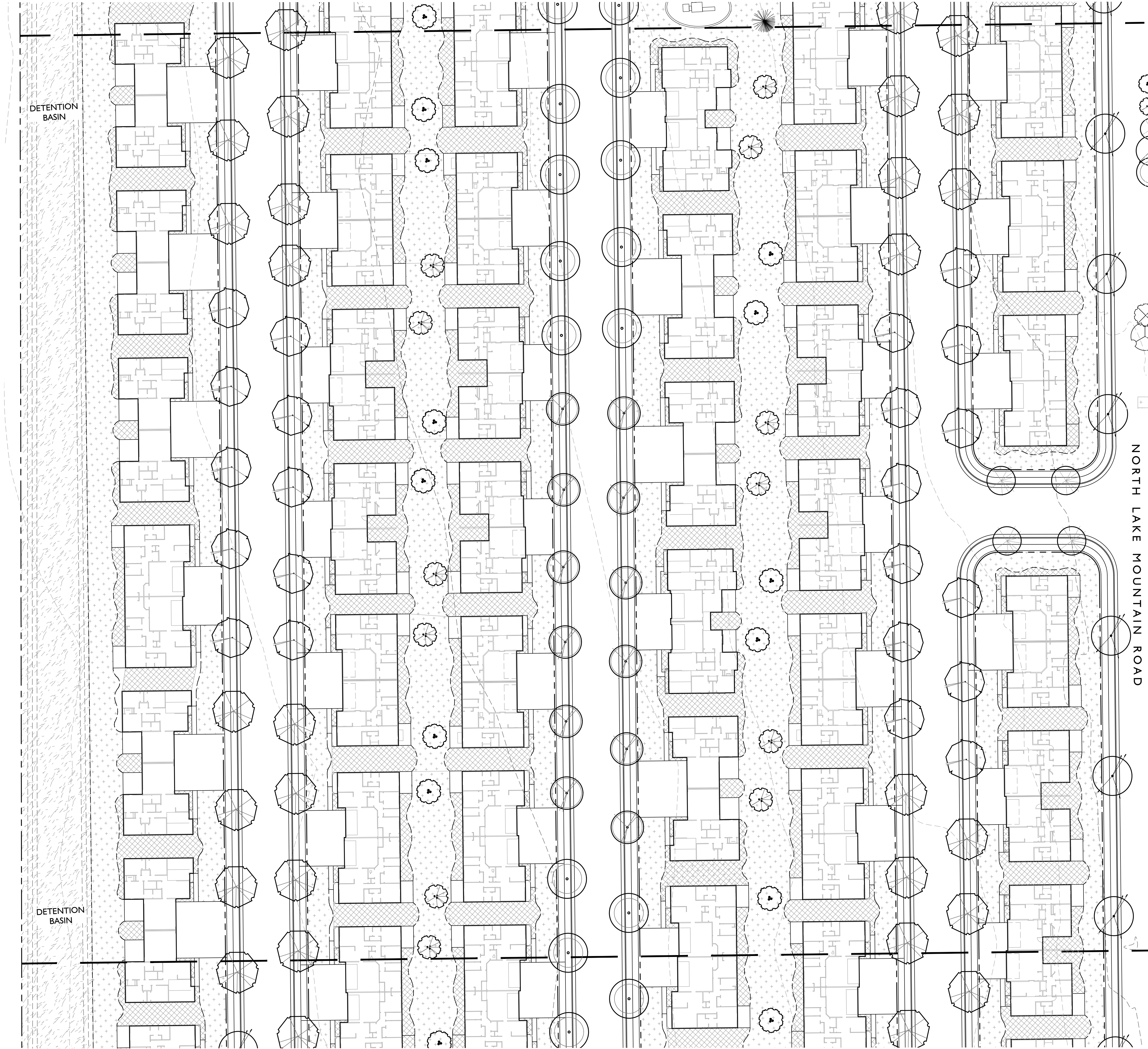
POTOMAC BUSINESS CENTER
699 EAST SOUTH TEMPLE, 2010
SALT LAKE CITY, UTAH 84102
PH/TXT/MO 801.554.6146
SCOTT@STBDDESIGNLLC.COM

STATE OF UTAH
LANDSCAPE ARCHITECT
No. 1088

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		TURF	
		403,420 S.F. CHANSHARE IMPERIAL BLUE	

NORTH LAKE MOUNTAIN ROAD

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LANDSCAPE PLAN
SCALE: 1"=30'-0" NORTH

STATION AT EAGLE MOUNTAIN
EAGLE MOUNTAIN BOULEVARD
EAGLE MOUNTAIN, UTAH

LANDSCAPE
PLAN

L105

STB
DESIGN

LANDSCAPE ARCHITECTURE
& LAND PLANNING

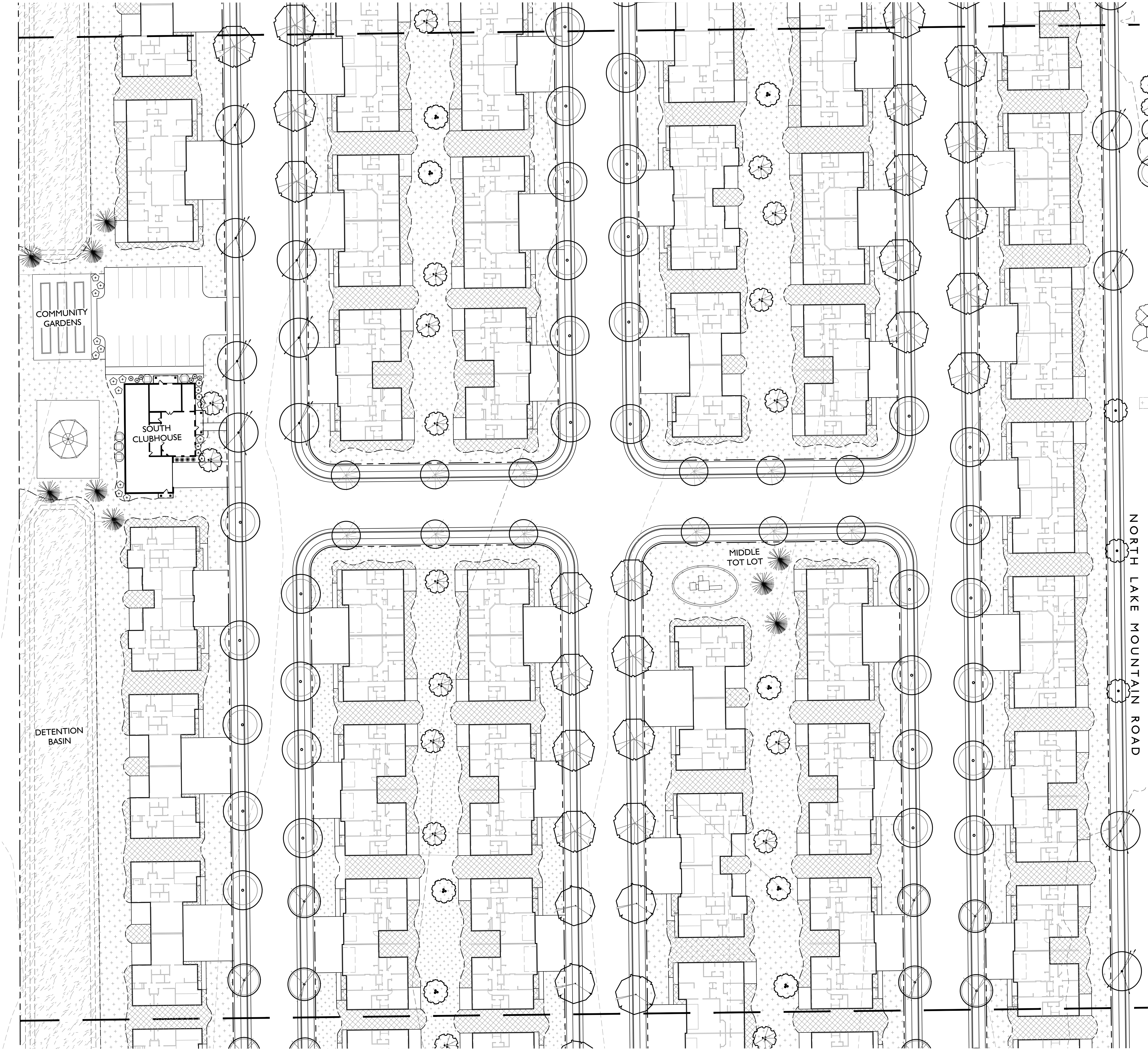
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SALT LAKE CITY, UTAH 84102
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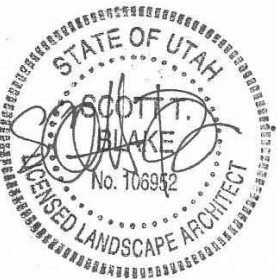
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		PANICUM VIRGATUM 'HEAVY METAL'	HEAVY METAL SWITCH GRASS
		TURF	
		403,420 S.F. CHANSHARE IMPERIAL BLUE	



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	09.28.2018

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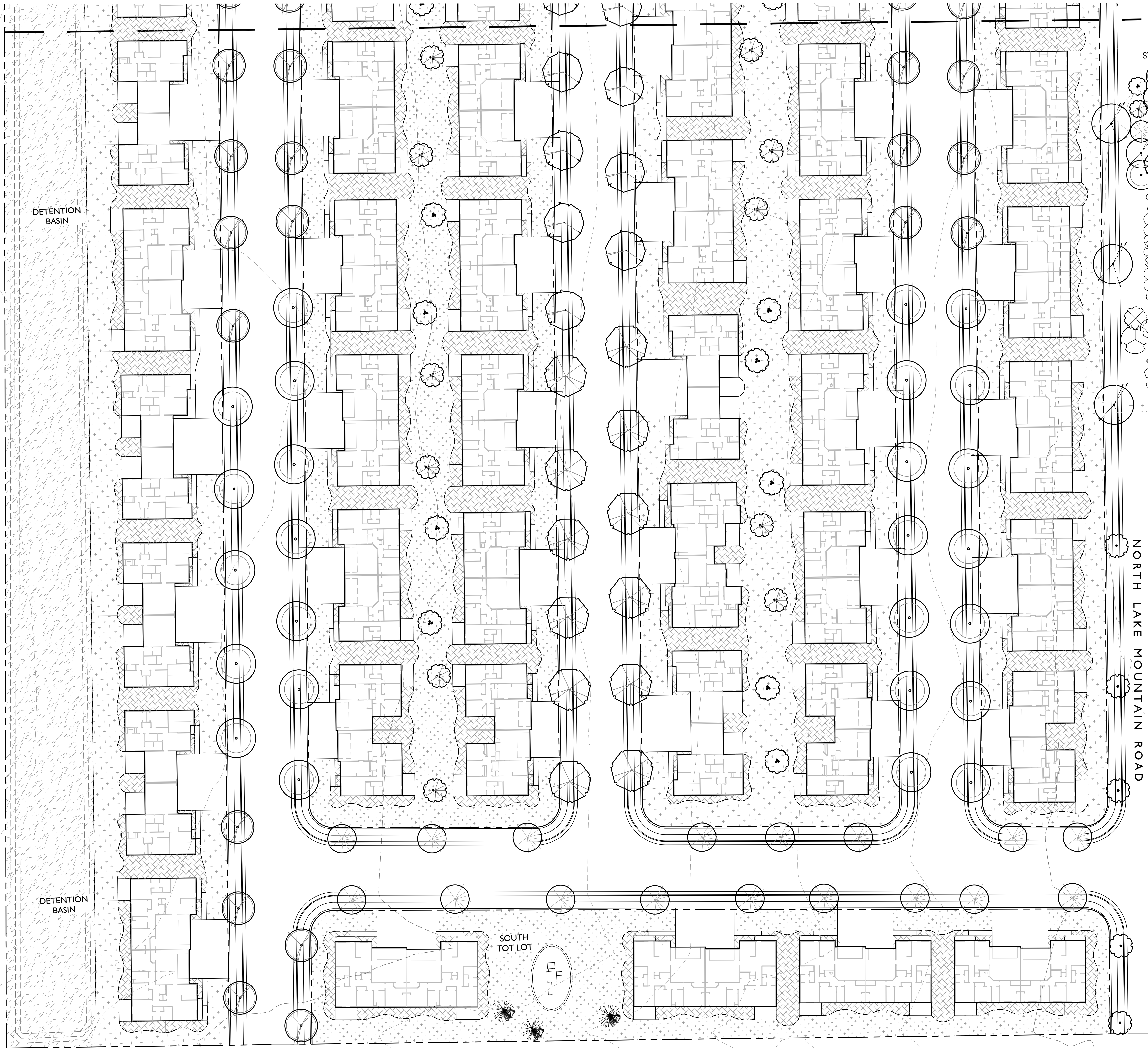
STATION AT EAGLE MOUNTAIN
EAGLE MOUNTAIN BOULEVARD
EAGLE MOUNTAIN, UTAH

LANDSCAPE
PLAN

L106

A

LANDSCAPE PLAN
SCALE: 1"=30'-0" NORTH



LANDSCAPE SCHEDULE

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		403,420 S.F. CHANSHARE IMPERIAL BLUE	



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STATION AT EAGLE MOUNTAIN
EAGLE MOUNTAIN BOULEVARD
EAGLE MOUNTAIN, UTAH

LANDSCAPE PLAN

L107

A

LANDSCAPE PLAN
SCALE: 1"=30'-0" NORTH

Parks & Open Space Worksheet

Directions: Submit a completed worksheet with your preliminary plat or site plan application. Proposed amenities and park designs are subject to approval by the Planning Commission and City Council

Required Improved Open Space

Residential Lots/Units		Required Open Space (Square Feet)		Required Open Space (Acres)
308	X 1,000 =	308,000.00	/ 43,560 =	7.07 Acres

Park Fee-In-Lieu (if applicable)

Required Open Space (Square Feet)		Total Fee-in-Lieu
308,000.00	X \$3.75	\$1,155,000.00

Required Amenity Points

Required Open Space (Acres)		Required Amenity Points
7.07	X 100	707.07

Parks & Improved Open Space Elements/Amenities

Park Feature / Improvement	Points Available	Proposed Quantities	Proposed Points
Bench/Picnic Table (w/ shade structure or trees)	2	10	20
Bicycle Rack (4+ bikes)	2	10	20
Trees (5) (a majority must be shade trees)	2	65	26
Shade Structure	4	0	0
Drinking Fountain	5	2	10
Asphalt or Concrete Trails - 8ft wide, excluding sidewalks along streets (per 100 linear feet)	6	1100	66
Parking* (5 Stalls)	6	8	48
Swings (4+ Swings)	7	2	14
Concrete Basketball Court (1/2 Court)	20	0	0
Pavilion w/tables, garbage receptacles, barbeques (per 100 square feet)	4	2200	88
Playground Equipment* <u>Per \$1,000</u>	2	150,000	300
Splash Pad* <u>Per \$1,000</u>	2	135800	272
Tennis court (6,600 sq ft or 55' x 120')	100		0
Sports court (6,600 sq ft or 55'x120')	100	1	100
Restroom (600+ sq ft)	100	1	100
Restroom (1,200+ sq ft)	200		0
Public Art	Varies		
Other: Garden Boxes	Varies		100
Other: Lighting at Sports Court	Varies		50
Other: Masonry Fencing	Varies		0
Other: Community Center 1 - 3,500 SF	Varies		690
Other: Community Center 2 - 1,440 SF	Varies		72
Other:	Varies		0
Other:	Varies		
Total			1,976

* Public art should reflect the neighborhood or community identity or culture. Creativity is encouraged in playground equipment and splash pads, and may be awarded more points than Standard Equipment. Costs for playground equipment and splash pads reflect equipment costs only. Parking must be adjacent to

Improved open space, and must be in addition to any required parking for the development.

excess points available for buydown	1,269
additional open space needed	3.90
buydown @ 150 points/acre	8.46
Required open space after buydown	-1.39
Provided Open Space	3.17



PHASE I ENVIRONMENTAL SITE ASSESSMENT

EAGLE MOUNTAIN PROPERTY

Approximately East Eagle Mountain Boulevard & North Lake Mountain
Road
Eagle Mountain, Utah

WT Reference No. 6128JA159

Prepared For:

Horizon Development Enterprises, LLC
1466 North Highway 89, Suite 220
Farmington, Utah 84025

September 25, 2018



Sarah Reddinger
Environmental Scientist



Vicki L. Aullman
Environmental Project Manager, SLC



September 25, 2018

Horizon Development Enterprises, LLC
1466 North Highway 89, Suite 220
Farmington, Utah 84025

Attn: Mr. Kirt Peterson

Re: Phase I Environmental Site Assessment WT Job No. 6128JA159
Eagle Mountain Property
Approximately East Eagle Mountain Boulevard & North Lake Mountain Road
Eagle Mountain, Utah

Western Technologies Inc. presents this Phase I Environmental Site Assessment of the Eagle Mountain Property at approximately East Eagle Mountain Boulevard & North Lake Mountain Road in Eagle Mountain, Utah. The results of our assessment, significant findings and conclusions are presented in the enclosed report.

This report completes the agreed scope of services. If you have any questions or if we may be of further assistance to you, please do not hesitate to contact us. Thank you for allowing us to provide these services.

Sincerely,
WESTERN TECHNOLOGIES INC.

Vicki L. Aullman
Environmental Project Manager

Copies to: Addressee (1)

TABLE OF CONTENTS

	<u>Page No.</u>
EXECUTIVE SUMMARY	i
1.0 INTRODUCTION	1
1.1 Project Authorization	1
1.2 User Reliance	1
1.3 Environmental Professionals Statement	1
1.4 Purpose	1
1.5 Scope of Services	2
2.0 PROPERTY AND AREA INFORMATION	2
2.1 Current Property Use and Occupancy	2
2.2 Property Improvements and Features	2
2.3 Utilities	2
2.4 Current Adjoining Property Use and Description	2
2.5 Physical Setting Sources	3
3.0 RECONNAISSANCE FOR KNOWN AND SUSPECT RECS	3
3.1 Potential PCB Sources	3
3.2 Aboveground Storage Tanks (ASTs)	4
3.3 Underground Storage Tanks (USTs)	4
3.4 Hazardous Substances, Petroleum Products, and Containers	4
3.5 Solid Waste Indicators	4
3.6 Wastewater, Stormwater, and Other Liquid Discharges	4
3.7 Air Emission Control Equipment	5
3.8 Existing or Former Wells	5
4.0 INTERVIEWS	5
4.1 Interviews with the User of this Report	5
4.2 Interviews with the Property Owner, Current Operators, or Occupants	6
4.3 Interviews with Past Owners, Operators, or Occupants	6
4.4 Interviews with Others	6
5.0 HISTORICAL RECORDS INFORMATION	6
5.1 Property Tax Files	6
5.2 Land Title Records	7
5.3 Zoning/Land Use Records	7
5.4 Local Street Directories	7
5.5 Building Inspection Records	7
5.6 Fire Insurance Maps	7
5.7 Topographic Maps and Atlases	7
5.8 Aerial Photography	8
6.0 ENVIRONMENTAL RECORDS REVIEW	8
6.1 Federal USEPA Records Results	8

TABLE OF CONTENTS

	<u>Page No.</u>
6.2 Utah UDEQ Records Results	8
6.3 Additional Records Reviews	9
7.0 SUMMARY OF ASSESSMENT	9
7.1 Findings	9
7.2 Conclusions and Recommendations	9
8.0 LIMITATIONS	9
9.0 REFERENCES	10
9.1 Contacts.....	10
9.2 Reports and Publications	10
Appendix A Figures	
Appendix B Picture Log	
Appendix C Questionnaires and Correspondence	
Appendix D Historical Records	
Appendix E Database Report	

EXECUTIVE SUMMARY

Western Technologies Inc. (WT) completed a Phase I Environmental Site Assessment (ESA) of the Eagle Mountain Property at approximately Eagle Mountain Boulevard and North Lake Mountain Road, Eagle Mountain, Utah. The purpose of this ESA was to identify to the extent feasible, pursuant to the processes described herein, recognized environmental conditions (RECs), in connection with the Property.

The Property consisted of vacant, undeveloped land and is planned for development as a residential subdivision. The entire parcel is approximately 195.7 acres. The ground surface was covered with weeds and dirt. A couple of dirt roads run through the Property. North Lake Mountain Road paved road ran through the Property. Utilities were along the adjoining streets and new residential housing was to the north and far west of the Property. The mountain was located to the east and vacant undeveloped farm land was to the south. Large power lines ran from north to south along the western portion of the Property and several pad mounted transformers were located on the Property along North Mountain Road.

WT did not observe evidence of physical features indicative of past uses of the Property, or to the extent observable, of the adjoining sites or surrounding area on historic aerials and topographic maps. Historic aerial photographs and topographic maps indicate the Property has been vacant, undeveloped land since at least 1939. WT did not find information through this ESA process to suggest that offsite locations had contributed to or caused potential impacts leading to recognized environmental conditions on the Property, under current conditions.

WT found no regulatory agency database entries pertaining to the Property or sites within the designated ASTM minimum search distances.

This ESA revealed no evidence of RECs currently in connection with the Property, and WT makes no recommendations for further assessment at this time. If additional information becomes available or known that may suggest the presence of RECs currently in connection with the Property, contact this firm for potential recommendations.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

EAGLE MOUNTAIN PROPERTY APPROXIMATELY EAST EAGLE MOUNTAIN BOULEVARD & NORTH LAKE MOUNTAIN ROAD EAGLE MOUNTAIN, UTAH

JOB NO. 6128JA159

1.0 INTRODUCTION

This report presents the results of a Phase I Environmental Site Assessment (ESA) of the Eagle Mountain Property at approximately East Eagle Mountain Boulevard & North Lake Mountain Road, Eagle Mountain, Utah ("the Property"). According to Utah County Assessor records, the Property consists of a portion of parcel number 59:018:0037 and is part of the Eagle Mountain Property. The cadastral description of the Property relative to the U.S. Public Land Survey System is generally within the northeastern quarter of Section 18, Township 6 South, Range 1 West, Eagle Mountain, Utah County, Utah. Figure 1 in Appendix A shows the approximate location of the Property.

1.1 Project Authorization

Western Technologies Inc. (WT) was authorized by Horizon Development Enterprises, LLC to perform this ESA according to WT Contract No. 6128PA141 dated August 24, 2018.

1.2 User Reliance

WT prepared this ESA for Horizon Development Enterprises, LLC. This ESA may not be utilized or relied upon by any other person or entity without the express written consent of WT and the completion of the User's responsibilities as described in ASTM E 1527-13 and the All Appropriate Inquiries Rule (AAI Rule).

1.3 Environmental Professionals Statement

By our signatures on this report, We, Sarah Reddinger and Vicki L. Aullman, declare that, to the best of our professional knowledge and belief, We meet the definition of Environmental Professional as defined in 40 CFR § 312.10. We have the specific qualifications, based on education, training, and experience, to assess a property of the nature, history, and setting of the Property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

1.4 Purpose

The purpose of this ESA was to identify, to the extent feasible pursuant to the processes described herein, recognized environmental conditions (RECs) in connection with the Property. According to the ASTM E 1527-13, RECs are "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term includes hazardous substances

and petroleum products under circumstances in compliance with applicable law. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.”

1.5 Scope of Services

The scope of services for this ESA generally followed the applicable provisions of the Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM E1527-13) and the scope and limitations in our contract for this project, and consisted of a reconnaissance of the Property, interviews, a review of physical setting information, reviews of historical use research, reviews of standard Federal and State databases and local records, and preparation of this report.

2.0 PROPERTY AND AREA INFORMATION

The reconnaissance of the Property was performed by Vicki L. Aullman on September 12, 2018. No limiting conditions were encountered during the reconnaissance of the Property. Pictures taken during the reconnaissance of the Property are included in Appendix B. Figure 2 in Appendix A depicts general features observed on the Property.

2.1 Current Property Use and Occupancy

The Property consisted of vacant, undeveloped land and is planned for development as a residential subdivision. The entire parcel is approximately 195.7 acres. The ground surface was covered with weeds and dirt.

2.2 Property Improvements and Features

A couple of dirt roads run through the Property. North Lake Mountain Road paved road ran through the Property. Utilities were along the adjoining streets and new residential housing was to the north and far west of the Property. The mountain was located to the east and vacant undeveloped farm land was to the south. Large power lines ran from north to south along the western portion of the Property and several pad mounted transformers were located on the Property along North Mountain Road.

2.3 Utilities

Utilities serving the surrounding Property included water, power, gas, sewer and phone at the roads at the west and north side.

2.4 Current Adjoining Property Use and Description

The area of the Property was within a residential and vacant area of Eagle Mountain, Utah. The sites adjoining the Property consisted of the following:

- North was residential housing across Eagle Mountain Boulevard.
- South was vacant undeveloped farmland.
- West was vacant undeveloped land and a new residential subdivision.
- East was vacant undeveloped farm land and to the far east was the mountain side.

Based on our observations during the reconnaissance, we did not identify evidence of potential RECs on the Property resulting from activities on the adjoining sites.

2.5 Physical Setting Sources

Topographic maps from the United States Geological Survey (USGS) and hydrogeologic reports from the Utah Geological Survey (UGS) were reviewed as standard physical setting sources of information about Property and surrounding area. The physical setting information represents a general indication of topographic and hydrogeologic conditions that may reflect pathways for the migration of hazardous substances and petroleum products onto or away from the Property. However, this regionally-based information may not accurately describe current site-specific physical setting conditions.

According to the USGS Cedar Fort Quadrangle 7.5 Minute Series topographic map (1997), the Property has an approximate elevation ranging from 4,890 to 4,930 feet above Mean Sea Level (MSL) and the terrain slopes down to the northeast.

3.0 RECONNAISSANCE FOR KNOWN AND SUSPECT RECS

This section provides information about potential sources of known and suspect RECs in connection with the Property.

3.1 Potential PCB Sources

Electrical transformers, capacitors, and possibly hydraulic equipment including elevators, are potential sources of PCBs.

Pad mounted transformers were installed along North Lake Mountain Road and were labeled as PacifiCorp transformers. All existing PacifiCorp Power transformers were declared PCB free in 1986, meaning they contain less than 1 ppm of PCBs. The transformers were labeled as containing No PCBs.

3.2 Aboveground Storage Tanks (ASTs)

ASTs consist of portable fuel tanks on construction sites, portable fertilizer tanks in agricultural fields, process tanks in industrial applications, large bulk storage tanks at distribution facilities, storage tanks for the dispensing of fuel and lubricants and for the collection of liquid waste materials, and as integral fuel tanks to back-up power generators.

No ASTs or surface indications of former ASTs were noted during the reconnaissance.

3.3 Underground Storage Tanks (USTs)

Surface indications of existing or former USTs includes pump islands, fill ports, vent pipes, vapor monitoring wells, inventory monitoring equipment, asphalt patches over former tank pits or fuel lines, and remedial systems.

None of the listed surface indications of existing or former USTs was noted during the reconnaissance.

3.4 Hazardous Substances, Petroleum Products, and Containers

At the time of the reconnaissance, WT did not observe indications of the usage, storage, or disposal of hazardous substances or petroleum products in connection with current Property uses. WT did not observe the presence of containers, including drums, pails, bags, bins, silos, or pressurized cylinders, holding hazardous or unknown substances or petroleum products.

3.5 Solid Waste Indicators

Indications of solid waste storage or disposal include dumpsters, roll-off containers, waste piles, uncontrolled disposal of trash, demolition debris, construction debris, or vegetation, wildcat dumping, tires, litter, unusual mounding or depressions, fill or suspected fill from unknown sources, and debris commingled in disturbed surface areas.

Solid waste indicators were not observed on the Property during the reconnaissance.

3.6 Wastewater, Stormwater, and Other Liquid Discharges

Wastewater discharges include existing or former surface impoundments, oil/water separators, sumps, catch basins, injection wells, drywells receiving non-storm water related discharges, wastewater treatment systems, septic systems including tanks, leach fields, and seepage pits, exterior pipe discharges, pits, ponds, and lagoons.

Indications of the listed wastewater or stormwater discharges were not seen on the Property during the reconnaissance.

Indications of spills or releases of liquid phase materials consist of odors, pools of liquid, stains,

corrosion or discoloration on floors, pavement or the ground surface, sheens on water, and stressed vegetation.

No surface indications of the listed liquid waste indicators were observed on the Property during the reconnaissance.

3.7 Air Emission Control Equipment

Air emission control equipment can include laboratory hoods, exterior vent stacks, incinerators, chimneys, bag houses, cyclones, and paint booths and result in the generation of used products or materials consisting of hazardous substances or petroleum products.

No indications of air emission control equipment were noted on the Property during the reconnaissance.

3.8 Existing or Former Wells

Wells can be identified through the presence of well casings extending above the ground surface, turbines or pumps, a water storage tank, pressure tank, or water distribution piping, or traffic-rated covers over monitoring wells. Water produced from wells can be utilized for irrigation, public distribution, personal consumption, or environmental or hydrological monitoring or remediation.

No indications of groundwater wells were observed on the Property during the reconnaissance. According to the State of Utah Department of Water Rights website (maps.waterrights.utah.gov), there are no recorded wells on the Property.

4.0 INTERVIEWS

This section summarizes information from interviews conducted as part of this ESA. Questionnaires completed by interviewees and other correspondence are presented in Appendix C.

4.1 Interviews with the User of this Report

Horizon Development Enterprises, LLC has been identified as the "User" of this ESA and Mr. Kirt Peterson, representing the User provided information consistent with the User Responsibilities described by ASTM E1527-13 by answering and returning WT's User Questionnaire about the Property.

They did not know of any documents or reports that would be helpful in reviewing the environmental conditions of the Property. The User indicated that the purchase price of the Property is consistent with the fair market value for comparable properties. They were not aware of a valuation reduction of the Property due to environmental issues.

The User was not aware of environmental clean-up liens, engineering controls, institutional controls, or land use restrictions, or of litigation or administrative actions regarding environmental laws. They

were not aware of commonly known or reasonably ascertainable information about the Property and they did not identify any special knowledge about the Property, the surrounding area, or the type of business occurring on the Property, based on their personal and professional experience.

4.2 Interviews with the Property Owner, Current Operators, or Occupants

Ms. Angie Poulsen completed WT's owner questionnaire on behalf of Tiffany Walden, the current Property Manager/Owner and representative of Lake Mountain Development LLC. She has been familiar with the Property for ten years. She was unaware of any environmental issues with the Property.

4.3 Interviews with Past Owners, Operators, or Occupants

WT did not interview past owners, operators, or occupants of the Property because past owners were not available. However, as the historical use of the Property is well documented by other sources, WT does not believe this data gap is significant.

4.4 Interviews with Others

WT routinely contacts State and Local Government Agencies about information and records concerning the Property. These contacts/interviews may be made by telephone or writing, and they are documented in Section 6 of this report. If WT identifies government officials with specific information about the Property, these interviews are also summarized in this section of the report. We did not identify government officials with direct knowledge of the Property.

WT did not identify other individuals likely to possess information useful for the identification of RECs at the Property; consequently, no additional interviews were conducted.

5.0 HISTORICAL RECORDS INFORMATION

The objective of consulting historical sources was to develop a history of obvious uses of the Property back to 1940, or to the first developed use of the Property, whichever is earlier, unless a data failure occurred. The earliest standard historical source reviewed for this ESA was dated 1939. Therefore, data failure occurred while attempting to document historical uses back to 1940 or the first developed use. Additionally, the intervals between some standard historical sources reviewed for this ESA exceeded 5 years between 1939 and 2016. However, the available historical documents indicate the Property was primarily vacant undeveloped land on and surrounding the Property. Therefore, the data gaps have no impact on the conclusion that there are no recognized environmental conditions currently in connection with the Property.

5.1 Property Tax Files

According to Utah County Assessor records, the Property is owned by Lake Mountain Development LLC and the parcel number is 59:018:0037. The overall parcel area is 195.7 acres, of which the Property is the western majority.

5.2 Land Title Records

A chain-of-title was not provided to WT by the Client or Owner.

5.3 Zoning/Land Use Records

The Eagle Mountain Planning Department was contacted for information about zoning and land use classifications for the Property and surrounding area. According to the City's website, the Property is within the zoning designation of Incorporated City Limits.

5.4 Local Street Directories

Local Street Directories are annual publications that list the names of telephone service recipients by address. The information contained in Local Street Directories may be useful in determining the type of facility or business that operated at a particular address in a given year.

Available volumes of City Directories from the University of Utah Marriott Library Special Collections department did not provide coverage of the Property.

5.5 Building Inspection Records

Building Inspection Records were not inspected as historical records indicated no structures on the Property.

5.6 Fire Insurance Maps

Fire Insurance maps were produced by private fire insurance map companies and depicted physical features and developments on land. These maps typically cover older sections of metropolitan areas.

Available Fire Insurance Maps from the University of Utah Marriott Library Special Collections department did not provide coverage of the Property.

5.7 Topographic Maps and Atlases

Topographic maps were reviewed for evidence of prior land uses or structures on or adjacent to the Property. Cedar Fort and Saratoga Springs 7.5-minute series maps from 1951, 1968, 1969, 1975, 1993, 1994, 1997, and 2014 depicted the general area in which the Property is located.

The Property was depicted as vacant land, with an unimproved road travelling north-south through the center portion. In 1994, a power line was also depicted on the western portion of the Property and the road was shown as paved.

5.8 Aerial Photography

Aerial photographs from GeoSearch proprietary sources were reviewed. A total of sixteen aerial photographs with dates ranging from 1939 to 2016 were reviewed. Selected copies aerial photographs are presented in Appendix D.

Review of On Site Conditions

In the 1939 to 2016 photographs, the Property was depicted as primarily vacant, undeveloped land. From 1981 forward, the western Property area was used as an agricultural field, and Lake Mountain Road and Eagle Mountain Road appear established.

Review of Off Site Conditions

In the 1939 to 1975 photograph, the area surrounding the Property was depicted as primarily undeveloped, vacant land. By 1981, Eagle Mountain Road appears to be developed to the north of the Property and the west-adjacent properties are agricultural fields.

6.0 ENVIRONMENTAL RECORDS REVIEW

WT obtained a commercial database report from GeoSearch that included information extracted from regulatory databases and lists kept by the United States Environmental Protection Agency (USEPA) and the Utah Department of Environmental Quality (UDEQ). A copy of the database report with descriptions and release dates of the searched databases, and maps showing locations relative to the Property, is presented in Appendix E. WT also contacted local agency representatives concerning additional records information pertaining to the Property.

6.1 Federal USEPA Records Results

The Federal records maintained by the USEPA included: the National Priorities List (NPL); Comprehensive Environmental Response Compensation Liability Information System (CERCLIS) including No Further Remedial Action Planned (NFRAP) Sites; Resource Conservation Recovery Act (RCRA) Database of hazardous waste generators; RCRA Treatment Storage Disposal Facilities; RCRA Corrective Action Sites (CORRACTS); federally registered engineering or administrative controls; federal brownfields sites; and the Emergency Response Notification System (ERNS) Database.

The database findings did not identify the Property or sites within the designated ASTM minimum search distances in the searched Federal USEPA databases.

6.2 Utah UDEQ Records Results

The State/Tribal records maintained by the Utah Department of Environmental Quality (UDEQ) include: the State/Tribal Sites, Solid Waste Landfills, Registered Underground Storage Tanks (USTs), and Leaking

Underground Storage Tanks (LUSTs), Brownfields, Voluntary Compliance Program (VCP), State Spills 90, and Tribal lands/sites. Engineering Controls/Institutional Controls records are not maintained by the State of Utah.

The database findings did not identify the Property or sites within the designated ASTM minimum search distances in the searched UDEQ databases.

6.3 Additional Records Reviews

WT searched the State of Utah Department of Water Rights well registration records on line and found no groundwater wells on the Property.

7.0 SUMMARY OF ASSESSMENT

7.1 Findings

This section presents our opinion regarding the probable impact to the Property from known or suspect RECs which may include current RECs, historical RECs, de minimis conditions, or other environmental conditions, that were identifiable from the records reviews, interviews, and site reconnaissance

- The results of this ESA did not identify conditions likely to indicate RECs on the Property.

7.2 Conclusions and Recommendations

WT performed this ESA in general agreement with the scope and limitations of ASTM E 1527-13 of the Eagle Mountain Property at approximately Eagle Mountain Boulevard & North Lake Mountain Road in Eagle Mountain, Utah.

This assessment has revealed no evidence of RECs currently in connection with the Property, and WT makes no recommendations for further assessment at this time. If additional information becomes available or known that may suggest the presence of recognized environmental conditions currently in connection with the Property, contact this firm for potential recommendations.

8.0 LIMITATIONS

WT has performed its services in accordance with its contract with the Client, utilizing the degree of skill and care practiced by firms providing similar services in the locality of the Property. No other warranty or representation, either express or implied, is made. Not every property warrants the same level of assessment. The level of inquiry for this assessment was guided by factors including the type of property subject to assessment, the expertise and risk tolerance of the user, reasonable limits on time and cost as specified in our contract, and the ability to obtain information that was reasonably ascertainable and practically reviewable. There is a point at which the cost of information obtained or the time required to gather it outweighs the likely usefulness of the information and such cost and delay may, in fact, be a material detriment to the orderly completion of transactions.

Our review of third party information was limited as set forth in the discussion presented herein and was based on our actual knowledge of the information as presented. All results and opinions contained in third party information, including public records, are the sole responsibility of the entity producing the information. An evaluation of the completeness, accuracy, or appropriateness of the test methods or procedures employed by others was outside the scope of this ESA.

This assessment was limited to the identification of conditions likely to indicate RECs in connection with the Property, according to the definitions, scope and limitations contained in ASTM E 1527-13. No environmental site assessment can wholly eliminate uncertainty regarding the potential for RECs in connection with a property. The performance of an assessment according to ASTM E 1527-13 is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a property, recognizing reasonable limits of time and cost. Therefore, if none are identified as a result of this assessment, such a conclusion should not be construed as a guaranteed absence of RECs.

The “User” or “Users” identified by ASTM E 1527-13, including the addressee, any third parties acknowledged in writing by WT, and recipients of reliance letters, are obligated to conduct the “Additional Inquiries” identified in 40 CFR §312.22 and ASTM E1527-13 independently of the Environmental Professional. These Additional Inquiries include searches for environmental clean-up liens, an assessment of the User’s specialized knowledge or experience, an assessment of the relationship of the purchase price to fair market value, and an assessment of commonly known or reasonably ascertainable information about the property.

Nothing in this ESA, nor in our contract, subsequent correspondence, or reliance letters, shall relieve a User of this report from post-acquisition “Continuing Obligations” as required by CERCLA.

9.0 REFERENCES

9.1 Contacts

Horizon Development Enterprises LLC., Mr. Kirt Peterson, 1466 North HWY 89, Suite 220, Farmington, UT 84025, 801-312-9341, kirt@horizonutah.net

Tiffany Walden, Manager/Owner Maintenance Director and Partnership, 1754 East Cedar Trails Way, Eagle Mountain, Utah, waldentiffany@gmail.com (801) 633-1661

9.2 Reports and Publications

Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process, ASTM Designation: E 1527 - 13. American Society for Testing and Materials (ASTM); West Conshohocken, Pennsylvania; 2013.

The United States Code of Federal Regulations, Title 40, Part 312, Standards and Practices for All Appropriate Inquiries, 2013.

GeoSearch Radius Map[™] Report; Milford, Connecticut including proprietary aerial photographs. 1939, 1950, 1953, 1966, 1975, 1981, 1987, 1993, 1997, 2003, 2004, 2006, 2009, 2011, 2014, 2016.

United States Geological Survey, Cedar Fort & Saratoga Springs 7.5-Minute Series Topographic Maps dated 1951, 1968, 1969, 1975, 1993, 1994, 1997 and 2014.

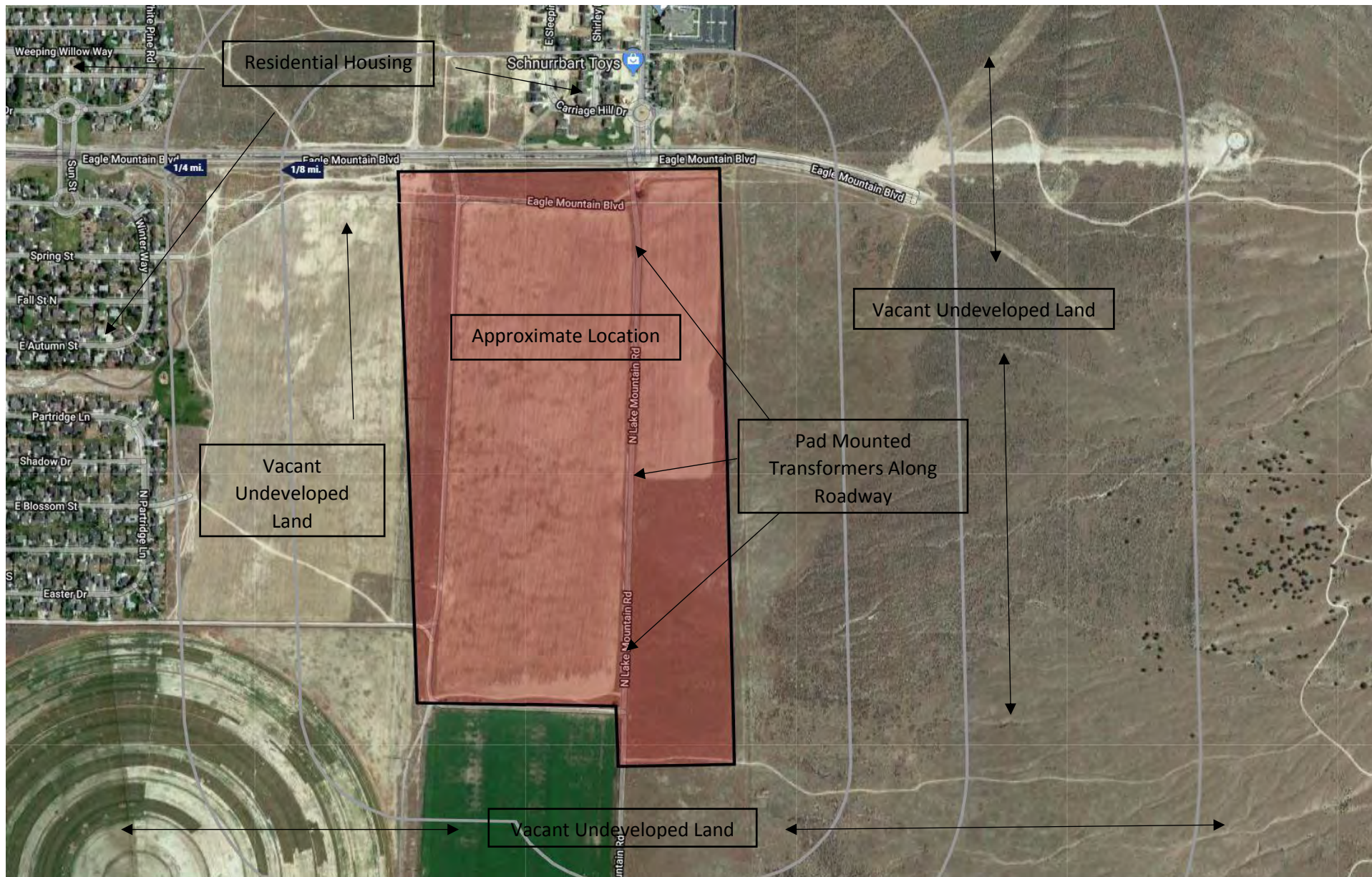
Utah Division of Water Rights, Water Rights Database, www.waterrights.utah.gov.

APPENDIX A FIGURES



Figure 1: Environmental Site Assessment





**APPENDIX B
PICTURE LOG**

Eagle Mountain Property
Eagle Mountain Boulevard & North Lake Mountain Road, Eagle Mountain, Utah
Photographic Log

WESTERN TECHNOLOGIES INC.

WT Job No.: 6128JA159

Date: 9-12-18



Picture 1 – Looking to the northeast from the northwest side of the Property.



Picture 2 – Looking to the southwest from the northwest side of the Property along the dirt road.



Picture 3 – Looking to the northwest from the northwest corner of the Property.



Picture 4 – Looking to the southwest from the northwest side of the Property.



Picture 5 – Looking to the southwest from the northwest side of the Property



Picture 6 – Looking to the north east from the northwest side c88 the Property.

Eagle Mountain Property
Eagle Mountain Boulevard & North Lake Mountain Road, Eagle Mountain, Utah
Photographic Log

WESTERN TECHNOLOGIES INC.

WT Job No.: 6128JA159

Date: 9-12-18



Picture 7 – Looking to the southwest from North Lake Mountain Road on the north end of the Property.



Picture 8 – Looking to the southeast from North Lake Mountain Road on the north end of the Property.



Picture 9 – Looking to the southeast from the southwest corner of the Property.



Picture 10 – Looking north from the south end of the Property in the center near North Lake Mountain Road.



Picture 11 – Pad mounted transformers were observed along North Lake Mountain Road.



Picture 12 – Sewer lines were observed along North Lake Mountain Road and Eagle Mountain Boulevard.

89

Eagle Mountain Property
Eagle Mountain Boulevard & North Lake Mountain Road, Eagle Mountain, Utah
Photographic Log

WESTERN TECHNOLOGIES INC.

WT Job No.: 6128JA159

Date: 9-12-18



Picture 13 – Looking towards the north end of the Property from North Lake Mountain Road.



Picture 14 – Looking towards the south from North Lake Mountain Road.



Picture 15 – Looking to the southeast from the North Lake Mountain Road.



Picture 16 – Irrigation water lines were observed during the site walk.



Picture 17 – Looking to the northeast from the southeast corner of the Property.



Picture 18 – Looking to the southwest from the southeast corner of the Property.

APPENDIX C
INTERVIEWS AND CORRESPONDENCE

**PHASE I ENVIRONMENTAL SITE ASSESSMENT
USER QUESTIONNAIRE PER ASTM E1527-05
WT Job No. 6128JA159 - Eagle Mountain Property**

Western Technologies Inc. requests your assistance to identify and assemble information described by the *User Responsibilities* criteria of the ASTM standard. The *User* is defined as a purchaser, potential tenant, owner, lender or property manager, or other party seeking to use the assessment report. For all "Yes" answers, please provide copies, references, or additional information on an attached sheet.

Your Name: Kirt Peterson Tel: 801-683-7386
User's Name: Eagle Pointe Village, LLC, Horizon Development Enterprises, LLC, Apex Construction, LLC
Property Name: Eagle Pointe Village
Property Address: Approximately 2600 east Eagle Mountain Blvd City: Eagle Mountain State: Utah

Has a search made you aware of any environmental clean-up liens against the Property that are filed or recorded under federal, tribal, state, or local law? (40 CFR 312.26).

Circle

Yes ☐ No ☒

Are you aware of any Activity and Use Restrictions, recorded in land title records or in registries or publicly available lists, applicable to the Property, including Engineering Controls, Institutional Controls or Land Use Restrictions, that are applicable to or run with the Property? (40 CFR 312.26(b)(6,7)).

Yes ☐ No ☒

Do you have any specialized knowledge or experience relating to the Property, surrounding areas, or adjoining properties, or with the types of activities and processes conducted at the Property, surrounding areas, or adjoining properties? (40 CFR 312.28)?

Yes ☐ No ☒

Does the purchase price being paid for the Property reasonably reflect the fair market value of the Property? (40 CFR 312.29(a))

Yes ☒ No ☐

If not, have you considered whether the differential in price could be attributed to the presence or possible presence of contamination from hazardous substances or petroleum products? (40 CFR 312.29(b))

Yes ☐ No ☒

Are you aware of commonly known or reasonably ascertainable information about the Property or surrounding area (e.g. past uses, water quality problems, environmental compliance issues, or permit violations), that might be obtained from current or former owners or operators, local officials, or local members of the public, that might suggest a release or threatened release of hazardous substances or petroleum products on, at, or in the Property? (40 CFR 312.30)

Yes ☐ No ☒

Do you know of any pending, threatened, or past litigation or administrative action relevant to hazardous substances or petroleum products on, in, or from the Property? (ASTM E1527-05, Sec. 10.9)

Yes ☐ No ☒

Do you know of any notices or other correspondence from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products? (ASTM E1527-05, Sec. 10.9)

Yes ☐ No ☒

In addition to one of the requirements to satisfy a potential Landowner Liability Protection claim under the Comprehensive Environmental Response, Compensation, and Liability Act, what is your reason for performing this study? (ASTM E1527-05, Sec. 6.7)

Lender's Requirements	Circle	Yes ☒ No ☐	Insurance Requirements	Circle	Yes ☐ No ☐
Planning/Zoning Requirements	Yes ☐ No ☐	Baseline Review	Yes ☐ No ☐		
Other: _____	Yes ☐ No ☐	Business Operations Planning	Yes ☒ No ☐		

Do you know of any of the following types of helpful documents about the Property and can you provide copies to WT before the site inspection? (ASTM E1527-05, Sec. 10.8)

Environmental site assessment reports	Circle	Yes ☐ No ☒	NPDES Permits	Circle	Yes ☐ No ☒
Environmental compliance audit reports	Yes ☐ No ☒	Wastewater Permits	Yes ☐ No ☒		
Underground Injection Permits	Yes ☐ No ☒	Solid Waste Permits	Yes ☐ No ☒		
Hazardous Waste Generator Notices	Yes ☐ No ☒	Air Emissions Permits	Yes ☐ No ☒		
Community Right-To-Know Plan	Yes ☐ No ☒	UST Registrations	Yes ☐ No ☒		
Environmental Management Plan	Yes ☐ No ☒	AST Registrations	Yes ☐ No ☒		
Hydrogeologic Reports	Yes ☐ No ☒	Material Safety Data Sheets	Yes ☐ No ☒		
Geotechnical Reports	Yes ☐ No ☒	Safety Plans	Yes ☐ No ☒		
SARA Title III/Form R Reports	Yes ☐ No ☒	Spill Control Countermeasures Plan	Yes ☐ No ☒		
Risk Assessments	Yes ☐ No ☒	Notices of Violations	Yes ☐ No ☒		
Chain-of-Title Records	Yes ☐ No ☒	Institutional/Engineering Controls	Yes ☐ No ☒		

Signature: [Signature] Date: 9-14-18

WESTERN TECHNOLOGIES INC.
PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

PROPERTY INFORMATION

Address: Approximately 2600 East Eagle Mountain Blvd City: Eagle Mountain State: Utah

Parcel Nos: A portion of 59-018-0037

Major Cross Streets: Lake Mountain Road

Current Occupants: 0

Current Activities: 0

OWNER / OCCUPANT / KEY SITE MANAGER INFORMATION

Name: Tiffany Walden

Years Familiar w/Property: 10

Business Affiliation: Manager/Owner

Address: 1754 East Cedar Trails Way

City: Eagle Mountain

State: Utah

Tel: 801-633-1661

Fax:

E-Mail: Waldentiffany@gmail.com

Relationship to the Property (please check all that apply):

Owner

- ☐ Individual Owner
- ☐ Corporation
- ☒ Partnership
- ☐ Trust/Trustee
- ☐ Owner's Broker

Occupant

- ☐ Owner Occupant
- ☐ Sole Occupant
- ☐ Major Occupant

Key Site Manager

- ☐ Property Manager
- ☐ Facilities Manager
- ☒ **Maintenance** Director
- ☐ Plant Supervisor
- ☐ Leasing Agent

UTILITY INFORMATION

1. Please list the service providers for the following utilities:

Electric: Rocky Mountain Power

Gas: Questar Gas

Water: Eagle Mountain City

Sewer: Eagle Mountain City

Solid Waste: Eagle Mountain City

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PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

2. What is the method of heating for buildings on the Property? Gas and or Electric
3. What is the method of cooling for buildings on the Property? Electric air conditioner

STORAGE TANKS

4. Y ☒ N Unk Are there any aboveground storage tanks (ASTs) currently located on the Property? If yes explain.
5. Y ☒ N Unk Are you aware of any past ASTs located on the Property? If yes explain.
6. Y ☒ N Unk Are there any underground storage tanks (USTs) currently located on the Property? If yes explain.
7. Y ☒ N Unk Are you aware of any past USTs located on the Property? If yes explain.

HAZARDOUS SUBSTANCES, PETROLEUM PRODUCTS, AND CONTAINERS

8. Y ☒ N Unk Are there any containers of hazardous chemicals currently stored or used on the Property? If yes explain.
9. Y ☒ N Unk Are you aware of past uses of hazardous chemicals on the Property? If yes explain.
9. Y ☒ N Unk Have you observed or are you aware of stained soils on the Property? If yes explain.
10. Y ☒ N Unk Do you know of any current or previous in-ground hydraulic lifts on the Property? If yes, has hydraulic oil ever been added to the lifts? Are service records available for the lifts?

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PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

11. Y ☒ N Unk Have pesticides ever been mixed, stored, or applied on the Property? If yes, were applications made by hand, by truck, or by aerial spraying?
If yes explain.

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PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

SOLID WASTE

12. Y ☒ N Unk Are you aware of or do you have any prior knowledge of buried debris on the Property or that the Property has been used as a landfill or for other waste handling activities?
If yes explain.
13. Y ☒ N Unk Do you know if soil from an unknown source, construction debris, demolition debris, or landscaping debris was placed on the Property?
If yes explain.
14. Y ☒ N Unk Do you know if used tires were ever discarded on the Property?
If yes explain.
15. Y ☒ N Unk Are you aware of any former stock ponds, wastewater ponds, silage pits, or other excavations that have been filled on the Property?
If yes explain.

WASTEWATER AND LIQUID DISCHARGES

16. Y ☒ N Unk Are you aware of or do you have any prior knowledge of pits, ponds or lagoons for waste treatment or disposal on the Property?
If yes explain.
17. Y ☒ N Unk Are you aware of any current or past wastewater interceptors, sand filters, sumps, or clarifiers on the Property?
If yes explain.
18. Y ☒ N Unk Are there any current or past septic systems located on the Property?
If yes explain.

STORMWATER AND DRAINAGE PROVISIONS

19. Y ☒ N Unk Are there any dry wells located on the Property? Do you know if they are registered with the state agency? If so, can you provide copies of the registration records?
20. Y ☒ N Unk Are there any existing or former water wells located on the Property? Were the wells used for irrigation, domestic supply, or monitoring? Are the wells registered with the appropriate water resources agency?
If yes, explain.

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PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

CURRENT/PREVIOUS ENVIRONMENTAL INVESTIGATION OR REGULATORY ACTION

21. Y **(N)** Unk Are you aware of any previous environmental inspections, environmental investigations, environmental site assessments, environmental violations, pending law suits or administrative actions, or environmental liens relating to the Property, or to current or past owners, occupants, or facilities which were on the Property?
 If yes, explain.

AVAILABILITY OF HELPFUL ENVIRONMENTAL DOCUMENTS

22. Do you know of any of the following types of helpful documents about the Property and can you provide copies to WT before the site inspection?

	<u>Yes</u>	<u>No</u>		<u>Yes</u>	<u>No</u>
Prior environmental assessment reports	☐	x	NPDES Permits	☐	x
Environmental audit reports	☐	x	Wastewater Permits	☐	x
Hazardous Waste Generator Notices	☐	x	Air Emissions Permits	☐	x
Community Right-To-Know Plan	☐	x	UST Registrations	☐	x
Environmental Management Plan	☐	x	AST Registrations	☐	x
Hydrogeologic Reports	☐	x	Material Safety Data Sheets	☐	x
Geotechnical Reports		x	Safety Plans		x
SARA Title III/Form R Reports		x	Spill		x
Prevention Control/		x			
Title Records		x			
Countermeasures Plan		x			
Hazardous Waste Manifest		x	Waste Oil Disposal Records	No	
Water Well Records		x	Drywell Registration Records	NO	

PRIOR SITE USES AND OCCUPANTS

23. Y **(N)** Unk Can you identify any prior occupants on the Property? If yes, please list their business names, dates of occupancy, contact person, and contact information, if available:

24. Y **(N)** Unk If you own the Property, can you identify the immediate prior owner or other prior owners? If yes, please list names and contact information, if available:

WESTERN TECHNOLOGIES INC.
PHASE I ENVIRONMENTAL SITE ASSESSMENT
PROPERTY OWNER KEY SITE MANAGER QUESTIONNAIRE
WT Job No. 6128JA159 - Eagle Mountain Property

ADDITIONAL COMMENTS

25. Please feel free to make any additional comments:

SIGNATURE

Printed Name: Angie Poulsen
Company/Title: Chief Financial officer
Signature: Angie Poulsen
Date Completed: 9/17/18

APPENDIX D
HISTORICAL RECORDS



Eagle Mountain Property
USDA
2016

GeoSearch



Eagle Mountain Property
USDA
2014

GeoSearch



Eagle Mountain Property
USDA
2011

GeoSearch



Eagle Mountain Property
USDA
2009

GeoSearch



Eagle Mountain Property
USDA
2006

GeoSearch



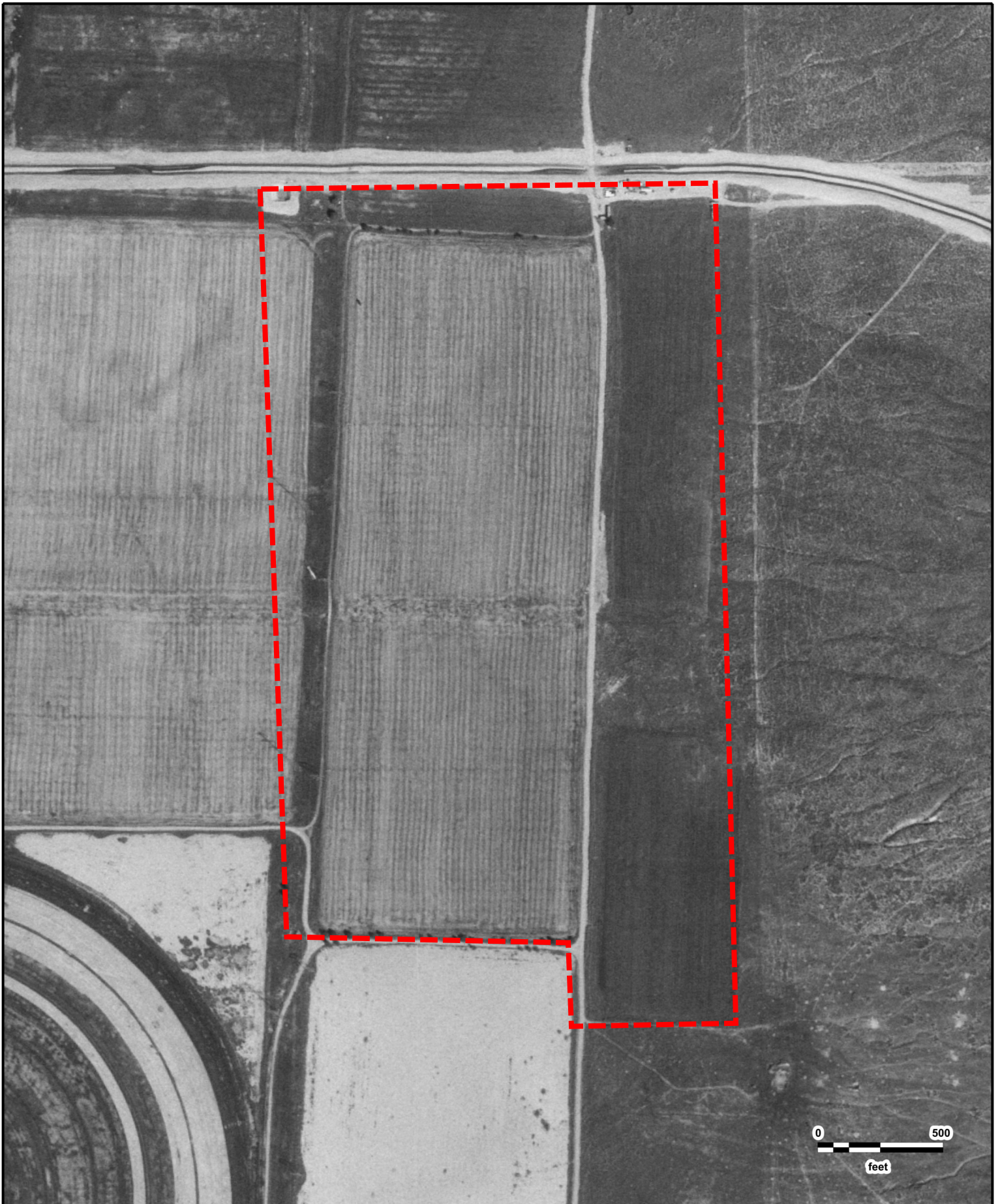
Eagle Mountain Property
USDA
2004

GeoSearch



Eagle Mountain Property
USDA
2003

GeoSearch



0 500
feet



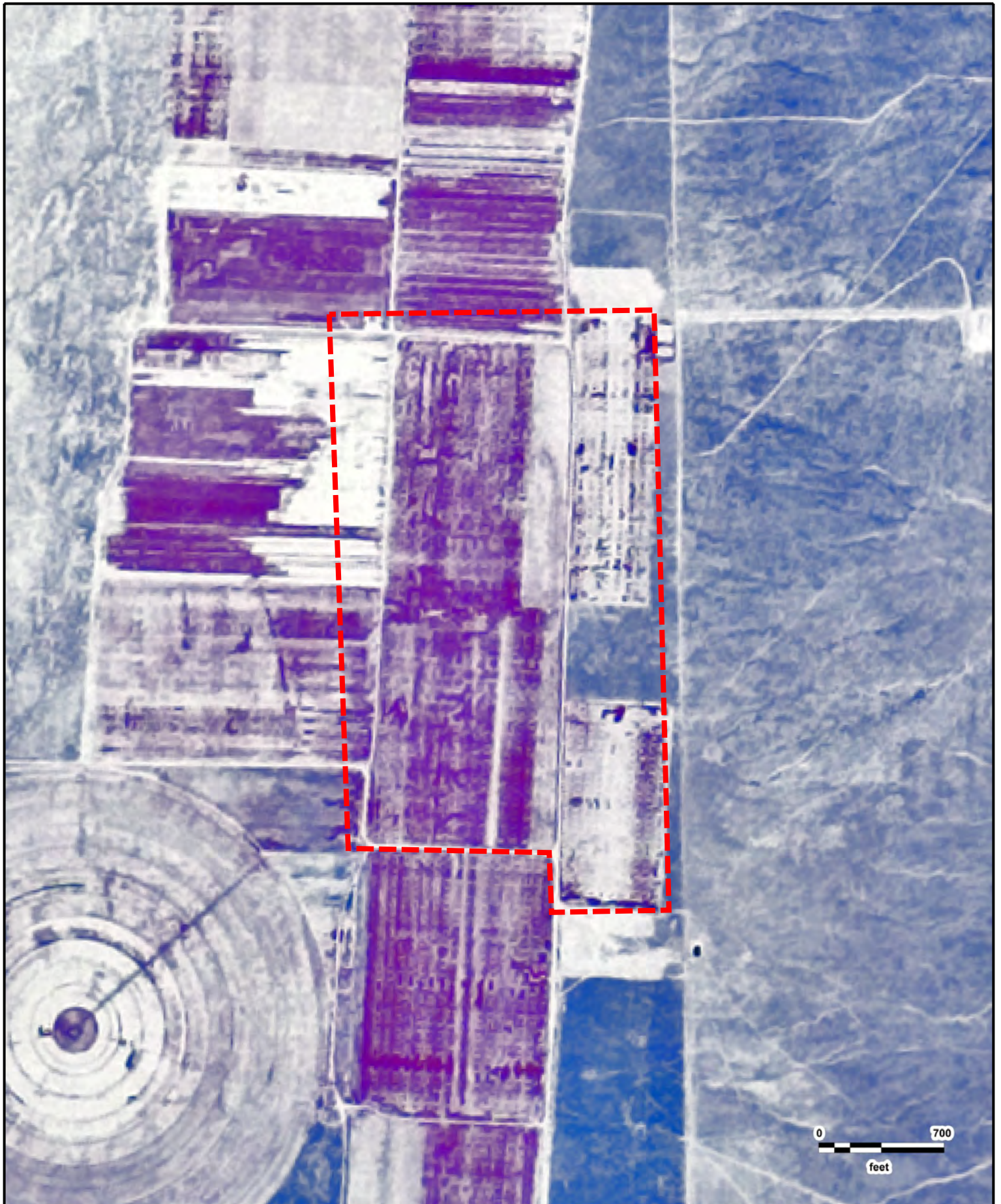
Eagle Mountain Property
USGS
10/01/1997

GeoSearch



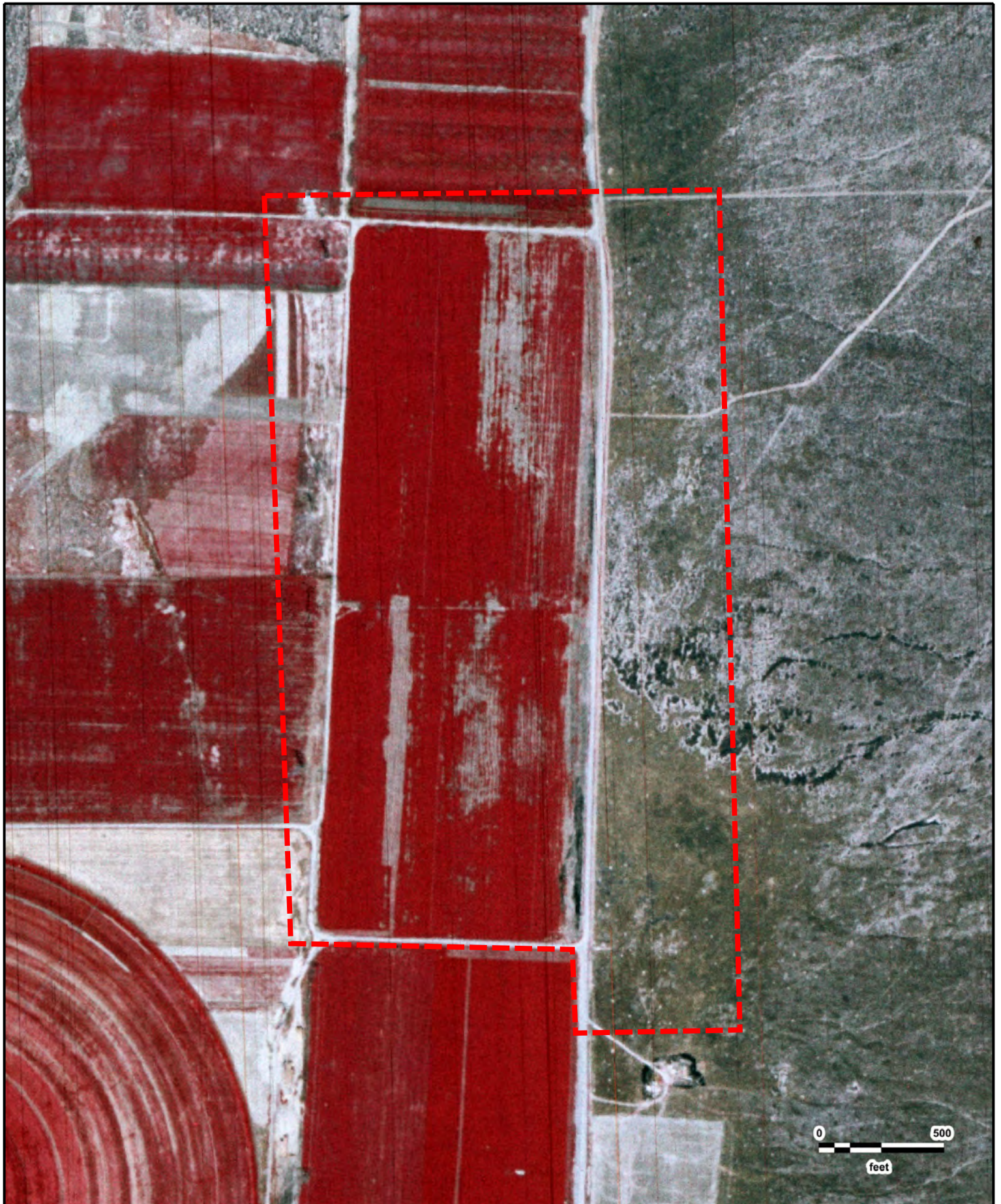
Eagle Mountain Property
USGS
08/17/1993

GeoSearch



Eagle Mountain Property
USGS
07/18/1987

GeoSearch



Eagle Mountain Property
USGS
08/04/1981

GeoSearch



Eagle Mountain Property
USGS
09/02/1975

GeoSearch

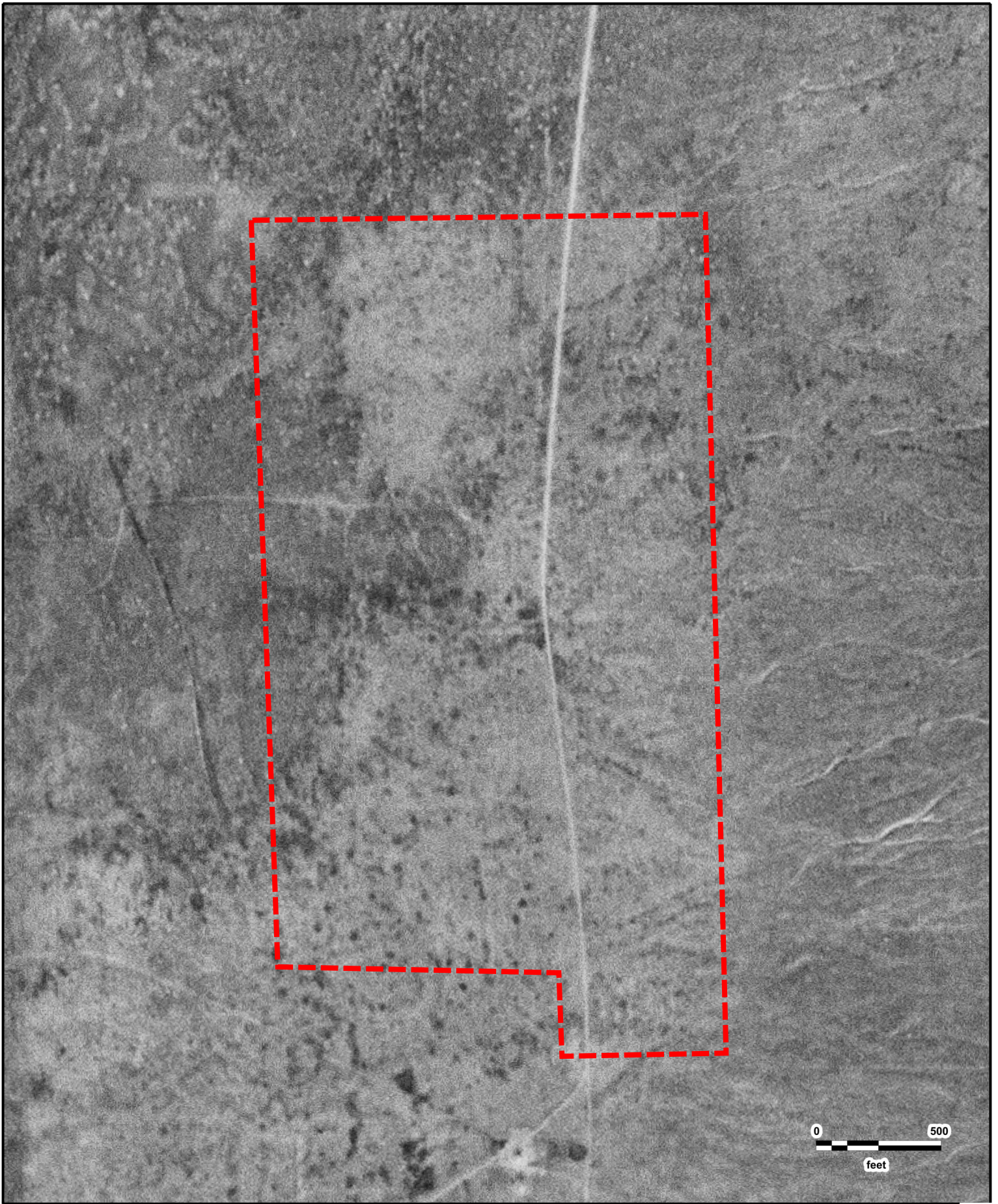


0 500
feet



Eagle Mountain Property
USGS
08/06/1966

GeoSearch



Eagle Mountain Property
AMS
08/02/1953

GeoSearch

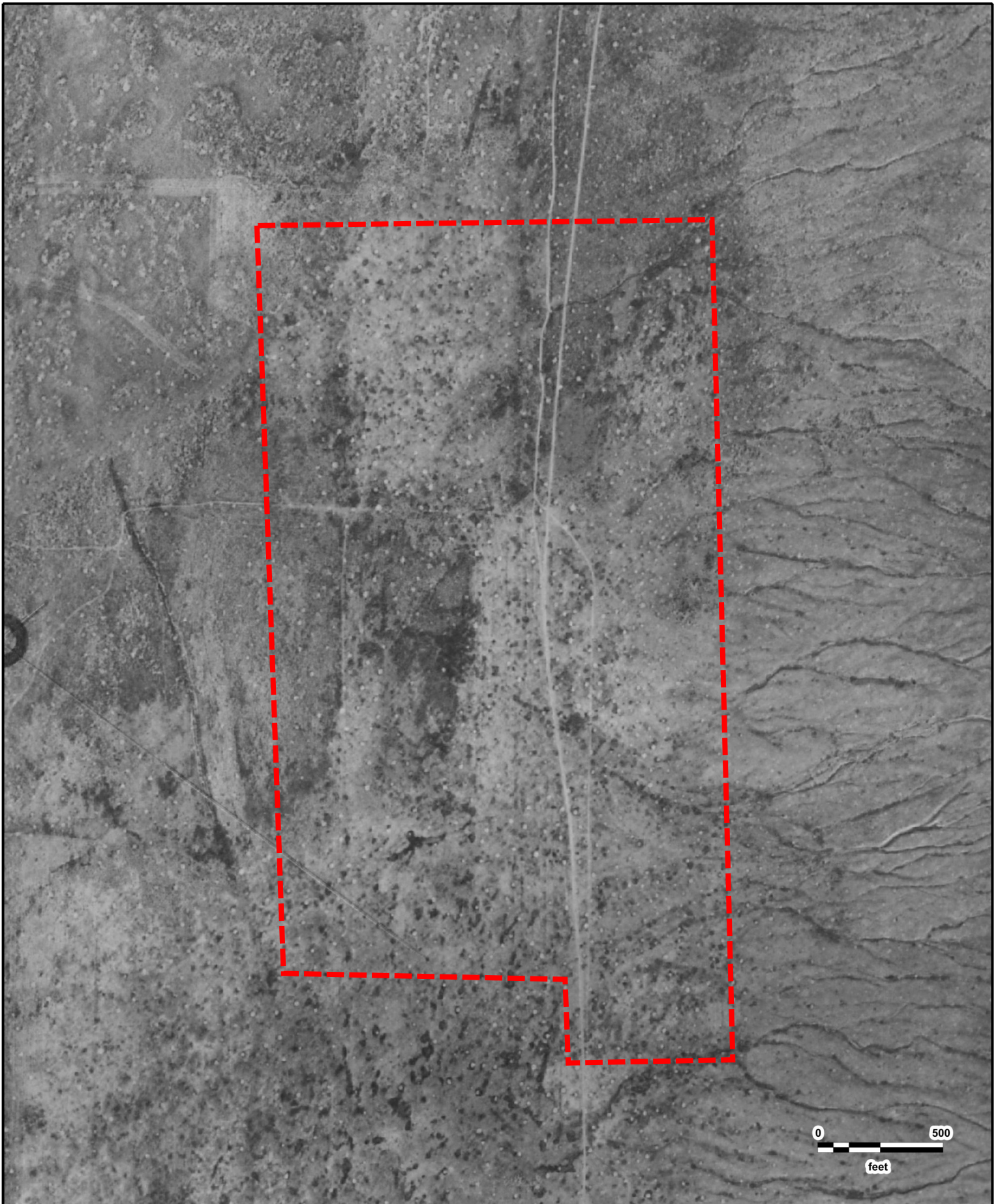


0 500
feet



Eagle Mountain Property
USGS
06/26/1950

GeoSearch



Eagle Mountain Property
USBR
10/12/1939

GeoSearch

APPENDIX E
DATABASE REPORT

Radius Report

[NEW: GeoLens by Geosearch](#)

Target Property:

Eagle Mountain Property

***Eagle Mountain Blvd & N Lake Mountain Rd
Eagle Mountain, Utah County, Utah 84013***

Prepared For:

Western Technologies Inc- Salt Lake City

Order #: 114665

Job #: 257005

Project #: 6128JA159

Date: 09/14/2018

Table of Contents

<i>Target Property Summary</i>	1
<i>Database Summary</i>	2
<i>Database Radius Summary</i>	6
<i>Radius Map</i>	10
<i>Ortho Map</i>	12
<i>Topographic Map</i>	13
<i>Unlocated Sites Summary</i>	15
<i>Environmental Records Definitions</i>	17
<i>Unlocatable Report</i>	See Attachment
<i>Zip Report</i>	See Attachment

Disclaimer

This report was designed by GeoSearch to meet or exceed the records search requirements of the All Appropriate Inquiries Rule (40 CFR §312.26) and the current version of the ASTM International E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process or, if applicable, the custom requirements requested by the entity that ordered this report. The records and databases of records used to compile this report were collected from various federal, state and local governmental entities. It is the goal of GeoSearch to meet or exceed the 40 CFR §312.26 and E1527 requirements for updating records by using the best available technology. GeoSearch contacts the appropriate governmental entities on a recurring basis. Depending on the frequency with which a record source or database of records is updated by the governmental entity, the data used to prepare this report may be updated monthly, quarterly, semi-annually, or annually.

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Target Property Summary

Target Property Information

Eagle Mountain Property
Eagle Mountain Blvd & N Lake Mountain Rd
Eagle Mountain, Utah 84013

Coordinates

Area centroid (-111.99370, 40.3008700)
4,894 feet above sea level

USGS Quadrangle

Saratoga Springs, UT

Geographic Coverage Information

County/Parish: Utah (UT)

ZipCode(s):

Eagle Mountain UT: 84005

Cedar Valley UT: 84013

Database Summary

FEDERAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
EMERGENCY RESPONSE NOTIFICATION SYSTEM	ERNSUT	0	0	TP/AP
FEDERAL ENGINEERING INSTITUTIONAL CONTROL SITES	EC	0	0	TP/AP
LAND USE CONTROL INFORMATION SYSTEM	LUCIS	0	0	TP/AP
RCRA SITES WITH CONTROLS	RCRASC	0	0	TP/AP
RESOURCE CONSERVATION & RECOVERY ACT - GENERATOR	RCRAGR08	0	0	0.1250
RESOURCE CONSERVATION & RECOVERY ACT - NON-GENERATOR	RCRANGR08	0	0	0.1250
FEMA OWNED STORAGE TANKS	FEMAUST	0	0	0.2500
BROWNFIELDS MANAGEMENT SYSTEM	BF	0	0	0.5000
DELISTED NATIONAL PRIORITIES LIST	DNPL	0	0	0.5000
NO LONGER REGULATED RCRA NON-CORRACTS TSD FACILITIES	NLRRCRAT	0	0	0.5000
RESOURCE CONSERVATION & RECOVERY ACT - NON-CORRACTS TREATMENT, STORAGE & DISPOSAL FACILITIES	RCRAT	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM	SEMS	0	0	0.5000
SUPERFUND ENTERPRISE MANAGEMENT SYSTEM ARCHIVED SITE INVENTORY	SEMSARCH	0	0	0.5000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000
NO LONGER REGULATED RCRA CORRECTIVE ACTION FACILITIES	NLRRCRAC	0	0	1.0000
PROPOSED NATIONAL PRIORITIES LIST	PNPL	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - CORRECTIVE ACTION FACILITIES	RCRAC	0	0	1.0000
RESOURCE CONSERVATION & RECOVERY ACT - SUBJECT TO CORRECTIVE ACTION FACILITIES	RCRASUBC	0	0	1.0000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
AEROMETRIC INFORMATION RETRIEVAL SYSTEM / AIR FACILITY SUBSYSTEM	AIRSAFS	0	0	TP/AP
BIENNIAL REPORTING SYSTEM	BRS	0	0	TP/AP
CERCLIS LIENS	SFLIENS	0	0	TP/AP
CLANDESTINE DRUG LABORATORY LOCATIONS	CDL	0	0	TP/AP
EPA DOCKET DATA	DOCKETS	0	0	TP/AP
ENFORCEMENT AND COMPLIANCE HISTORY INFORMATION	ECHOR08	0	0	TP/AP

Database Summary

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
FACILITY REGISTRY SYSTEM	FRSUT	0	0	TP/AP
HAZARDOUS MATERIALS INCIDENT REPORTING SYSTEM	HMIRSR08	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM (FORMERLY DOCKETS)	ICIS	0	0	TP/AP
INTEGRATED COMPLIANCE INFORMATION SYSTEM NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	ICISNPDES	0	0	TP/AP
MATERIAL LICENSING TRACKING SYSTEM	MLTS	0	0	TP/AP
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	NPDESR08	0	0	TP/AP
PCB ACTIVITY DATABASE SYSTEM	PADS	0	0	TP/AP
PERMIT COMPLIANCE SYSTEM	PCSR08	0	0	TP/AP
SEMS LIEN ON PROPERTY	SEMSLIENS	0	0	TP/AP
SECTION SEVEN TRACKING SYSTEM	SSTS	0	0	TP/AP
TOXIC SUBSTANCE CONTROL ACT INVENTORY	TSCA	0	0	TP/AP
TOXICS RELEASE INVENTORY	TRI	0	0	TP/AP
ALTERNATIVE FUELING STATIONS	ALTFUELS	0	0	0.2500
HISTORICAL GAS STATIONS	HISTPST	0	0	0.2500
INTEGRATED COMPLIANCE INFORMATION SYSTEM DRYCLEANERS	ICISCLEANERS	0	0	0.2500
MINE SAFETY AND HEALTH ADMINISTRATION MASTER INDEX FILE	MSHA	0	0	0.2500
MINERAL RESOURCE DATA SYSTEM	MRDS	0	0	0.2500
OPEN DUMP INVENTORY	ODI	0	0	0.5000
SURFACE MINING CONTROL AND RECLAMATION ACT SITES	SMCRA	0	0	0.5000
URANIUM MILL TAILINGS RADIATION CONTROL ACT SITES	USUMTRCA	0	0	0.5000
DEPARTMENT OF DEFENSE SITES	DOD	0	0	1.0000
FORMER MILITARY NIKE MISSILE SITES	NMS	0	0	1.0000
FORMERLY USED DEFENSE SITES	FUDS	0	0	1.0000
FORMERLY UTILIZED SITES REMEDIAL ACTION PROGRAM	FUSRAP	0	0	1.0000
RECORD OF DECISION SYSTEM	RODS	0	0	1.0000
SUB-TOTAL		0	0	

Database Summary

STATE (UT) LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
INSTITUTIONAL ENGINEERING CONTROLS REGISTRY	ICEC	0	0	TP/AP
REGISTERED UNDERGROUND STORAGE TANKS	RUST	0	0	0.2500
BROWNFIELD PROPERTIES	BF	0	0	0.5000
CERCLIS SITES	CERCLIS	0	0	0.5000
LANDFILL AND SOLID WASTE DISPOSAL SITES	LFSWDS	0	0	0.5000
LEAKING UNDERGROUND STORAGE TANKS	LUST	0	0	0.5000
VOLUNTARY CLEANUP PROGRAM SITES	VCP	0	0	0.5000
NATIONAL PRIORITIES LIST	NPL	0	0	1.0000

SUB-TOTAL		0	0	
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Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
TIER II FACILITIES	TIERII	0	0	TP/AP

SUB-TOTAL		0	0	
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Database Summary

TRIBAL LISTING

Standard Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	USTR08	0	0	0.2500
LEAKING UNDERGROUND STORAGE TANKS ON TRIBAL LANDS	LUSTR08	0	0	0.5000
OPEN DUMP INVENTORY ON TRIBAL LANDS	ODINDIAN	0	0	0.5000
SUB-TOTAL		0	0	

Additional Environmental Records

Database	Acronym	Locatable	Unlocatable	Search Radius (miles)
INDIAN RESERVATIONS	INDIANRES	0	0	1.0000
SUB-TOTAL		0	0	
TOTAL		0	0	

Database Radius Summary

FEDERAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
AIRSAFS	0.0200	0	NS	NS	NS	NS	NS	0
BRS	0.0200	0	NS	NS	NS	NS	NS	0
CDL	0.0200	0	NS	NS	NS	NS	NS	0
DOCKETS	0.0200	0	NS	NS	NS	NS	NS	0
EC	0.0200	0	NS	NS	NS	NS	NS	0
ECHOR08	0.0200	0	NS	NS	NS	NS	NS	0
ERNSUT	0.0200	0	NS	NS	NS	NS	NS	0
FRSUT	0.0200	0	NS	NS	NS	NS	NS	0
HMIRSR08	0.0200	0	NS	NS	NS	NS	NS	0
ICIS	0.0200	0	NS	NS	NS	NS	NS	0
ICISNPDES	0.0200	0	NS	NS	NS	NS	NS	0
LUCIS	0.0200	0	NS	NS	NS	NS	NS	0
MLTS	0.0200	0	NS	NS	NS	NS	NS	0
NPDES08	0.0200	0	NS	NS	NS	NS	NS	0
PADS	0.0200	0	NS	NS	NS	NS	NS	0
PCSR08	0.0200	0	NS	NS	NS	NS	NS	0
RCRASC	0.0200	0	NS	NS	NS	NS	NS	0
SEMSLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SFLIENS	0.0200	0	NS	NS	NS	NS	NS	0
SSTS	0.0200	0	NS	NS	NS	NS	NS	0
TRI	0.0200	0	NS	NS	NS	NS	NS	0
TSCA	0.0200	0	NS	NS	NS	NS	NS	0
RCRAGR08	0.1250	0	0	NS	NS	NS	NS	0
RCRANGR08	0.1250	0	0	NS	NS	NS	NS	0
ALTFUELS	0.2500	0	0	0	NS	NS	NS	0
FEMAUST	0.2500	0	0	0	NS	NS	NS	0
HISTPST	0.2500	0	0	0	NS	NS	NS	0
ICISCLEANERS	0.2500	0	0	0	NS	NS	NS	0
MRDS	0.2500	0	0	0	NS	NS	NS	0
MSHA	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	0	NS	NS	0
DNPL	0.5000	0	0	0	0	NS	NS	0
NLRRCRAT	0.5000	0	0	0	0	NS	NS	0
ODI	0.5000	0	0	0	0	NS	NS	0
RCRAT	0.5000	0	0	0	0	NS	NS	0

Database Radius Summary

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
SEMS	0.5000	0	0	0	0	NS	NS	0
SEMSARCH	0.5000	0	0	0	0	NS	NS	0
SMCRA	0.5000	0	0	0	0	NS	NS	0
USUMTRCA	0.5000	0	0	0	0	NS	NS	0
DOD	1.0000	0	0	0	0	0	NS	0
FUDS	1.0000	0	0	0	0	0	NS	0
FUSRAP	1.0000	0	0	0	0	0	NS	0
NLRRCRAC	1.0000	0	0	0	0	0	NS	0
NMS	1.0000	0	0	0	0	0	NS	0
NPL	1.0000	0	0	0	0	0	NS	0
PNPL	1.0000	0	0	0	0	0	NS	0
RCRAC	1.0000	0	0	0	0	0	NS	0
RCRASUBC	1.0000	0	0	0	0	0	NS	0
RODS	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		0	0	0	0	0	0	0

Database Radius Summary

STATE (UT) LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
ICEC	0.0200	0	NS	NS	NS	NS	NS	0
TIERII	0.0200	0	NS	NS	NS	NS	NS	0
RUST	0.2500	0	0	0	NS	NS	NS	0
BF	0.5000	0	0	0	0	NS	NS	0
CERCLIS	0.5000	0	0	0	0	NS	NS	0
LFSWDS	0.5000	0	0	0	0	NS	NS	0
LUST	0.5000	0	0	0	0	NS	NS	0
VCP	0.5000	0	0	0	0	NS	NS	0
NPL	1.0000	0	0	0	0	0	NS	0
SUB-TOTAL		0	0	0	0	0	0	0

Database Radius Summary

TRIBAL LISTING

Standard environmental records are displayed in **bold**.

Acronym	Search Radius (miles)	TP/AP (0 - 0.02)	1/8 Mile (> TP/AP)	1/4 Mile (> 1/8)	1/2 Mile (> 1/4)	1 Mile (> 1/2)	> 1 Mile	Total
USTR08	0.2500	0	0	0	NS	NS	NS	0
LUSTR08	0.5000	0	0	0	0	NS	NS	0
ODINDIAN	0.5000	0	0	0	0	NS	NS	0
INDIANRES	1.0000	0	0	0	0	0	NS	0

SUB-TOTAL		0	0	0	0	0	0	0
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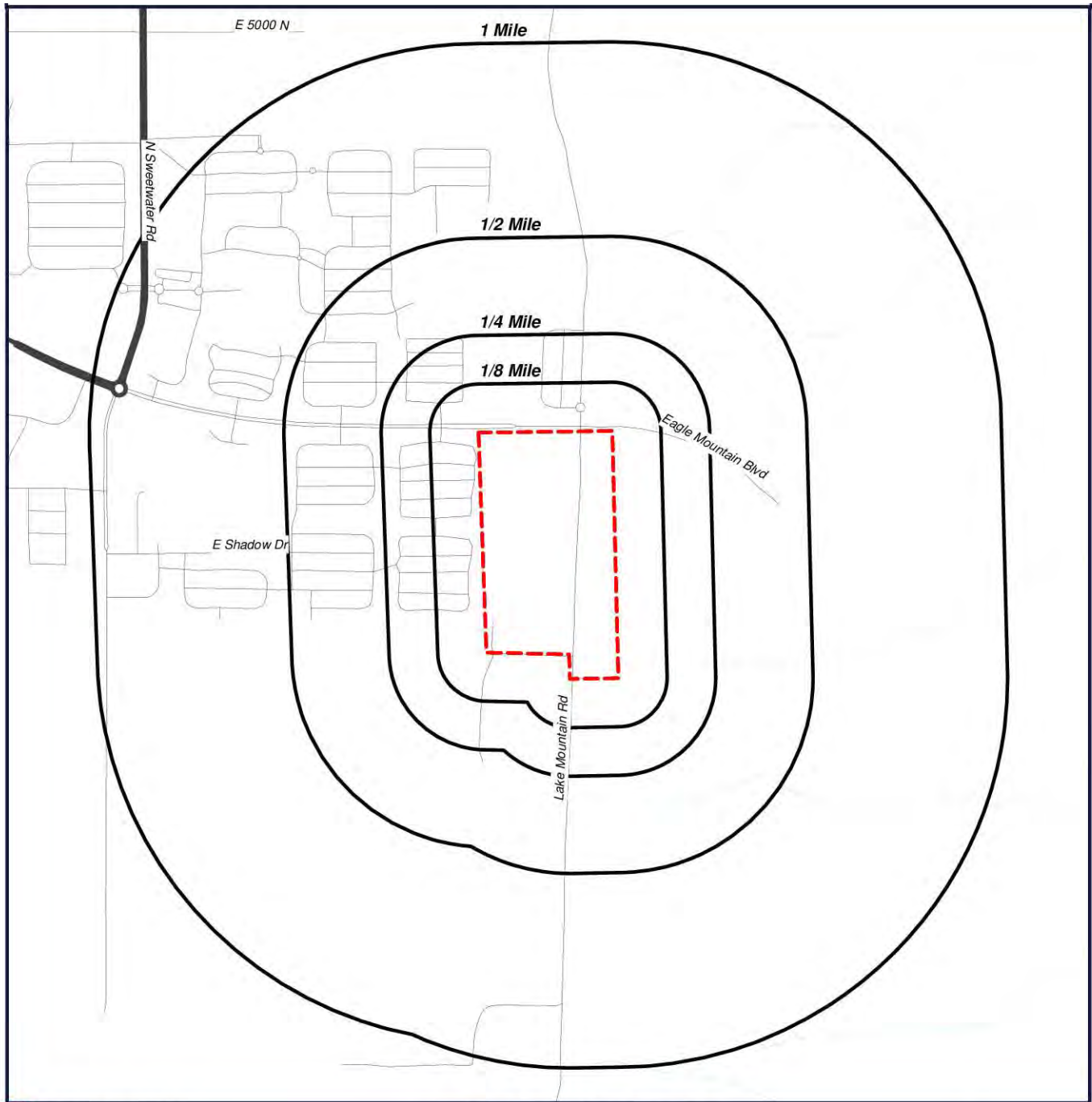
TOTAL		0	0	0	0	0	0	0
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NOTES:

NS = NOT SEARCHED

TP/AP = TARGET PROPERTY/ADJACENT PROPERTY

Radius Map 1



 Target Property (TP)

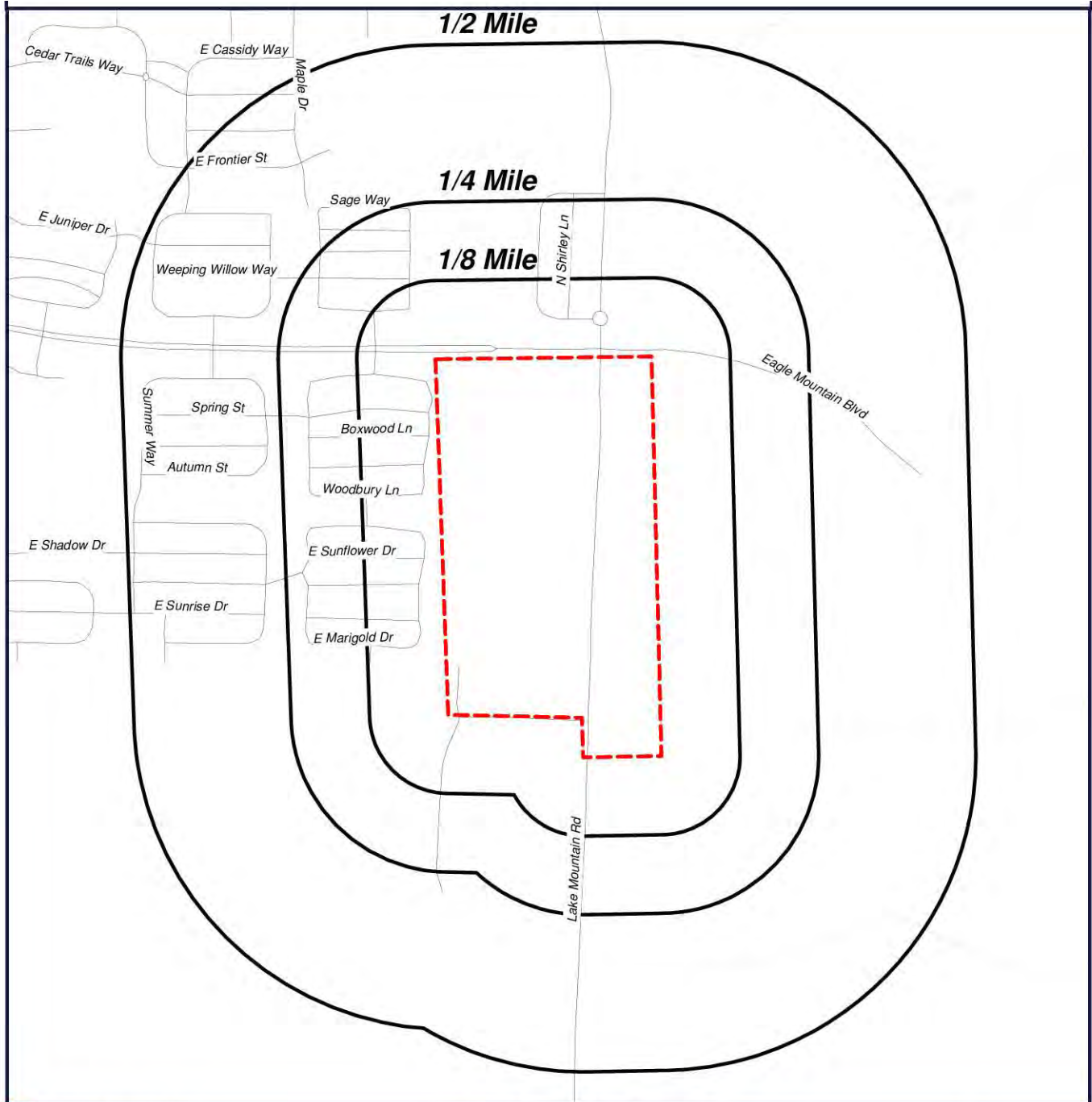
Eagle Mountain Property
Eagle Mountain Blvd & N Lake
Mountain Rd
Eagle Mountain, Utah
84013



0' 1050' 2100' 3150'
SCALE: 1" = 2100'

[Click here to access Satellite view](#)

Radius Map 2



 Target Property (TP)

Eagle Mountain Property
Eagle Mountain Blvd & N Lake
Mountain Rd
Eagle Mountain, Utah
84013



0' 650' 1300' 1950'
SCALE: 1" = 1300'

[Click here to access Satellite view](#)

Ortho Map



 Target Property (TP)

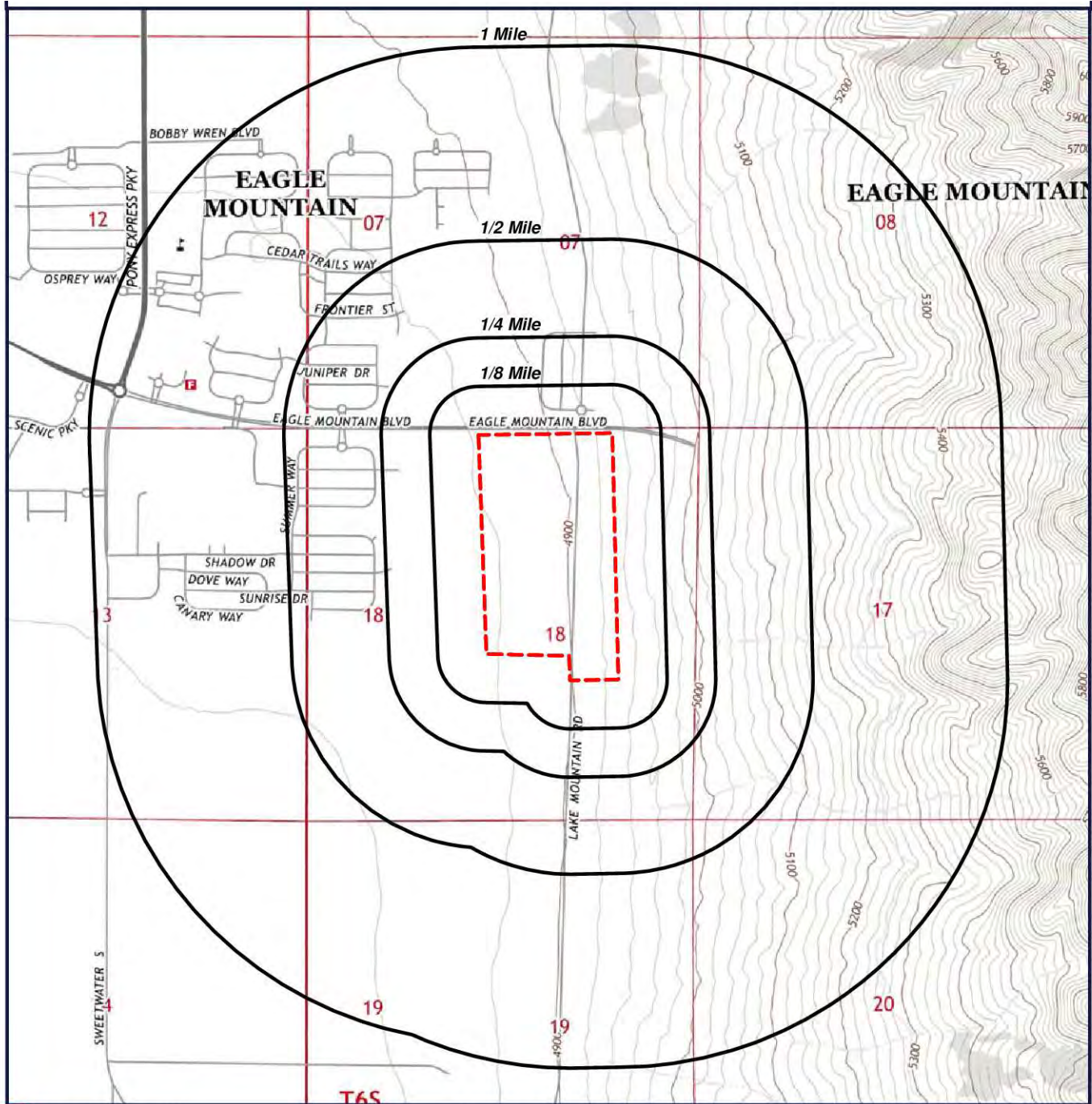
**Quadrangle(s): Saratoga
Springs
Eagle Mountain Property
Eagle Mountain Blvd & N Lake
Mountain Rd
Eagle Mountain, Utah
84013**



0' 650' 1300' 1950'
SCALE: 1" = 1300'

[Click here to access Satellite view](#)

Topographic Map



 Target Property (TP)

Quadrangle(s): Saratoga
Springs
Source: USGS, 02/05/2014
Eagle Mountain Property
Eagle Mountain Blvd & N Lake
Mountain Rd
Eagle Mountain, Utah
84013



0' 1050' 2100' 3150'
SCALE: 1" = 2100'

[Click here to access Satellite view](#)

Located Sites Summary

No Records Found.

Elevation Summary

Elevations are collected from the USGS 3D Elevation Program 1/3 arc-second (approximately 10 meters) layer hosted at the NGTOC. .

Target Property Elevation: 4894 ft.

NOTE: Standard environmental records are displayed in **bold**.

No Records Found.

Unlocated Sites Summary

This list contains sites that could not be mapped due to limited or incomplete address information.

No Records Found

Environmental Records Definitions - FEDERAL

AIRSAFS

Aerometric Information Retrieval System / Air Facility Subsystem

VERSION DATE: 10/20/14

The United States Environmental Protection Agency (EPA) modified the Aerometric Information Retrieval System (AIRS) to a database that exclusively tracks the compliance of stationary sources of air pollution with EPA regulations: the Air Facility Subsystem (AFS). Since this change in 2001, the management of the AIRS/AFS database was assigned to EPA's Office of Enforcement and Compliance Assurance.

BRS

Biennial Reporting System

VERSION DATE: 12/31/11

The United States Environmental Protection Agency (EPA), in cooperation with the States, biennially collects information regarding the generation, management, and final disposition of hazardous wastes regulated under the Resource Conservation and Recovery Act of 1976 (RCRA), as amended. The Biennial Report captures detailed data on the generation of hazardous waste from large quantity generators and data on waste management practices from treatment, storage and disposal facilities. Currently, the EPA states that data collected between 1991 and 1997 was originally a part of the defunct Biennial Reporting System and is now incorporated into the RCRAInfo data system.

CDL

Clandestine Drug Laboratory Locations

VERSION DATE: 07/01/16

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments. The Department does not establish, implement, enforce, or certify compliance with clean-up or remediation standards for contaminated sites; the public should contact a state or local health department or environmental protection agency for that information.

DOCKETS

EPA Docket Data

VERSION DATE: 12/22/05

The United States Environmental Protection Agency Docket data lists Civil Case Defendants, filing dates as far back as 1971, laws broken including section, violations that occurred, pollutants involved, penalties assessed and superfund awards by facility and location. Please refer to ICIS database as source of current data.

EC

Federal Engineering Institutional Control Sites

VERSION DATE: 08/03/15

This database includes site locations where Engineering and/or Institutional Controls have been identified as part

Environmental Records Definitions - FEDERAL

of a selected remedy for the site as defined by United States Environmental Protection Agency official remedy decision documents. A site listing does not indicate that the institutional and engineering controls are currently in place nor will be in place once the remedy is complete; it only indicates that the decision to include either of them in the remedy is documented as of the completed date of the document. Institutional controls are actions, such as legal controls, that help minimize the potential for human exposure to contamination by ensuring appropriate land or resource use. Engineering controls include caps, barriers, or other device engineering to prevent access, exposure, or continued migration of contamination.

ECHOR08 Enforcement and Compliance History Information

VERSION DATE: 08/26/17

The EPA's Enforcement and Compliance History Online (ECHO) database, provides compliance and enforcement information for facilities nationwide. This database includes facilities regulated as Clean Air Act stationary sources, Clean Water Act direct dischargers, Resource Conservation and Recovery Act hazardous waste handlers, Safe Drinking Water Act public water systems along with other data, such as Toxics Release Inventory releases.

ERNSUT Emergency Response Notification System

VERSION DATE: 04/29/18

This National Response Center database contains data on reported releases of oil, chemical, radiological, biological, and/or etiological discharges into the environment anywhere in the United States and its territories. The data comes from spill reports made to the U.S. Environmental Protection Agency, U.S. Coast Guard, the National Response Center and/or the U.S. Department of Transportation.

FRSUT Facility Registry System

VERSION DATE: 04/17/18

The United States Environmental Protection Agency's Office of Environmental Information (OEI) developed the Facility Registry System (FRS) as the centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. The Facility Registry System replaced the Facility Index System or FINDS database.

HMIRSR08 Hazardous Materials Incident Reporting System

VERSION DATE: 03/27/18

The HMIRS database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation located in EPA Region 8. This region includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

ICIS Integrated Compliance Information System (formerly DOCKETS)

VERSION DATE: 09/23/17

Environmental Records Definitions - FEDERAL

ICIS is a case activity tracking and management system for civil, judicial, and administrative federal Environmental Protection Agency enforcement cases. ICIS contains information on federal administrative and federal judicial cases under the following environmental statutes: the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, the Emergency Planning and Community Right-to-Know Act - Section 313, the Toxic Substances Control Act, the Federal Insecticide, Fungicide, and Rodenticide Act, the Comprehensive Environmental Response, Compensation, and Liability Act, the Safe Drinking Water Act, and the Marine Protection, Research, and Sanctuaries Act.

ICISNPDES Integrated Compliance Information System National Pollutant Discharge Elimination System

VERSION DATE: 07/09/17

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States.

LUCIS Land Use Control Information System

VERSION DATE: 09/01/06

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

MLTS Material Licensing Tracking System

VERSION DATE: 06/29/17

MLTS is a list of approximately 8,100 sites which have or use radioactive materials subject to the United States Nuclear Regulatory Commission (NRC) licensing requirements.

NPDESR08 National Pollutant Discharge Elimination System

VERSION DATE: 04/01/07

Authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The NPDES database was collected from December 2002 until April 2007. Refer to the PCS and/or ICIS-NPDES database as source of current data. This database includes permitted facilities located in EPA Region 8. This region includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

PADS PCB Activity Database System

VERSION DATE: 07/18/17

PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Environmental Records Definitions - FEDERAL

PCSR08

Permit Compliance System

VERSION DATE: 08/01/12

The Permit Compliance System is used in tracking enforcement status and permit compliance of facilities controlled by the National Pollutant Discharge Elimination System (NPDES) under the Clean Water Act and is maintained by the United States Environmental Protection Agency's Office of Compliance. PCS is designed to support the NPDES program at the state, regional, and national levels. This database includes permitted facilities located in EPA Region 8. This region includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming. PCS has been modernized, and no longer exists. National Pollutant Discharge Elimination System (ICIS-NPDES) data can now be found in Integrated Compliance Information System (ICIS).

RCRASC

RCRA Sites with Controls

VERSION DATE: 03/21/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with institutional controls in place.

SEMSLIENS

SEMS Lien on Property

VERSION DATE: 06/08/18

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs. This is a listing of SEMS sites with a lien on the property.

SFLIENS

CERCLIS Liens

VERSION DATE: 06/08/12

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which United States Environmental Protection Agency has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties. This database contains those CERCLIS sites where the Lien on Property action is complete.

Environmental Records Definitions - FEDERAL

SSTS Section Seven Tracking System

VERSION DATE: 02/01/17

The United States Environmental Protection Agency tracks information on pesticide establishments through the Section Seven Tracking System (SSTS). SSTS records the registration of new establishments and records pesticide production at each establishment. The Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) requires that production of pesticides or devices be conducted in a registered pesticide-producing or device-producing establishment. ("Production" includes formulation, packaging, repackaging, and relabeling.)

TRI Toxics Release Inventory

VERSION DATE: 12/31/16

The Toxics Release Inventory, provided by the United States Environmental Protection Agency, includes data on toxic chemical releases and waste management activities from certain industries as well as federal and tribal facilities. This inventory contains information about the types and amounts of toxic chemicals that are released each year to the air, water, and land as well as information on the quantities of toxic chemicals sent to other facilities for further waste management.

TSCA Toxic Substance Control Act Inventory

VERSION DATE: 12/31/12

The Toxic Substances Control Act (TSCA) was enacted in 1976 to ensure that chemicals manufactured, imported, processed, or distributed in commerce, or used or disposed of in the United States do not pose any unreasonable risks to human health or the environment. TSCA section 8(b) provides the United States Environmental Protection Agency authority to "compile, keep current, and publish a list of each chemical substance that is manufactured or processed in the United States." This TSCA Chemical Substance Inventory contains non-confidential information on the production amount of toxic chemicals from each manufacturer and importer site.

RCRAGR08 Resource Conservation & Recovery Act - Generator

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities currently generating hazardous waste. EPA Region 8 includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

Environmental Records Definitions - FEDERAL

RCRANGR08

Resource Conservation & Recovery Act - Non-Generator

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities classified as non-generators. Non-Generators do not presently generate hazardous waste. EPA Region 8 includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

ALTFUELS

Alternative Fueling Stations

VERSION DATE: 01/22/18

Nationwide list of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE).

FEMAUST

FEMA Owned Storage Tanks

VERSION DATE: 12/01/16

This is a listing of FEMA owned underground and aboveground storage tank sites. For security reasons, address information is not released to the public according to the U.S. Department of Homeland Security.

HISTPST

Historical Gas Stations

VERSION DATE: NR

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

ICISCLEANERS

Integrated Compliance Information System Drycleaners

VERSION DATE: 09/23/17

This is a listing of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

MRDS

Mineral Resource Data System

VERSION DATE: 03/15/16

Environmental Records Definitions - FEDERAL

MRDS (Mineral Resource Data System) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS.

MSHA Mine Safety and Health Administration Master Index File

VERSION DATE: 09/01/17

The Mine dataset lists all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970. It includes such information as the current status of each mine (Active, Abandoned, NonProducing, etc.), the current owner and operating company, commodity codes and physical attributes of the mine. Mine ID is the unique key for this data. This information is provided by the United States Department of Labor - Mine Safety and Health Administration (MSHA).

BF Brownfields Management System

VERSION DATE: 06/27/18

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. The United States Environmental Protection Agency maintains this database to track activities in the various brown field grant programs including grantee assessment, site cleanup and site redevelopment. This database included tribal brownfield sites.

DNPL Delisted National Priorities List

VERSION DATE: 06/08/18

This database includes sites from the United States Environmental Protection Agency's Final National Priorities List (NPL) where remedies have proven to be satisfactory or sites where the original analyses were inaccurate, and the site is no longer appropriate for inclusion on the NPL, and final publication in the Federal Register has occurred.

NLRRCRAT No Longer Regulated RCRA Non-CORRACTS TSD Facilities

VERSION DATE: 03/01/18

This database includes RCRA Non-Corrective Action TSD facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements. This listing includes facilities that formerly treated, stored or disposed of hazardous waste.

ODI Open Dump Inventory

VERSION DATE: 06/01/85

Environmental Records Definitions - FEDERAL

The open dump inventory was published by the United States Environmental Protection Agency. An "open dump" is defined as a facility or site where solid waste is disposed of which is not a sanitary landfill which meets the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944) and which is not a facility for disposal of hazardous waste. This inventory has not been updated since June 1985.

RCRAT Resource Conservation & Recovery Act - Non-CORRACTS Treatment, Storage & Disposal Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities recognized as hazardous waste treatment, storage, and disposal sites (TSD).

SEMS Superfund Enterprise Management System

VERSION DATE: 06/08/18

The U.S. Environmental Protection Agency's (EPA) Office of Solid Waste and Emergency Response, Office of Superfund Remediation and Technology Innovation (OSRTI), has implemented The Superfund Enterprise Management System (SEMS), formerly known as CERCLIS (Comprehensive Environmental Response, Compensation and Liability Information System) to track and report on clean-up and enforcement activities taking place at Superfund sites. SEMS represents a joint development and ongoing collaboration between Superfund's Remedial, Removal, Federal Facilities, Enforcement and Emergency Response programs.

SEMSARCH Superfund Enterprise Management System Archived Site Inventory

VERSION DATE: 06/08/18

The Superfund Enterprise Management System Archive listing (SEMS-ARCHIVE) has replaced the CERCLIS NFRAP reporting system in 2015. This listing reflect sites that have been assessed and no further remediation is planned and is of no further interest under the Superfund program.

SMCRA Surface Mining Control and Reclamation Act Sites

VERSION DATE: 08/25/17

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Environmental Records Definitions - FEDERAL

USUMTRCA

Uranium Mill Tailings Radiation Control Act Sites

VERSION DATE: 03/04/17

The Legacy Management Office of the Department of Energy (DOE) manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The L.M. Office manages this database of sites registered under the Uranium Mill Tailings Control Act (UMTRCA).

DOD

Department of Defense Sites

VERSION DATE: 12/01/14

This information originates from the National Atlas of the United States Federal Lands data, which includes lands owned or administered by the Federal government. Army DOD, Army Corps of Engineers DOD, Air Force DOD, Navy DOD and Marine DOD areas of 640 acres or more are included.

FUDS

Formerly Used Defense Sites

VERSION DATE: 06/01/15

The Formerly Used Defense Sites (FUDS) inventory includes properties previously owned by or leased to the United States and under Secretary of Defense Jurisdiction, as well as Munitions Response Areas (MRAs). The remediation of these properties is the responsibility of the Department of Defense. This data is provided by the U.S. Army Corps of Engineers (USACE), the boundaries/polygon data are based on preliminary findings and not all properties currently have polygon data available. **DISCLAIMER:** This data represents the results of data collection/processing for a specific USACE activity and is in no way to be considered comprehensive or to be used in any legal or official capacity as presented on this site. While the USACE has made a reasonable effort to insure the accuracy of the maps and associated data, it should be explicitly noted that USACE makes no warranty, representation or guaranty, either expressed or implied, as to the content, sequence, accuracy, timeliness or completeness of any of the data provided herein. For additional information on Formerly Used Defense Sites please contact the USACE Public Affairs Office at (202) 528-4285.

FUSRAP

Formerly Utilized Sites Remedial Action Program

VERSION DATE: 03/04/17

The U.S. DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

NLRRCRAC

No Longer Regulated RCRA Corrective Action Facilities

VERSION DATE: 03/01/18

Environmental Records Definitions - FEDERAL

This database includes RCRA Corrective Action facilities that are no longer regulated by the United States Environmental Protection Agency or do not meet other RCRA reporting requirements.

NMS Former Military Nike Missile Sites

VERSION DATE: 12/01/84

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites.

During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

NPL National Priorities List

VERSION DATE: 06/08/18

This database includes United States Environmental Protection Agency (EPA) National Priorities List sites that fall under the EPA's Superfund program, established to fund the cleanup of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action.

PNPL Proposed National Priorities List

VERSION DATE: 06/08/18

This database contains sites proposed to be included on the National Priorities List (NPL) in the Federal Register. The United States Environmental Protection Agency investigates these sites to determine if they may present long-term threats to public health or the environment.

RCRAC Resource Conservation & Recovery Act - Corrective Action Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities with corrective action activity.

Environmental Records Definitions - FEDERAL

RCRASUBC

Resource Conservation & Recovery Act - Subject to Corrective Action Facilities

VERSION DATE: 03/01/18

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. This listing refers to facilities subject to corrective actions.

RODS

Record of Decision System

VERSION DATE: 06/08/18

These decision documents maintained by the United States Environmental Protection Agency describe the chosen remedy for NPL (Superfund) site remediation. They also include site history, site description, site characteristics, community participation, enforcement activities, past and present activities, contaminated media, the contaminants present, and scope and role of response action.

Environmental Records Definitions - STATE (UT)

ICEC Institutional Engineering Controls Registry

VERSION DATE: 07/01/18

The Utah Department of Environmental Quality is required to maintain a record of the properties subject to environmental covenants/institutional controls established under Utah Code, Title 19, Chapter 10. This list Leaking Underground Storage Tank sites, CERCLA/Superfund Branch Sites, and Voluntary Cleanup sites that have environmental controls established under this statute and pursuant to Utah Code Ann. §§ 57-25-101 et seq and controls established prior to the enactment of this statute. The controls have been recorded by the owner of the real property in the county recorder's office in the county where the real property is located.

TIERII Tier II Facilities

VERSION DATE: 06/04/18

This database contains locations of Tier II facilities under the Emergency Planning and Community Right-to-Know Act (EPCRA). This data is maintained by the Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR). The DERR assumes no responsibility or liability for the accuracy of the location of these facilities. This database also includes some Tier II facility information from the Utah Automated Geographic Reference Center (AGRC) for informational purposes. Qualifying facilities report on hazardous and toxic chemicals and are labeled either tier I or tier II. Locations are based on coordinates derived from maps and GPS data. These locations represent sites, not contaminated areas.

RUST Registered Underground Storage Tanks

VERSION DATE: 06/03/18

The Utah State Underground Storage Tank program of the Department of Environmental Quality provides this list of underground storage tank sites.

BF Brownfield Properties

VERSION DATE: 07/04/18

This database of brownfields (targeted) and other brownfield (non-targeted) properties is maintained by the Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR). Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped open land, and both improves and protects the environment. The DERR assumes no responsibility or liability for the accuracy of the location of these properties.

CERCLIS CERCLIS Sites

VERSION DATE: 07/04/18

This database of Comprehensive Environmental Response, Compensation, and Liability System sites is

Environmental Records Definitions - STATE (UT)

maintained by the Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR). The CERCLA Branch of the DERR performs site investigations of potentially contaminated sites within the State of Utah to determine whether or not they pose a threat to human health and the environment and should be included on the Federal Superfund National Priorities List. The DERR assumes no responsibility or liability for the accuracy of the location of these properties.

LFSWDS Landfill and Solid Waste Disposal Sites

VERSION DATE: 04/17/18

This list of permitted solid waste facilities is provided by the Utah Department of Environmental Quality.

LUST Leaking Underground Storage Tanks

VERSION DATE: 06/03/18

The Utah State Underground Storage Tank program of the Department of Environmental Quality provides this list of leaking underground storage tank sites. The primary goal of this program is to protect human health and the environment from leaking underground storage tanks. The UST staff oversees UST notification, installation, inspection, removal, and compliance with State and Federal UST regulations concerning release prevention and remediation.

VCP Voluntary Cleanup Program Sites

VERSION DATE: 07/05/18

This list of Voluntary Cleanup Program sites is maintained by the Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR). The DERR assumes no responsibility or liability for the accuracy of the location of these facilities. In 1997, the Utah Voluntary Cleanup Program (VCP) was created to promote the voluntary cleanup of contaminated sites. The VCP is intended to encourage redevelopment of Brownfields and other impacted sites by providing a streamlined cleanup program. This database also includes some Voluntary Cleanup information from the Utah Automated Geographic Reference Center (AGRC) for informational purposes. Locations are based on coordinates derived from maps and GPS data.

NPL National Priorities List

VERSION DATE: 07/04/18

The National Priorities List (NPL) is provided by the Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR). Before a cleanup of a hazardous waste site can take place under Superfund, it must be included on the National Priority List. The NPL is a published list of hazardous waste sites that are eligible for extensive, long-term cleanup action under the Superfund program. When no responsible party can be found, listing on the NPL allows EPA and the State to access the Superfund Trust fund to pay for site cleanup. The DERR assumes no responsibility or liability for the accuracy of the location of these properties.

Environmental Records Definitions - TRIBAL

USTR08 Underground Storage Tanks On Tribal Lands

VERSION DATE: 04/25/18

This database, provided by the United States Environmental Protection Agency (EPA), contains underground storage tanks on Tribal lands located in EPA Region 8. This region includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

LUSTR08 Leaking Underground Storage Tanks On Tribal Lands

VERSION DATE: 04/25/18

This database, provided by the United States Environmental Protection Agency (EPA), contains leaking underground storage tanks on Tribal lands located in EPA Region 8. This region includes the following states: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.

ODINDIAN Open Dump Inventory on Tribal Lands

VERSION DATE: 11/08/06

This Indian Health Service database contains information about facilities and sites on tribal lands where solid waste is disposed of, which are not sanitary landfills or hazardous waste disposal facilities, and which meet the criteria promulgated under section 4004 of the Solid Waste Disposal Act (42 U.S.C. 6944).

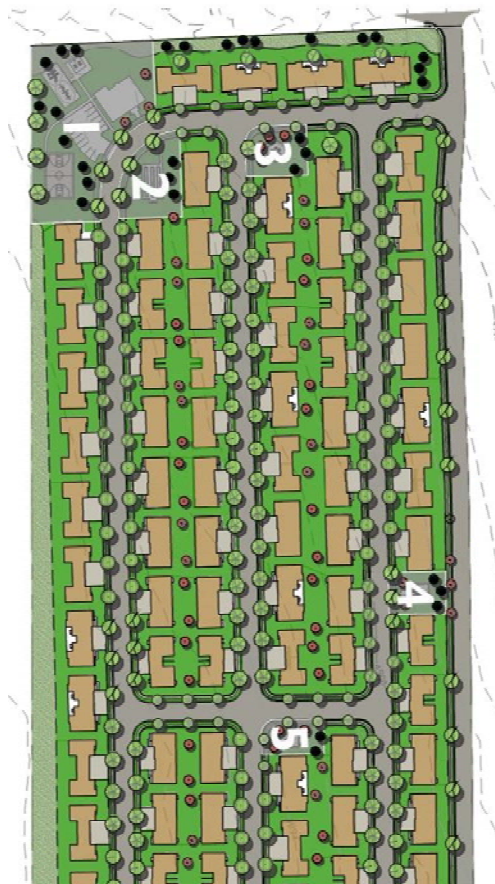
INDIANRES Indian Reservations

VERSION DATE: 01/01/00

The Department of Interior and Bureau of Indian Affairs maintains this database that includes American Indian Reservations, off-reservation trust lands, public domain allotments, Alaska Native Regional Corporations and Recognized State Reservations.

Eagle Heights Village

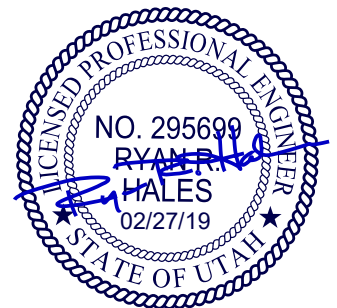
Traffic Impact Study



Eagle Mountain, Utah

February 27, 2019

UT19-1417



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Eagle Heights Village development located in Eagle Mountain, Utah. The proposed project is located on the south side of Eagle Mountain Boulevard, near Lake Mountain Road.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 conditions were also analyzed.

The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

TABLE ES-1 LOS Analysis - Evening Peak Hour Eagle Mountain - Eagle Heights Village TIS					
Intersection	Level of Service (Sec/Veh) ¹				
	Existing (2019)		Future (2024)		
	Background	Plus Project	Background	Plus Project	Mitigated Plus Project
Pony Express Pkwy / Eagle Mountain Blvd	A (5.5)	A (6.8)	B (10.4)	C (20.2)	A (9.0)
Lake Mountain Road / Eagle Mountain Blvd	A (4.1) / NB	A (4.4) / NB	A (5.4) / NB	A (5.6) / NB	A (5.7) / NB
Access 1 / Lake Mountain Road ²	-	A (4.7) / EB	-	A (5.0) / EB	A (5.0) / EB
Access 2 / Lake Mountain Road ²	-	A (4.2) / EB	-	A (4.3) / EB	A (4.1) / EB
Access 3 / Lake Mountain Road ²	-	A (3.9) / EB	-	A (3.9) / EB	A (3.9) / EB
1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections. 2. This intersection is a project access and was only analyzed in "plus project" scenarios. Source: Hales Engineering, February 2019					

TABLE ES-2
Recommended Storage Lengths
Eagle Mountain - Eagle Heights Village TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Pony Express Pkwy / Eagle Mountain Blvd	-	-	-	-	-	200	-	-
Lake Mountain Road / Eagle Mountain Blvd	-	-	-	-	100	-	-	-

Source: Hales Engineering, February 2019

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections are currently operating at an acceptable LOS during the evening peak hour in existing (2019) background conditions.
- The development will consist of 316 residential townhome units.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour with project traffic added.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour in future (2024) background conditions.
 - A 95th percentile queue length of approximately 270 feet is anticipated at the Pony Express Parkway / Eagle Mountain Boulevard intersection on the eastbound approach. This queue length approaches upstream intersections.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour in future (2024) plus project conditions.
 - A 95th percentile queue length of approximately 650 feet is anticipated at the Pony Express Parkway / Eagle Mountain Boulevard intersection on the eastbound approach. This queue length blocks upstream intersections.
 - **Recommendation:** Restripe eastbound approach of the Pony Express Parkway / Eagle Mountain Boulevard intersection with two lanes entering the roundabout. The inner lane would be for left-turn and through vehicles, and the outer lane would be for right-turn vehicles only.
- Based on a mitigated scenario of the future (2024) plus project conditions, it is anticipated that there will be no significant queueing with the two eastbound lanes striped at the roundabout. It is also anticipated that all intersections will operate at acceptable levels of service.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS/RECOMMENDATIONS	ii
TABLE OF CONTENTS	iii
LIST OF TABLES	v
LIST OF FIGURES	v
I. INTRODUCTION.....	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2019) BACKGROUND CONDITIONS.....	5
A. Purpose	5
B. Roadway System	5
C. Traffic Volumes	5
D. Level of Service Analysis	6
E. Queuing Analysis	6
F. Mitigation Measures	6
III. PROJECT CONDITIONS	8
A. Purpose	8
B. Project Description	8
C. Trip Generation	8
D. Trip Distribution and Assignment	8
E. Access	9
IV. EXISTING (2019) PLUS PROJECT CONDITIONS	11
A. Purpose	11
B. Traffic Volumes	11
C. Level of Service Analysis	11
D. Queuing Analysis	13
E. Mitigation Measures	13
V. FUTURE (2024) BACKGROUND CONDITIONS.....	14
A. Purpose	14
B. Roadway Network	14
C. Traffic Volumes	14
D. Level of Service Analysis	14
E. Queuing Analysis	14
F. Mitigation Measures	16
VI. FUTURE (2024) PLUS PROJECT CONDITIONS.....	17
A. Purpose	17

B. Traffic Volumes 17

C. Level of Service Analysis 17

D. Queuing Analysis 19

E. Mitigation Measures 19

F. Mitigated Scenario 19

G. Recommended Storage Lengths 20

Appendix A: Turning Movement Counts

Appendix B: LOS Results

Appendix C: Project Site Plan

Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2019) Background Evening Peak Hour Level of Service	6
Table 3: Trip Generation	9
Table 4: Existing (2019) Plus Project Evening Peak Hour Level of Service	11
Table 5: Future (2024) Background Evening Peak Hour Level of Service	16
Table 6: Future (2024) Plus Project Evening Peak Hour Level of Service	17
Table 7: Mitigated Future (2024) Plus Project Evening Peak Hour Level of Service	19
Table 8: Recommended Storage Lengths	20

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah	1
Figure 2: Visual representation of the LOS letter designations	4
Figure 3: Existing (2019) background evening peak hour traffic volumes	7
Figure 4: Trip assignment for the evening peak hour	10
Figure 5: Existing (2019) plus project evening peak hour traffic volumes	12
Figure 6: Future (2024) background evening peak hour volumes	15
Figure 7: Future (2024) plus project evening peak hour volumes	18

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Eagle Heights Village development located in Eagle Mountain, Utah. The proposed project is located on the south side of Eagle Mountain Boulevard, near Lake Mountain Road. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 conditions were also analyzed.

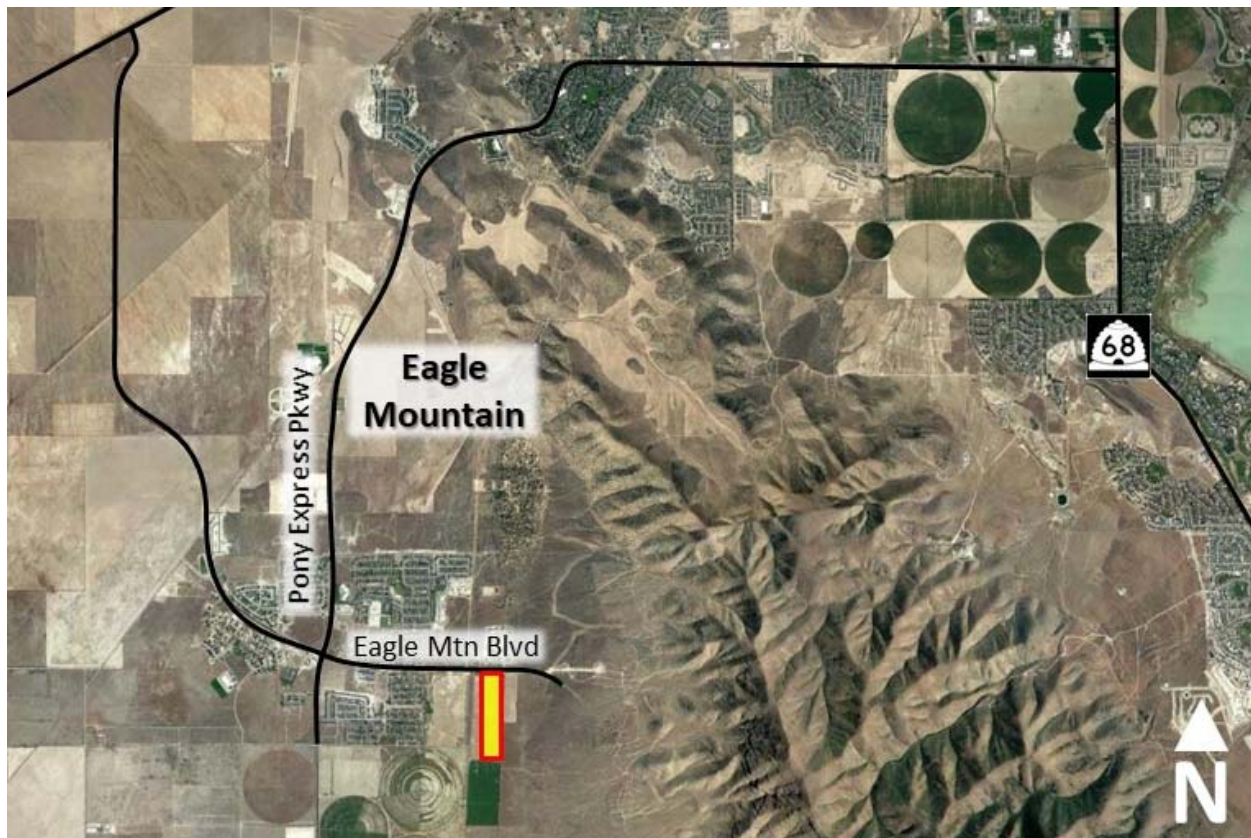


Figure 1: Vicinity map showing the project location in Eagle Mountain, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Pony Express Parkway / Eagle Mountain Boulevard
- Lake Mountain Road / Eagle Mountain Boulevard
- Project Access (3) / Lake Mountain Road

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for each of the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
Signalized Intersections		Overall Intersection
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 10.0 \text{ and } \leq 20.0$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$>20.0 \text{ and } \leq 35.0$
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0 \text{ and } \leq 55.0$
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	$> 55.0 \text{ and } \leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
Unsignalized Intersections		Worst Approach
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0 \text{ and } \leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0 \text{ and } \leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0 \text{ and } \leq 35.0$
E	Unstable Operations / Significant Delays Can Occur	$>35.0 \text{ and } \leq 50.0$
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

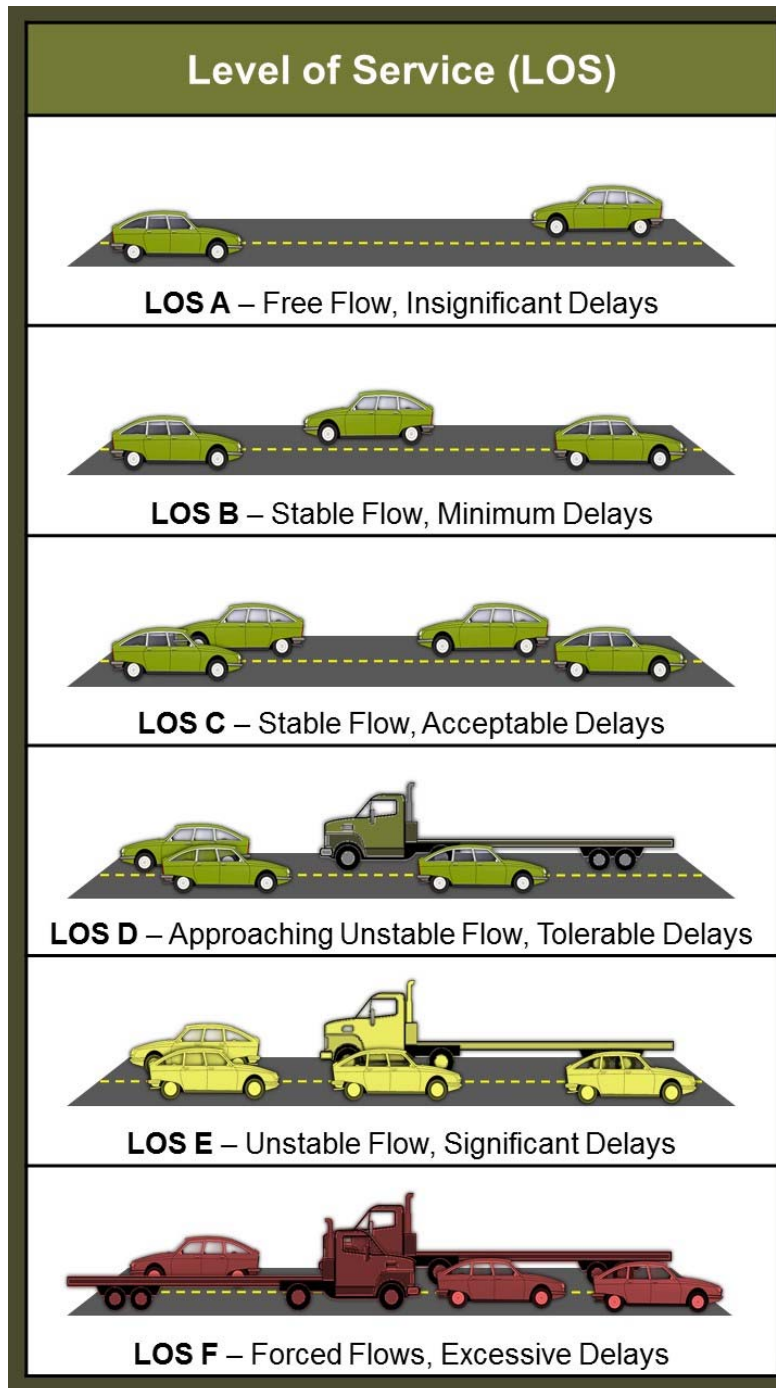


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2019) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Eagle Mountain Boulevard – is a city-maintained roadway which is classified by the Eagle Mountain Future Transportation Master Plan (July 2018) as a minor arterial. The roadway has one travel lane in each direction separated by a raised median. The posted speed limit is 35 mph in the study area.

Lake Mountain Road – is a city-maintained roadway which is classified by the Eagle Mountain Future Transportation Master Plan (July 2018) as a local road. The roadway has one travel lane in each direction north of Eagle Mountain Boulevard. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Pony Express Parkway / Eagle Mountain Boulevard
- Lake Mountain Road / Eagle Mountain Boulevard

The counts were performed within the last year for other traffic impact studies in the area. Counts were last performed at the Pony Express Parkway / Eagle Mountain Boulevard intersection on Wednesday, September 5, 2018. Counts were last performed at the Lake Mountain Road / Eagle Mountain Boulevard intersection on Wednesday, March 7, 2018. The morning peak hour was determined to be between 7:00 and 8:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were slightly higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

In order to account for immediate growth in the study area, Hales Engineering added project traffic from nearby developments to the background traffic collected at the study intersections. This was done based on the traffic impact studies completed for the Eagle Village and Patterson residential projects. Figure 3 shows the existing evening peak hour volumes (including traffic from other nearby projects) as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.

Table 2: Existing (2019) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Pony Express Pkwy / Eagle Mountain Blvd	Round-about	-	-	-	5.5	A
Lake Mountain Road / Eagle Mountain Blvd	NB/SB Stop	NB	4.1	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
 3. SB = Southbound approach, etc.

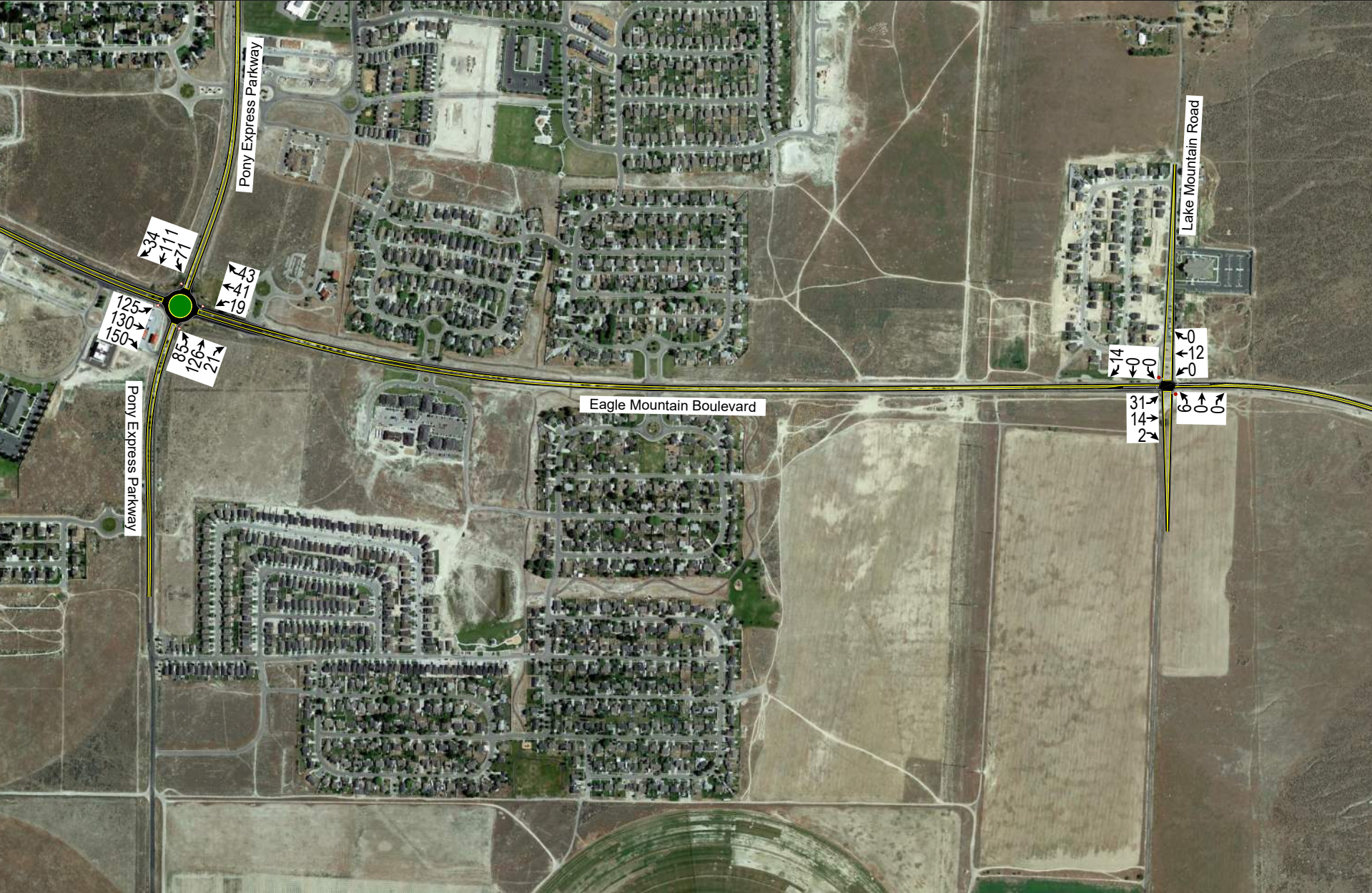
Source: Hales Engineering, February 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.



III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Eagle Heights Village development is located on the south side of Eagle Mountain Boulevard, near Lake Mountain Road. The development will consist of residential townhome units. The townhome units will be built in duplex buildings throughout the project. A concept plan for the proposed developments is provided in Appendix C.

The proposed land use for the development has been identified as follows:

- Townhomes 316 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip Generation for the proposed project is included in Table 3.

The total trip generation for the development is as follows:

- Daily Trips: 2,350
- Morning Peak Hour Trips: 144
- Evening Peak Hour Trips: 166

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. For the proposed area, it has been observed that commuters generally travel via Eagle Mountain Boulevard to the west

Table 3
Eagle Mountain - Eagle Heights Village TIS
Trip Generation

Weekday Daily	# of	Unit	Trip	%	%	Trips	Trips	Total Daily
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Multifamily Housing (Low-Rise) (220)	316	Dwelling Units	2,350	50%	50%	1,175	1,175	2,350
Project Total Daily Trips						1,175	1,175	2,350
Morning Peak Hour	# of	Unit	Trip	%	%	Trips	Trips	Total a.m.
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Multifamily Housing (Low-Rise) (220)	316	Dwelling Units	144	23%	77%	33	111	144
Project Total a.m. Peak Hour Trips						33	111	144
Evening Peak Hour	# of	Unit	Trip	%	%	Trips	Trips	Total p.m.
Land Use ¹	Units	Type	Generation	Entering	Exiting	Entering	Exiting	Trips
Multifamily Housing (Low-Rise) (220)	316	Dwelling Units	166	63%	37%	105	61	166
Project Total p.m. Peak Hour Trips						105	61	166

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, February 2019

The resulting distribution of project generated trips during the evening peak hour is as follows:

To/From Project:

- 45% North
- 55% West

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

E. Access

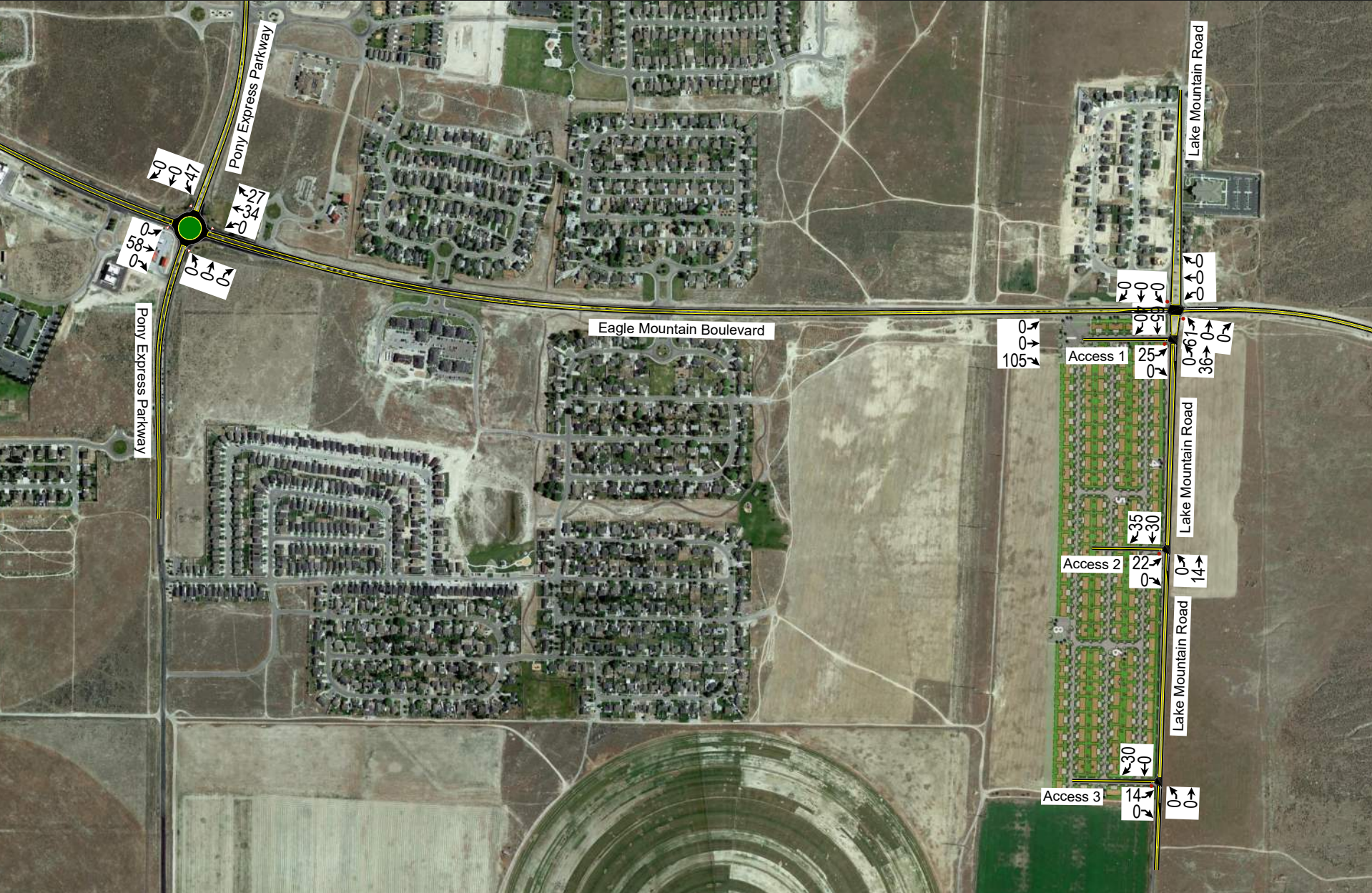
The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

Lake Mountain Road:

- Access 1 will be located approximately 200 feet south of Eagle Mountain Boulevard. It will access the project on the west side of Lake Mountain Road. It is anticipated that the access will be stop-controlled at the access.
- Access 2 will be located approximately 1,500 feet south of Eagle Mountain Boulevard. It will access the project on the west side of Lake Mountain Road. It is anticipated that the access will be stop-controlled at the access.
- Access 3 will be located approximately 3,000 feet south of Eagle Mountain Boulevard. It will access the project on the west side of Lake Mountain Road. It is anticipated that the access will be stop-controlled at the access.

Eagle Mountain Eagle Heights Village TIS
Trip Assignment

Evening Peak Hour
Figure 4



IV. EXISTING (2019) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2019) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2019) background traffic volumes to predict turning movement volumes for existing (2019) plus project conditions. Existing (2019) plus project evening peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 4.

Table 4: Existing (2019) Plus Project Evening Peak Hour Level of Service

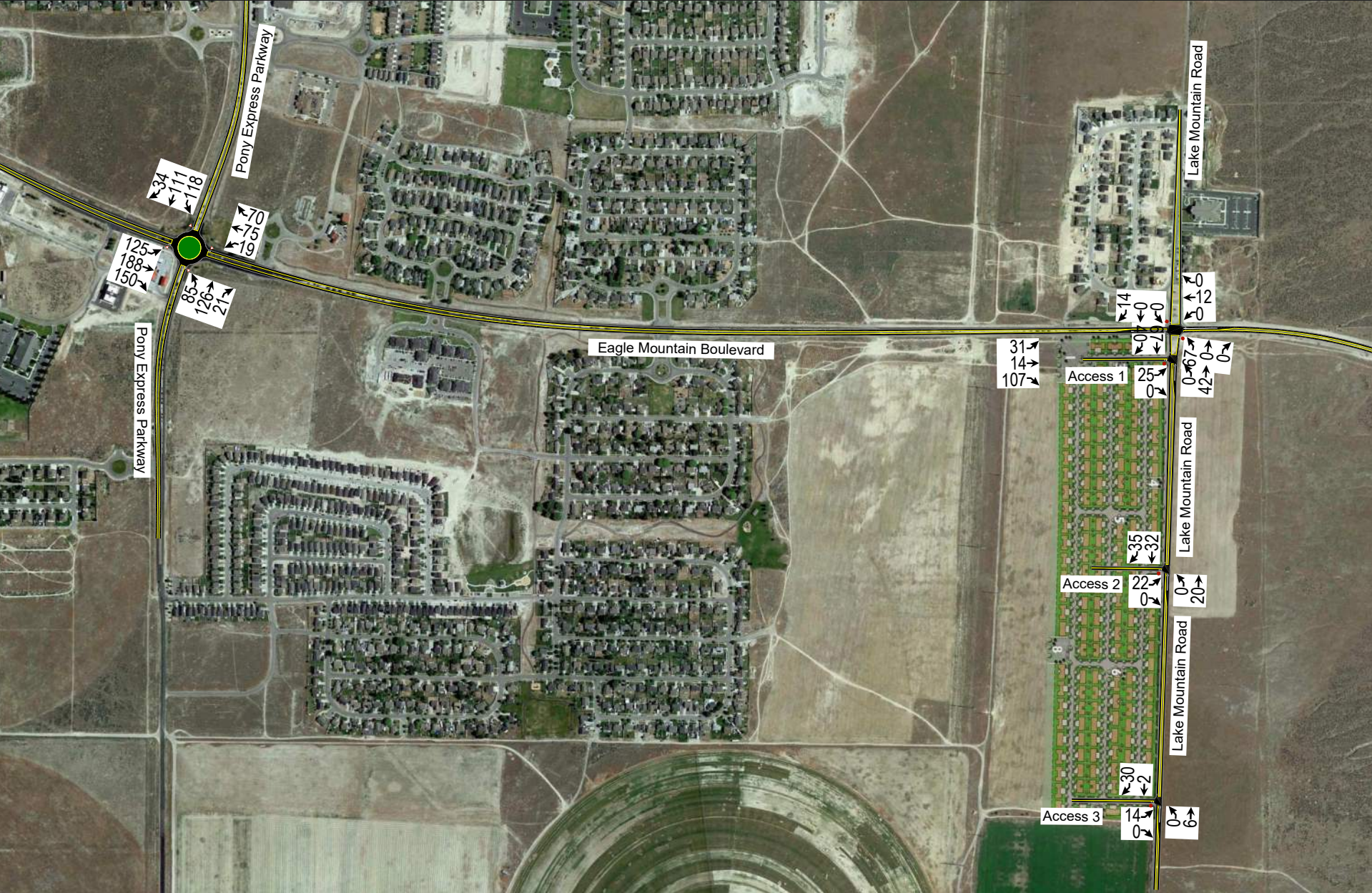
Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Pony Express Pkwy / Eagle Mountain Blvd	Round-about	-	-	-	6.8	A
Lake Mountain Road / Eagle Mountain Blvd	NB/SB Stop	NB	4.4	A	-	-
Access 1 / Lake Mountain Road	EB Stop	EB	4.7	A	-	-
Access 2 / Lake Mountain Road	EB Stop	EB	4.2	A	-	-
Access 3 / Lake Mountain Road	EB Stop	EB	3.9	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, February 2019



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Mountainland Association of Governments (MAG) Regional Transportation Plan, TransPlan40, there are no projects planned before 2024 in the study area. Therefore, no changes were made to the roadway network for the future (2024) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2024) forecasted volumes from the Wasatch Front Regional Council (WFRC) / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

In addition to applying future growth, Hales Engineering also took into account traffic from future developments in the vicinity, namely the Eagle Village and Patterson residential developments. Future (2024) evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2024) background conditions, as shown in Table 5. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. A 95th percentile queue length of approximately 270 feet is anticipated at the Pony Express Parkway / Eagle Mountain Boulevard intersection on the eastbound approach. This queue length approaches other intersections upstream.

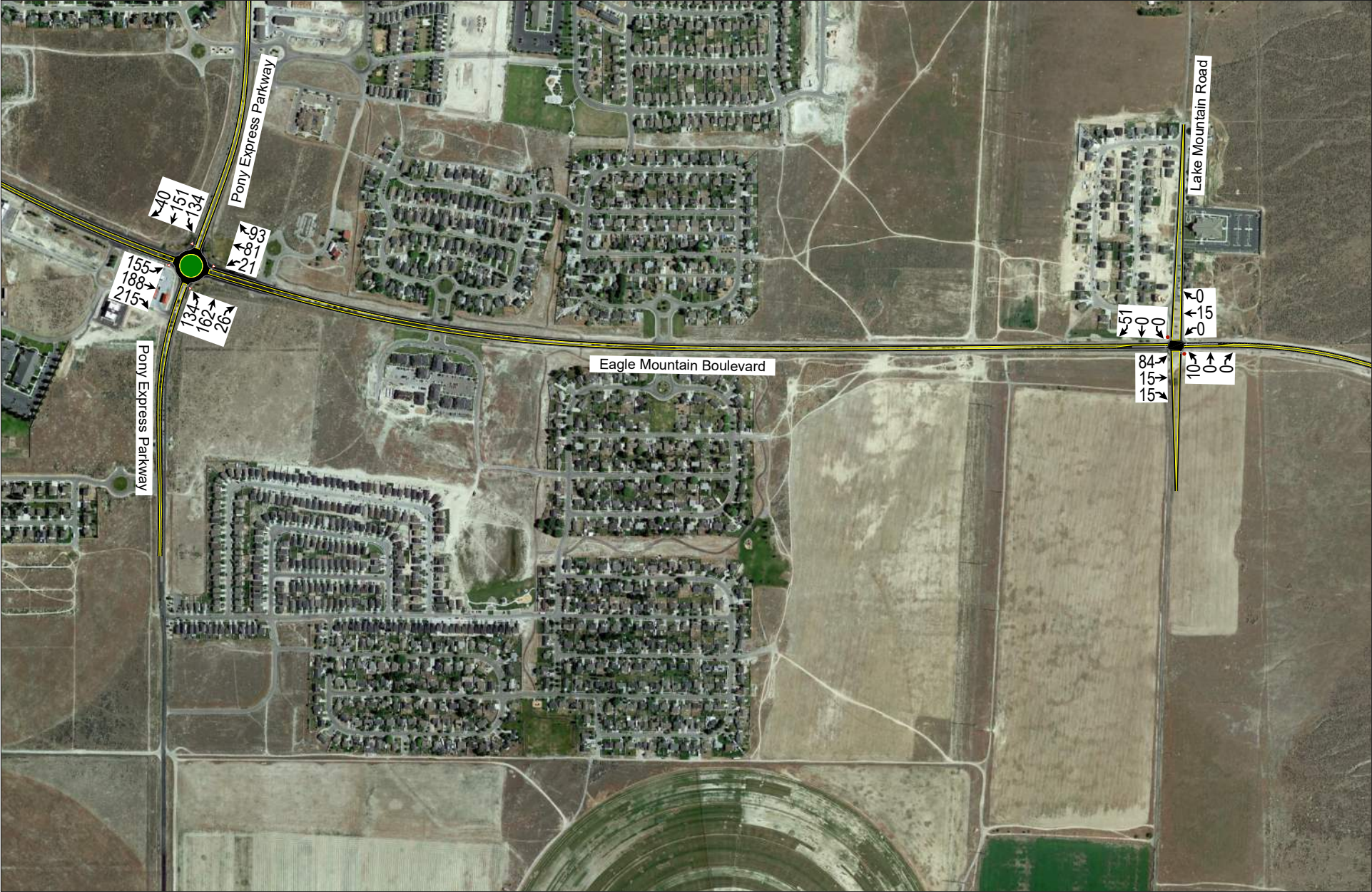


Table 5: Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Pony Express Pkwy / Eagle Mountain Blvd	Round-about	-	-	-	10.4	B
Lake Mountain Road / Eagle Mountain Blvd	NB/SB Stop	NB	5.4	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
 2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
 3. SB = Southbound approach, etc.

Source: Hales Engineering, February 2019

F. Mitigation Measures

No mitigation measures are recommended.

VI. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2024) background traffic volumes to predict turning movement volumes for future (2024) plus project conditions. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour, as shown in Table 6.

Table 6: Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Pony Express Pkwy / Eagle Mountain Blvd	Round-about	-	-	-	20.2	C
Lake Mountain Road / Eagle Mountain Blvd	NB/SB Stop	NB	5.6	A	-	-
Access 1 / Lake Mountain Road	EB Stop	EB	5.0	A	-	-
Access 2 / Lake Mountain Road	EB Stop	EB	4.3	A	-	-
Access 3 / Lake Mountain Road	EB Stop	EB	3.9	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, February 2019

Eagle Mountain Eagle Heights Village TIS Future (2024) Plus Project

Evening Peak Hour Figure 7



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. A 95th percentile queue length of approximately 650 feet is anticipated at the Pony Express Parkway / Eagle Mountain Boulevard intersection on the eastbound approach. This queue length blocks intersections upstream along Eagle Mountain Boulevard.

E. Mitigation Measures

It is recommended that the eastbound approach of the Pony Express Parkway / Eagle Mountain Boulevard intersection be restriped with two lanes entering the roundabout. The inner lane would be a shared through and left-turn lane while the outer lane would be for right-turns only. There is sufficient pavement width existing to support these lanes. It is anticipated that this improvement will reduce queuing and delays at the intersection.

F. Mitigated Scenario

Hales Engineering ran a mitigated scenario of future (2024) plus project conditions to determine the impact of the proposed mitigation measure. Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour, as shown in Table 7. No significant queuing is anticipated.

Table 7: Mitigated Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Pony Express Pkwy / Eagle Mountain Blvd	Round-about	-	-	-	9.0	A
Lake Mountain Road / Eagle Mountain Blvd	NB/SB Stop	NB	5.7	A	-	-
Access 1 / Lake Mountain Road	EB Stop	EB	5.0	A	-	-
Access 2 / Lake Mountain Road	EB Stop	EB	4.1	A	-	-
Access 3 / Lake Mountain Road	EB Stop	EB	3.9	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, February 2019

G. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the mitigated future (2024) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 8.

Table 8: Recommended Storage Lengths

Recommended Storage Lengths Eagle Mountain - Eagle Heights Village TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Pony Express Pkwy / Eagle Mountain Blvd	-	-	-	-	-	200	-	-
Lake Mountain Road / Eagle Mountain Blvd	-	-	-	-	100	-	-	-
Source: Hales Engineering, February 2019								

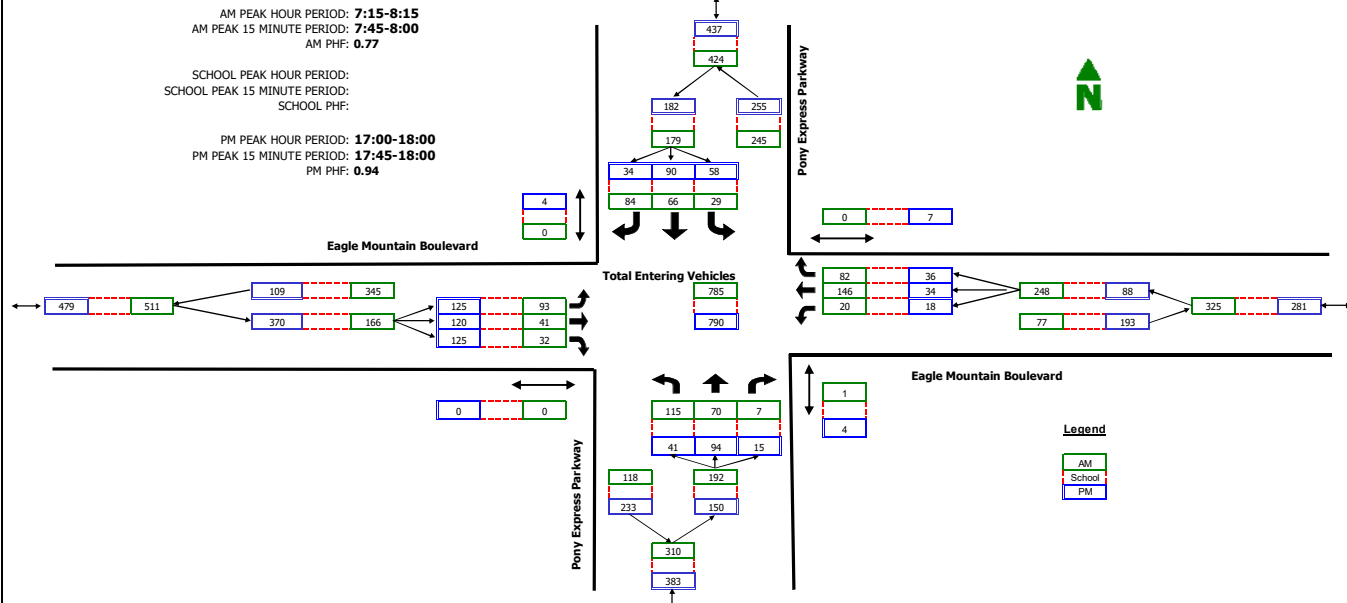
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Pony Express Parkway / Eagle Mountain Boulevard
North/South: Pony Express Parkway
East/West: Eagle Mountain Boulevard
Jurisdiction: Eagle Mountain
Project Title: Eagle Village TIS
Project No: UT18-1315
Weather: Clear

Date: 9-5-18, Wed
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Pony Express Parkway Northbound				Pony Express Parkway Southbound				Eagle Mountain Boulevard Eastbound				Eagle Mountain Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	35	16	0	0	1	6	13	0	10	2	6	0	7	46	29	0	171
7:15-7:30	28	10	0	0	1	14	20	0	13	6	5	0	5	48	25	0	175
7:30-7:45	30	13	2	1	4	13	15	0	20	9	6	0	8	38	9	0	167
7:45-8:00	37	29	4	0	13	20	30	0	30	16	11	34	4	34	28	0	256
8:00-8:15	20	18	1	0	11	19	19	0	30	10	10	0	3	26	20	0	187
8:15-8:30	15	12	4	0	7	17	9	0	15	10	3	0	3	13	5	0	113
8:30-8:45	13	13	0	0	2	9	16	0	11	5	6	0	3	16	9	0	103
8:45-9:00	25	24	1	0	4	16	22	0	17	10	14	0	3	21	16	0	173
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	9	18	2	0	15	27	8	0	30	18	22	0	7	16	11	0	183
16:15-16:30	8	15	1	0	19	30	3	0	22	22	24	0	2	12	7	0	165
16:30-16:45	9	26	0	0	15	30	16	0	15	24	26	0	4	11	13	0	189
16:45-17:00	9	10	5	0	16	13	10	2	24	22	25	0	6	13	12	0	165
17:00-17:15	14	23	3	0	10	18	10	0	29	23	30	0	2	9	9	0	180
17:15-17:30	8	16	4	0	17	32	7	34	31	26	0	9	12	6	5	0	202
17:30-17:45	10	30	4	4	20	22	8	0	25	29	30	0	1	9	11	2	199
17:45-18:00	9	25	4	0	11	18	9	0	37	37	39	0	6	4	10	0	209

Intersection Turning Movement Summary

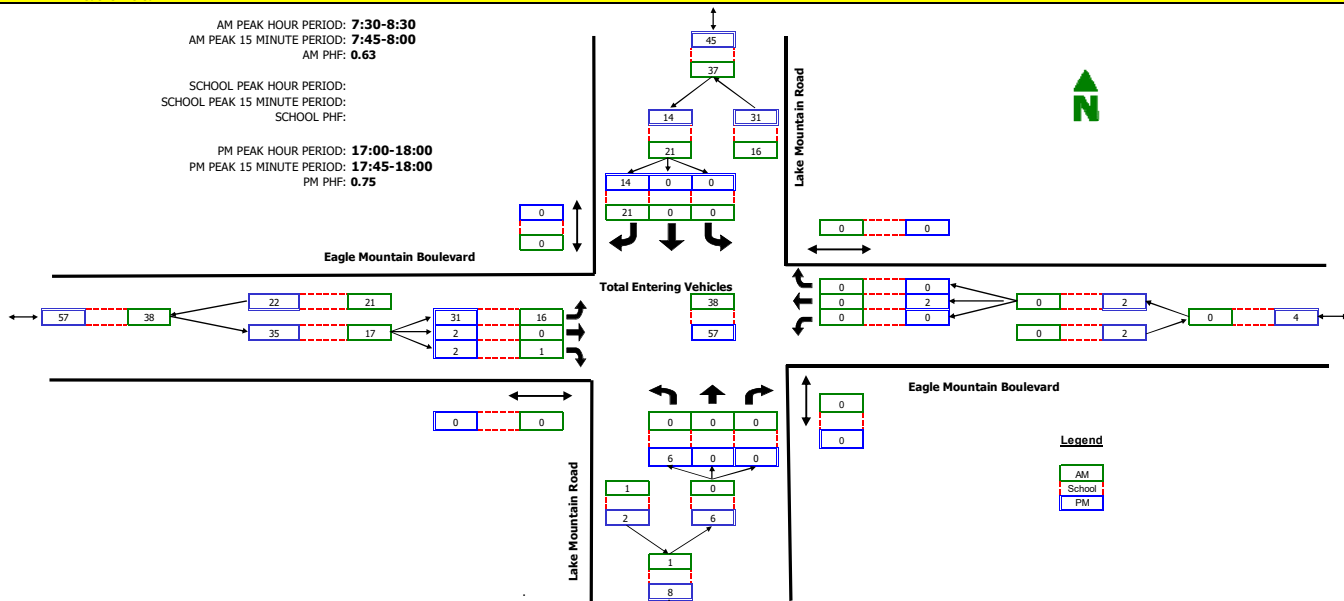
Intersection: Lake Mountain Road / Eagle Mountain Boulevard
 North/South: Lake Mountain Road
 East/West: Eagle Mountain Boulevard
 Jurisdiction: Eagle Mountain
 Project Title: Patterson TIS
 Project No: UT18-1202
 Weather: Clear

Date: 3-7-18, Wed
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 100.0%
 Adjustment Station #: 0
 Growth Rate: 0.0%
 Number of Years: 0

AM PEAK HOUR PERIOD: 7:30-8:30
 AM PEAK 15 MINUTE PERIOD: 7:45-8:00
 AM PHF: 0.63

SCHOOL PEAK HOUR PERIOD:
 SCHOOL PEAK 15 MINUTE PERIOD:
 SCHOOL PHF:

PM PEAK HOUR PERIOD: 17:00-18:00
 PM PEAK 15 MINUTE PERIOD: 17:45-18:00
 PM PHF: 0.75



RAW COUNT SUMMARIES	Lake Mountain Road Northbound				Lake Mountain Road Southbound				Eagle Mountain Boulevard Eastbound				Eagle Mountain Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	1	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	5
7:15-7:30	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	5
7:30-7:45	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	7
7:45-8:00	0	0	0	0	0	0	10	0	5	0	0	0	0	0	0	0	15
8:00-8:15	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	7
8:15-8:30	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	9
8:30-8:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
8:45-9:00	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	11
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	0	0	0	0	4	0	6	0	1	0	0	0	0	0	11
16:15-16:30	1	0	0	0	0	0	4	0	9	0	0	0	0	0	0	0	14
16:30-16:45	1	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	6
16:45-17:00	2	0	0	0	0	1	3	0	7	1	0	0	0	1	0	0	15
17:00-17:15	3	0	0	0	0	0	2	0	4	1	1	0	0	1	0	0	12
17:15-17:30	1	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	15
17:30-17:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	11
17:45-18:00	2	0	0	0	0	0	6	0	10	0	1	0	0	0	0	0	19

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Existing (2019) Background
Time Period: Evening Peak Hour **Project #: UT19-1417**

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	82	96	4.5	A
	T	126	124	98	5.9	A
	R	21	22	104	4.3	A
	Subtotal	232	228	98	5.2	A
SB	L	71	68	95	3.8	A
	T	111	113	102	5.4	A
	R	34	36	106	3.8	A
	Subtotal	216	217	100	4.6	A
EB	L	125	117	93	6.1	A
	T	130	126	97	7.3	A
	R	150	152	102	5.8	A
	Subtotal	405	395	98	6.4	A
WB	L	19	17	89	4.1	A
	T	41	43	104	5.7	A
	R	43	47	110	4.2	A
	Subtotal	103	107	104	4.8	A
Total		956	947	99	5.5	A

Intersection: Lake Mountain Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	6	7	112	4.1	A
	Subtotal	6	7	117	4.1	A
SB	R	14	14	102	2.6	A
	Subtotal	14	14	100	2.6	A
EB	L	31	30	98	3.3	A
	T	190	183	97	1.6	A
	R	2	3	150	2.2	A
	Subtotal	223	216	97	1.8	A
WB	T	12	12	102	0.1	A
	Subtotal	12	12	100	0.1	A
Total		254	249	98	1.9	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.2	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	6.5	4.8	3.2	5.3	4.3	4.0	5.5	4.0	3.3	5.2	3.4
Vehicles Entered	28	29	34	5	11	11	21	31	5	17	25	8
Vehicles Exited	28	29	34	4	10	11	20	30	5	17	25	8
Hourly Exit Rate	112	116	136	16	40	44	80	120	20	68	100	32
Input Volume	118	122	141	18	39	40	80	119	20	67	104	32
% of Volume	95	95	96	89	103	110	100	101	100	101	96	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.3
Total Del/Veh (s)	5.0
Vehicles Entered	225
Vehicles Exited	221
Hourly Exit Rate	884
Input Volume	900
% of Volume	98

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	6.8	5.0	3.6	4.8	3.8	4.1	5.7	4.2	3.6	5.0	3.6
Vehicles Entered	27	31	38	4	10	10	19	28	6	15	28	8
Vehicles Exited	26	31	38	4	10	11	20	29	6	15	28	9
Hourly Exit Rate	104	124	152	16	40	44	80	116	24	60	112	36
Input Volume	118	122	141	18	39	40	80	119	20	67	104	32
% of Volume	88	102	108	89	103	110	100	97	120	90	108	112

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.3
Total Del/Veh (s)	5.0
Vehicles Entered	224
Vehicles Exited	227
Hourly Exit Rate	908
Input Volume	900
% of Volume	101

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.3	0.1	0.1	0.2	0.2	0.2	0.3	0.2	0.3	0.2
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	6.6	7.6	6.5	4.3	6.2	4.0	4.8	6.0	4.6	3.8	5.4	3.9
Vehicles Entered	32	37	45	5	12	16	25	34	6	18	32	12
Vehicles Exited	32	37	45	4	12	15	25	34	6	18	32	11
Hourly Exit Rate	128	148	180	16	48	60	100	136	24	72	128	44
Input Volume	147	153	176	22	48	51	100	148	25	84	131	40
% of Volume	87	97	102	73	100	118	100	92	96	86	98	110

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.5
Total Del/Veh (s)	5.8
Vehicles Entered	274
Vehicles Exited	271
Hourly Exit Rate	1084
Input Volume	1125
% of Volume	96

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	7.0	5.9	3.5	5.0	3.5	4.4	5.5	3.6	3.8	5.3	3.6
Vehicles Entered	30	29	34	4	11	9	18	30	5	18	28	8
Vehicles Exited	30	29	35	4	11	10	18	31	5	18	29	9
Hourly Exit Rate	120	116	140	16	44	40	72	124	20	72	116	36
Input Volume	118	122	141	18	39	40	80	119	20	67	104	32
% of Volume	102	95	99	89	113	100	90	104	100	107	112	112

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	5.2
Vehicles Entered	224
Vehicles Exited	229
Hourly Exit Rate	916
Input Volume	900
% of Volume	102

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.2	0.3	0.2	0.0	0.1	0.1	0.1	0.2	0.0	0.1	0.2	0.0
Total Del/Veh (s)	6.1	7.3	5.8	4.1	5.7	4.2	4.5	5.9	4.3	3.8	5.4	3.8
Vehicles Entered	118	126	152	18	44	46	82	123	22	68	113	37
Vehicles Exited	117	126	152	17	43	47	82	124	22	68	113	36
Hourly Exit Rate	117	126	152	17	43	47	82	124	22	68	113	36
Input Volume	125	130	150	19	41	43	85	126	21	71	111	34
% of Volume	93	97	102	89	104	110	96	98	104	95	102	106

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.5
Total Del/Veh (s)	5.5
Vehicles Entered	949
Vehicles Exited	947
Hourly Exit Rate	947
Input Volume	956
% of Volume	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.4	0.6	0.1	4.0	2.6	1.6
Vehicles Entered	6	43	1	3	2	3	58
Vehicles Exited	6	45	0	3	2	3	59
Hourly Exit Rate	24	180	0	12	8	12	236
Input Volume	29	178	2	11	6	13	239
% of Volume	83	101	0	109	133	92	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	1.7	0.2	0.0	4.8	2.0	2.0
Vehicles Entered	7	46	0	3	2	2	60
Vehicles Exited	7	45	1	3	2	2	60
Hourly Exit Rate	28	180	4	12	8	8	240
Input Volume	29	178	2	11	6	13	239
% of Volume	97	101	200	109	133	62	100

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.4	1.7	3.6	0.1	4.2	2.4	2.1
Vehicles Entered	10	51	0	3	2	5	71
Vehicles Exited	9	50	0	3	2	5	69
Hourly Exit Rate	36	200	0	12	8	20	276
Input Volume	36	224	2	14	7	16	299
% of Volume	100	89	0	86	114	125	92

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	1.3	2.1	0.1	3.1	2.8	1.5
Vehicles Entered	8	44	1	3	1	3	60
Vehicles Exited	8	43	1	3	1	3	59
Hourly Exit Rate	32	172	4	12	4	12	236
Input Volume	29	178	2	11	6	13	239
% of Volume	110	97	200	109	67	92	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.3	1.6	2.2	0.1	4.1	2.6	1.9
Vehicles Entered	31	183	3	12	7	14	250
Vehicles Exited	30	183	3	12	7	14	249
Hourly Exit Rate	30	183	3	12	7	14	249
Input Volume	31	190	2	12	6	14	254
% of Volume	98	97	150	102	112	102	98

Total Network Performance By Interval

Interval Start	4:45	5:00	5:15	5:30	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.3	0.2	0.2
Total Delay (hr)	0.4	0.4	0.6	0.4	1.8
Total Del/Veh (s)	5.9	6.0	6.9	6.0	6.8
Vehicles Entered	225	224	273	224	949
Vehicles Exited	222	227	269	229	946
Hourly Exit Rate	888	908	1076	916	946
Input Volume	1874	1874	2341	1874	1991
% of Volume	47	48	46	49	48

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	80	42	61	54
Average Queue (ft)	36	15	30	18
95th Queue (ft)	83	44	66	53
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	42	60	46
Average Queue (ft)	37	18	31	19
95th Queue (ft)	70	49	64	53
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	98	53	70	61
Average Queue (ft)	53	24	37	23
95th Queue (ft)	100	56	77	66
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	83	35	55	51
Average Queue (ft)	45	20	28	17
95th Queue (ft)	91	47	61	52
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	110	60	80	79
Average Queue (ft)	43	19	32	19
95th Queue (ft)	88	50	67	56
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	24
Average Queue (ft)	7	9
95th Queue (ft)	28	30
Link Distance (ft)	844	1300
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #2

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	28	24
Average Queue (ft)	1	5	6
95th Queue (ft)	9	24	25
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #3

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	27	32
Average Queue (ft)	1	8	12
95th Queue (ft)	9	29	35
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #4

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	15	24
Average Queue (ft)	3	10
95th Queue (ft)	17	31
Link Distance (ft)	844	1300
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, All Intervals

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	12	31	32
Average Queue (ft)	0	6	9
95th Queue (ft)	6	25	31
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #: UT19-1417**

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	85	84	99	5.4	A
	T	126	125	99	6.9	A
	R	21	22	104	5.4	A
	Subtotal	232	231	100	6.2	A
SB	L	118	115	97	4.3	A
	T	111	109	98	6.0	A
	R	34	34	100	4.4	A
	Subtotal	263	258	98	5.0	A
EB	L	125	126	101	7.5	A
	T	188	182	97	9.5	A
	R	150	142	95	7.7	A
	Subtotal	463	450	97	8.4	A
WB	L	19	19	100	5.4	A
	T	75	74	98	7.2	A
	R	70	68	97	6.0	A
	Subtotal	164	161	98	6.5	A
Total		1,122	1,100	98	6.8	A

Intersection: Lake Mountain Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	67	63	94	4.5	A
	T	1	1	133	0.5	A
	Subtotal	68	64	94	4.4	A
SB	R	14	13	95	3.2	A
	Subtotal	14	13	93	3.2	A
EB	L	31	30	98	5.6	A
	T	189	184	97	2.4	A
	R	107	108	101	4.1	A
	Subtotal	327	322	98	3.3	A
WB	T	12	12	102	0.2	A
	Subtotal	12	12	100	0.2	A
Total		420	411	98	3.4	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	43	42	97	0.4	A
	Subtotal	43	42	98	0.4	A
SB	T	67	67	100	0.3	A
	R	40	41	102	0.2	A
	Subtotal	107	108	101	0.3	A
EB	L	25	24	95	4.7	A
	Subtotal	25	24	96	4.7	A
Total		176	174	99	0.9	A

Intersection: Lake Mountain Road & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	20	21	104	0.4	A
	Subtotal	20	21	105	0.4	A
SB	T	33	32	98	0.9	A
	R	35	36	103	0.6	A
	Subtotal	68	68	100	0.7	A
EB	L	22	20	90	4.2	A
	Subtotal	22	20	91	4.2	A
Total		110	109	99	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Existing (2019) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	6	6	96	0.0	A
	Subtotal	6	6	100	0.0	A
SB	T	2	2	89	1.6	A
	R	30	29	97	0.4	A
	Subtotal	32	31	97	0.5	A
EB	L	14	14	102	3.9	A
	Subtotal	14	14	100	3.9	A
Total		52	51	98	1.4	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	7.8	6.1	4.0	6.6	5.3	5.2	6.0	6.0	4.1	5.3	4.2
Vehicles Entered	29	44	32	5	18	14	18	31	4	26	24	9
Vehicles Exited	29	43	32	5	18	14	18	31	4	26	24	10
Hourly Exit Rate	116	172	128	20	72	56	72	124	16	104	96	40
Input Volume	118	177	141	18	71	66	80	119	20	111	104	32
% of Volume	98	97	91	111	101	85	90	104	80	94	92	125

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	5.9
Vehicles Entered	254
Vehicles Exited	254
Hourly Exit Rate	1016
Input Volume	1057
% of Volume	96

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	7.7	6.1	4.5	6.4	4.9	4.6	6.4	5.0	3.9	5.5	4.4
Vehicles Entered	30	41	33	5	16	16	22	28	6	28	26	7
Vehicles Exited	30	41	33	5	16	16	22	28	6	27	27	7
Hourly Exit Rate	120	164	132	20	64	64	88	112	24	108	108	28
Input Volume	118	177	141	18	71	66	80	119	20	111	104	32
% of Volume	102	93	94	111	90	97	110	94	120	97	104	88

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	5.8
Vehicles Entered	258
Vehicles Exited	258
Hourly Exit Rate	1032
Input Volume	1057
% of Volume	98

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.5	0.5	0.0	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.3
Total Delay (hr)	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	9.1	11.0	9.9	6.5	7.0	5.3	5.8	7.2	5.7	4.2	6.2	4.4
Vehicles Entered	35	53	42	5	22	21	23	37	6	35	34	10
Vehicles Exited	35	53	42	4	20	20	24	37	6	34	34	10
Hourly Exit Rate	140	212	168	16	80	80	96	148	24	136	136	40
Input Volume	147	221	176	22	88	82	100	148	25	139	131	40
% of Volume	95	96	95	73	91	98	96	100	96	98	104	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.7
Total Del/Veh (s)	7.7
Vehicles Entered	323
Vehicles Exited	319
Hourly Exit Rate	1276
Input Volume	1319
% of Volume	97

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	9.0	6.9	5.5	6.6	6.0	5.0	7.0	4.9	4.1	5.7	4.0
Vehicles Entered	31	43	35	5	17	16	20	29	6	27	24	7
Vehicles Exited	32	45	36	5	19	17	20	29	6	29	24	8
Hourly Exit Rate	128	180	144	20	76	68	80	116	24	116	96	32
Input Volume	118	177	141	18	71	66	80	119	20	111	104	32
% of Volume	108	102	102	111	107	103	100	97	120	105	92	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.5
Total Del/Veh (s)	6.5
Vehicles Entered	260
Vehicles Exited	270
Hourly Exit Rate	1080
Input Volume	1057
% of Volume	102

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.1	0.1	0.1	0.2	0.2	0.3	0.2	0.2	0.2
Total Delay (hr)	0.3	0.5	0.3	0.0	0.2	0.1	0.1	0.2	0.0	0.1	0.2	0.0
Total Del/Veh (s)	7.5	9.5	7.7	5.4	7.2	6.0	5.4	6.9	5.4	4.3	6.0	4.4
Vehicles Entered	126	181	143	19	74	68	83	125	22	115	110	34
Vehicles Exited	126	182	142	19	74	68	84	125	22	115	109	34
Hourly Exit Rate	126	182	142	19	74	68	84	125	22	115	109	34
Input Volume	125	188	150	19	75	70	85	126	21	118	111	34
% of Volume	101	97	95	100	98	97	99	99	104	97	98	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	2.1
Total Del/Veh (s)	6.8
Vehicles Entered	1100
Vehicles Exited	1100
Hourly Exit Rate	1100
Input Volume	1122
% of Volume	98

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBT	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0		0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.4	2.2	3.2	0.2	4.3		3.4	2.9
Vehicles Entered	8	40	26	3	14	0	3	94
Vehicles Exited	8	40	26	3	14	0	3	94
Hourly Exit Rate	32	160	104	12	56	0	12	376
Input Volume	29	178	101	11	63	1	13	396
% of Volume	110	90	103	109	89	0	92	95

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBT	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0		0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	1.9	3.5	0.2	4.1		2.9	2.9
Vehicles Entered	6	42	25	3	15	0	4	95
Vehicles Exited	7	41	25	3	15	0	4	95
Hourly Exit Rate	28	164	100	12	60	0	16	380
Input Volume	29	178	101	11	63	1	13	396
% of Volume	97	92	99	109	95	0	123	96

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBT	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0		0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	2.5	3.9	0.1	4.5		2.6	3.4
Vehicles Entered	8	55	30	3	19	0	4	119
Vehicles Exited	7	56	30	3	19	0	3	118
Hourly Exit Rate	28	224	120	12	76	0	12	472
Input Volume	36	223	126	14	79	0	16	494
% of Volume	78	100	95	86	96		75	96

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBT	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0		0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	2.3	4.0	0.1	4.7		3.2	3.3
Vehicles Entered	7	47	26	2	15	0	3	100
Vehicles Exited	8	47	28	2	15	0	3	103
Hourly Exit Rate	32	188	112	8	60	0	12	412
Input Volume	29	178	101	11	63	1	13	396
% of Volume	110	106	111	73	95	0	92	104

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBT	NBL	NBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.4
Total Del/Veh (s)	5.6	2.4	4.1	0.2	4.5	0.5	3.2	3.4
Vehicles Entered	28	184	107	12	63	1	13	408
Vehicles Exited	30	184	108	12	63	1	13	411
Hourly Exit Rate	30	184	108	12	63	1	13	411
Input Volume	31	189	107	12	67	1	14	420
% of Volume	98	97	101	102	94	133	95	98

3: Lake Mountain Road & Access 1 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.4	0.2	0.2	0.8
Vehicles Entered	5	9	14	12	40
Vehicles Exited	5	9	14	12	40
Hourly Exit Rate	20	36	56	48	160
Input Volume	24	41	63	38	166
% of Volume	83	88	89	126	96

3: Lake Mountain Road & Access 1 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.4	0.3	0.2	0.8
Vehicles Entered	5	11	15	10	41
Vehicles Exited	5	11	15	10	41
Hourly Exit Rate	20	44	60	40	164
Input Volume	24	41	63	38	166
% of Volume	83	107	95	105	99

3: Lake Mountain Road & Access 1 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	0.5	0.3	0.1	1.1
Vehicles Entered	8	12	20	9	49
Vehicles Exited	8	12	20	9	49
Hourly Exit Rate	32	48	80	36	196
Input Volume	29	50	79	47	205
% of Volume	110	96	101	77	96

3: Lake Mountain Road & Access 1 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	0.4	0.4	0.1	0.9
Vehicles Entered	5	10	18	10	43
Vehicles Exited	5	10	18	10	43
Hourly Exit Rate	20	40	72	40	172
Input Volume	24	41	63	38	166
% of Volume	83	98	114	105	104

3: Lake Mountain Road & Access 1 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	0.4	0.3	0.2	0.9
Vehicles Entered	24	42	67	41	174
Vehicles Exited	24	42	67	41	174
Hourly Exit Rate	24	42	67	41	174
Input Volume	25	43	67	40	176
% of Volume	95	97	100	102	99

4: Lake Mountain Road & Access 2 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.4	0.1	0.4	1.1
Vehicles Entered	5	4	7	7	23
Vehicles Exited	5	4	7	7	23
Hourly Exit Rate	20	16	28	28	92
Input Volume	21	19	31	33	104
% of Volume	95	84	90	85	88

4: Lake Mountain Road & Access 2 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.3	1.1	0.5	1.4
Vehicles Entered	6	5	7	8	26
Vehicles Exited	6	5	7	9	27
Hourly Exit Rate	24	20	28	36	108
Input Volume	21	19	31	33	104
% of Volume	114	105	90	109	104

4: Lake Mountain Road & Access 2 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.4	1.1	0.7	1.5
Vehicles Entered	6	6	10	11	33
Vehicles Exited	6	6	10	10	32
Hourly Exit Rate	24	24	40	40	128
Input Volume	26	24	38	41	129
% of Volume	92	100	105	98	99

4: Lake Mountain Road & Access 2 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.4	1.0	0.5	1.2
Vehicles Entered	4	5	8	10	27
Vehicles Exited	4	5	8	10	27
Hourly Exit Rate	16	20	32	40	108
Input Volume	21	19	31	33	104
% of Volume	76	105	103	121	104

4: Lake Mountain Road & Access 2 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.4	0.9	0.6	1.3
Vehicles Entered	20	21	32	36	109
Vehicles Exited	20	21	32	36	109
Hourly Exit Rate	20	21	32	36	109
Input Volume	22	20	33	35	110
% of Volume	90	104	98	103	99

5: Lake Mountain Road & Access 3 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1		0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.0		0.2	1.5
Vehicles Entered	3	1	0	6	10
Vehicles Exited	3	1	0	6	10
Hourly Exit Rate	12	4	0	24	40
Input Volume	13	6	2	28	49
% of Volume	92	67	0	86	82

5: Lake Mountain Road & Access 3 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1		0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.0		0.3	1.3
Vehicles Entered	3	2	0	7	12
Vehicles Exited	3	2	0	6	11
Hourly Exit Rate	12	8	0	24	44
Input Volume	13	6	2	28	49
% of Volume	92	133	0	86	90

5: Lake Mountain Road & Access 3 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.0	0.3	0.6	1.4
Vehicles Entered	4	2	1	9	16
Vehicles Exited	4	2	1	9	16
Hourly Exit Rate	16	8	4	36	64
Input Volume	16	7	3	35	61
% of Volume	100	114	133	103	105

5: Lake Mountain Road & Access 3 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.0	0.3	0.5	1.3
Vehicles Entered	3	1	1	7	12
Vehicles Exited	3	2	1	7	13
Hourly Exit Rate	12	8	4	28	52
Input Volume	13	6	2	28	49
% of Volume	92	133	200	100	106

5: Lake Mountain Road & Access 3 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.0	1.6	0.4	1.4
Vehicles Entered	14	6	2	28	50
Vehicles Exited	14	6	2	29	51
Hourly Exit Rate	14	6	2	29	51
Input Volume	14	6	2	30	52
% of Volume	102	96	89	97	98

Total Network Performance By Interval

Interval Start	4:45	5:00	5:15	5:30	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.3	0.3	0.3
Total Delay (hr)	0.6	0.6	1.0	0.7	2.9
Total Del/Veh (s)	7.6	7.6	9.8	8.3	9.2
Vehicles Entered	254	261	323	258	1101
Vehicles Exited	255	257	311	275	1107
Hourly Exit Rate	1020	1028	1244	1100	1107
Input Volume	2664	2664	3319	2664	2828
% of Volume	38	39	37	41	39

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	91	57	67	49
Average Queue (ft)	47	27	38	20
95th Queue (ft)	98	63	70	55
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	105	56	66	59
Average Queue (ft)	50	28	35	25
95th Queue (ft)	103	63	69	63
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	144	61	75	65
Average Queue (ft)	80	33	47	31
95th Queue (ft)	153	68	83	69
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	112	64	68	54
Average Queue (ft)	61	28	39	27
95th Queue (ft)	113	67	74	62
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	155	78	83	72
Average Queue (ft)	60	29	40	26
95th Queue (ft)	121	66	75	63
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #1

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	40	28
Average Queue (ft)	1	24	11
95th Queue (ft)	9	45	33
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #2

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	33	28
Average Queue (ft)	1	25	10
95th Queue (ft)	9	41	32
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	47	28
Average Queue (ft)	29	11
95th Queue (ft)	53	34
Link Distance (ft)	113	1292
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #4

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	51	28
Average Queue (ft)	1	28	9
95th Queue (ft)	9	55	31
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, All Intervals

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	18	58	31
Average Queue (ft)	1	27	10
95th Queue (ft)	8	49	32
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lake Mountain Road & Access 1, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	22
95th Queue (ft)	54
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	17
95th Queue (ft)	45
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	17
95th Queue (ft)	43
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	39
Average Queue (ft)	16
95th Queue (ft)	44
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	40
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future(2024) Background
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	134	134	100	7.4	A
	T	162	163	101	8.9	A
	R	26	23	89	7.8	A
	Subtotal	322	320	99	8.2	A
SB	L	134	133	99	5.3	A
	T	151	155	103	6.9	A
	R	40	42	104	5.8	A
	Subtotal	325	330	102	6.1	A
EB	L	155	156	101	14.8	B
	T	188	186	99	15.6	C
	R	215	218	102	15.6	C
	Subtotal	558	560	100	15.4	C
WB	L	21	21	99	6.1	A
	T	81	78	97	8.2	A
	R	93	95	102	6.5	A
	Subtotal	195	194	99	7.1	A
Total		1,400	1,404	100	10.4	B

Intersection: Lake Mountain Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	92	5.4	A
	Subtotal	10	9	90	5.4	A
SB	R	51	50	98	2.9	A
	Subtotal	51	50	98	2.9	A
EB	L	84	82	98	5.8	A
	T	249	244	98	2.9	A
	R	15	15	100	4.1	A
	Subtotal	348	341	98	3.7	A
WB	T	15	16	107	0.2	A
	Subtotal	15	16	107	0.2	A
Total		424	416	98	3.5	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.1	0.1	0.1	0.2	0.3	0.2	0.2	0.3	0.3
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	9.8	10.6	9.2	5.9	7.4	5.5	6.0	7.3	6.9	4.8	6.2	4.9
Vehicles Entered	38	43	50	5	19	23	34	39	6	29	38	9
Vehicles Exited	38	42	50	5	20	22	34	38	6	28	37	10
Hourly Exit Rate	152	168	200	20	80	88	136	152	24	112	148	40
Input Volume	146	177	202	20	76	88	126	152	24	126	142	38
% of Volume	104	95	99	100	105	100	108	100	100	89	104	105

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.7
Total Del/Veh (s)	7.6
Vehicles Entered	333
Vehicles Exited	330
Hourly Exit Rate	1320
Input Volume	1317
% of Volume	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.3	0.3	0.1	0.1	0.3	0.3	0.2	0.3	0.3	0.3
Total Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.5	10.0	7.8	5.0	7.5	5.4	6.5	7.9	5.7	4.5	6.6	5.5
Vehicles Entered	37	44	50	5	17	22	32	42	6	31	34	12
Vehicles Exited	36	44	50	5	17	22	31	42	6	30	35	12
Hourly Exit Rate	144	176	200	20	68	88	124	168	24	120	140	48
Input Volume	146	177	202	20	76	88	126	152	24	126	142	38
% of Volume	99	99	99	100	89	100	98	111	100	95	99	126

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.7
Total Del/Veh (s)	7.4
Vehicles Entered	332
Vehicles Exited	330
Hourly Exit Rate	1320
Input Volume	1317
% of Volume	100

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.5	0.4	0.1	0.1	0.1	0.3	0.3	0.2	0.4	0.3	0.3
Total Delay (hr)	0.3	0.4	0.5	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	22.8	23.4	25.2	7.2	8.1	7.2	8.7	10.8	8.9	5.8	7.4	6.5
Vehicles Entered	45	53	68	6	24	29	37	45	7	39	48	12
Vehicles Exited	43	51	65	7	22	29	38	46	8	40	47	12
Hourly Exit Rate	172	204	260	28	88	116	152	184	32	160	188	48
Input Volume	182	221	253	25	95	109	158	191	31	158	178	47
% of Volume	95	92	103	112	93	106	96	96	103	101	106	102

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.7
Total Del/Veh (s)	14.4
Vehicles Entered	413
Vehicles Exited	408
Hourly Exit Rate	1632
Input Volume	1648
% of Volume	99

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.3	0.1	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.3
Total Delay (hr)	0.2	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	13.7	13.4	13.3	5.1	7.0	5.4	6.7	8.8	6.6	4.8	6.5	5.4
Vehicles Entered	36	46	51	5	17	21	32	37	4	35	35	9
Vehicles Exited	39	48	54	5	18	22	32	36	4	35	36	9
Hourly Exit Rate	156	192	216	20	72	88	128	144	16	140	144	36
Input Volume	146	177	202	20	76	88	126	152	24	126	142	38
% of Volume	107	108	107	100	95	100	102	95	67	111	101	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.9
Total Del/Veh (s)	9.4
Vehicles Entered	328
Vehicles Exited	338
Hourly Exit Rate	1352
Input Volume	1317
% of Volume	103

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.2	0.1	0.1	0.3	0.3	0.2	0.3	0.3	0.3
Total Delay (hr)	0.6	0.8	1.0	0.0	0.2	0.2	0.3	0.4	0.1	0.2	0.3	0.1
Total Del/Veh (s)	14.8	15.6	15.6	6.1	8.2	6.5	7.4	8.9	7.8	5.3	6.9	5.8
Vehicles Entered	156	186	218	22	77	96	134	163	23	134	155	42
Vehicles Exited	156	186	218	21	78	95	134	163	23	133	155	42
Hourly Exit Rate	156	186	218	21	78	95	134	163	23	133	155	42
Input Volume	155	188	215	21	81	93	134	162	26	134	151	40
% of Volume	101	99	102	99	97	102	100	101	89	99	103	104

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	4.1
Total Del/Veh (s)	10.4
Vehicles Entered	1406
Vehicles Exited	1404
Hourly Exit Rate	1404
Input Volume	1400
% of Volume	100

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.1	2.4	3.8	0.1	5.0	2.8	2.8
Vehicles Entered	18	55	4	4	2	11	94
Vehicles Exited	18	54	3	4	2	11	92
Hourly Exit Rate	72	216	12	16	8	44	368
Input Volume	79	234	14	14	9	48	398
% of Volume	91	92	86	114	89	92	92

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.6	2.5	3.0	0.1	5.0	2.8	3.1
Vehicles Entered	19	58	4	3	2	12	98
Vehicles Exited	19	58	4	4	2	12	99
Hourly Exit Rate	76	232	16	16	8	48	396
Input Volume	79	234	14	14	9	48	398
% of Volume	96	99	114	114	89	100	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.1	5.3	0.2	5.4	3.0	3.7
Vehicles Entered	23	71	4	5	3	16	122
Vehicles Exited	21	70	4	5	3	16	119
Hourly Exit Rate	84	280	16	20	12	64	476
Input Volume	99	293	18	18	12	60	500
% of Volume	85	96	89	111	100	107	95

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.5	2.6	2.4	0.3	6.0	2.7	3.3
Vehicles Entered	22	62	3	3	2	12	104
Vehicles Exited	23	62	3	3	2	12	105
Hourly Exit Rate	92	248	12	12	8	48	420
Input Volume	79	234	14	14	9	48	398
% of Volume	116	106	86	86	89	100	106

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Delay (hr)	0.1	0.2	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	5.8	2.9	4.1	0.2	5.4	2.9	3.5
Vehicles Entered	82	245	15	16	9	50	417
Vehicles Exited	82	244	15	16	9	50	416
Hourly Exit Rate	82	244	15	16	9	50	416
Input Volume	84	249	15	15	10	51	424
% of Volume	98	98	100	107	92	98	98

Total Network Performance By Interval

Interval Start	4:45	5:00	5:15	5:30	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.4	0.3	0.3
Total Delay (hr)	0.9	0.9	2.1	1.2	5.1
Total Del/Veh (s)	9.1	8.9	16.3	10.7	12.7
Vehicles Entered	332	332	415	329	1405
Vehicles Exited	326	333	398	346	1404
Hourly Exit Rate	1304	1332	1592	1384	1404
Input Volume	2812	2812	3521	2812	2989
% of Volume	46	47	45	49	47

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	158	62	91	73
Average Queue (ft)	77	33	49	36
95th Queue (ft)	151	67	94	75
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	131	71	84	78
Average Queue (ft)	71	33	53	36
95th Queue (ft)	139	71	88	80
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	332	86	123	92
Average Queue (ft)	182	47	72	48
95th Queue (ft)	400	85	132	92
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	238	67	100	74
Average Queue (ft)	107	35	52	37
95th Queue (ft)	258	69	109	78
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	356	92	136	101
Average Queue (ft)	109	37	56	39
95th Queue (ft)	269	74	109	82
Link Distance (ft)	2390	5860	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #1

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	23	24	36
Average Queue (ft)	5	7	22
95th Queue (ft)	24	28	43
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #2

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	30	34
Average Queue (ft)	1	9	22
95th Queue (ft)	11	32	45
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #3

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	24	27	39
Average Queue (ft)	5	10	26
95th Queue (ft)	27	32	47
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #4

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	27	34
Average Queue (ft)	1	7	22
95th Queue (ft)	9	28	42
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, All Intervals

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	38	31	49
Average Queue (ft)	3	8	23
95th Queue (ft)	19	30	44
Link Distance (ft)		844	1300
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project
Time Period: Evening Peak Hour **Project #: UT19-1417**

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	134	132	99	8.4	A
	T	162	164	101	10.1	B
	R	26	25	97	9.0	A
	Subtotal	322	321	100	9.3	A
SB	L	181	178	98	6.4	A
	T	151	152	101	8.0	A
	R	40	43	107	6.0	A
	Subtotal	372	373	100	7.0	A
EB	L	155	150	97	37.6	E
	T	246	241	98	39.3	E
	R	215	215	100	39.0	E
	Subtotal	616	606	98	38.8	E
WB	L	21	21	99	8.4	A
	T	115	112	98	9.5	A
	R	120	115	96	7.8	A
	Subtotal	256	248	97	8.6	A
Total		1,566	1,548	99	20.2	C

Intersection: Lake Mountain Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	71	74	104	5.6	A
	Subtotal	71	74	104	5.6	A
SB	R	51	48	94	3.3	A
	Subtotal	51	48	94	3.3	A
EB	L	84	80	95	7.3	A
	T	249	243	98	3.6	A
	R	120	121	101	5.9	A
	Subtotal	453	444	98	4.9	A
WB	T	15	14	93	0.2	A
	Subtotal	15	14	93	0.2	A
Total		590	580	98	4.7	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	48	46	97	0.5	A
	Subtotal	48	46	96	0.5	A
SB	T	80	80	99	0.3	A
	R	40	42	104	0.2	A
	Subtotal	120	122	102	0.3	A
EB	L	25	29	115	5.0	A
	Subtotal	25	29	116	5.0	A
Total		194	197	102	1.0	A

Intersection: Lake Mountain Road & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	24	23	94	0.4	A
	Subtotal	24	23	96	0.4	A
SB	T	45	42	94	0.8	A
	R	35	36	103	0.7	A
	Subtotal	80	78	98	0.8	A
EB	L	22	22	99	4.3	A
	Subtotal	22	22	100	4.3	A
Total		126	123	97	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	10	9	92	0.0	A
	Subtotal	10	9	90	0.0	A
SB	T	15	14	93	0.7	A
	R	30	28	94	0.5	A
	Subtotal	45	42	93	0.6	A
EB	L	14	13	95	3.9	A
	Subtotal	14	13	93	3.9	A
Total		68	64	94	1.2	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.5	0.5	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.2
Total Delay (hr)	0.2	0.3	0.2	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	14.7	16.8	12.6	6.8	8.5	6.5	6.8	8.5	7.3	5.6	7.4	5.2
Vehicles Entered	35	59	46	5	28	28	31	38	6	42	37	9
Vehicles Exited	36	59	46	5	27	27	31	39	6	42	36	9
Hourly Exit Rate	144	236	184	20	108	108	124	156	24	168	144	36
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	99	102	91	100	100	96	98	103	100	99	101	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.1
Total Del/Veh (s)	10.1
Vehicles Entered	364
Vehicles Exited	363
Hourly Exit Rate	1452
Input Volume	1473
% of Volume	99

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.1	0.1	0.1	0.3	0.2	0.3	0.3	0.3	0.3
Total Delay (hr)	0.1	0.2	0.2	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	10.7	12.0	10.7	8.4	8.8	6.4	6.6	7.8	7.0	5.6	7.4	5.3
Vehicles Entered	36	55	50	5	27	26	33	37	6	40	36	11
Vehicles Exited	35	55	49	5	27	27	32	37	6	39	36	11
Hourly Exit Rate	140	220	196	20	108	108	128	148	24	156	144	44
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	96	95	97	100	100	96	102	97	100	92	101	116

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.9
Total Del/Veh (s)	8.8
Vehicles Entered	362
Vehicles Exited	359
Hourly Exit Rate	1436
Input Volume	1473
% of Volume	97

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.6	0.6	0.1	0.1	0.1	0.4	0.3	0.4	0.3	0.3	0.4
Total Delay (hr)	0.7	1.1	1.0	0.0	0.1	0.1	0.1	0.2	0.0	0.1	0.1	0.0
Total Del/Veh (s)	51.5	50.4	50.8	9.5	9.5	8.5	11.2	12.1	11.5	7.2	8.4	6.8
Vehicles Entered	46	71	65	6	33	36	37	48	7	52	45	14
Vehicles Exited	41	63	57	6	32	34	38	47	7	53	45	13
Hourly Exit Rate	164	252	228	24	128	136	152	188	28	212	180	52
Input Volume	182	289	253	25	135	141	158	191	31	213	178	47
% of Volume	90	87	90	96	95	96	96	98	90	100	101	111

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.5
Total Del/Veh (s)	25.8
Vehicles Entered	460
Vehicles Exited	436
Hourly Exit Rate	1744
Input Volume	1843
% of Volume	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.4	0.4	0.0	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.2
Total Delay (hr)	0.6	1.2	1.1	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	56.4	59.6	58.3	6.8	8.1	7.1	7.6	10.2	8.7	5.6	7.1	5.1
Vehicles Entered	34	58	55	5	26	25	31	40	5	44	34	9
Vehicles Exited	38	65	62	4	26	26	31	41	5	44	35	9
Hourly Exit Rate	152	260	248	16	104	104	124	164	20	176	140	36
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	104	112	123	80	96	92	98	108	83	104	99	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	3.4
Total Del/Veh (s)	29.3
Vehicles Entered	366
Vehicles Exited	386
Hourly Exit Rate	1544
Input Volume	1473
% of Volume	105

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.5	0.5	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	1.6	2.7	2.4	0.0	0.3	0.3	0.3	0.5	0.1	0.3	0.3	0.1
Total Del/Veh (s)	37.6	39.3	39.0	8.4	9.5	7.8	8.4	10.1	9.0	6.4	8.0	6.0
Vehicles Entered	150	242	216	21	113	115	132	163	25	179	152	43
Vehicles Exited	150	241	215	21	112	115	132	164	25	178	152	43
Hourly Exit Rate	150	241	215	21	112	115	132	164	25	178	152	43
Input Volume	155	246	215	21	115	120	134	162	26	181	151	40
% of Volume	97	98	100	99	98	96	99	101	97	98	101	107

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	8.9
Total Del/Veh (s)	20.2
Vehicles Entered	1551
Vehicles Exited	1548
Hourly Exit Rate	1548
Input Volume	1566
% of Volume	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.7	3.2	4.8	0.2	5.2	3.1	4.3
Vehicles Entered	21	58	28	2	17	12	138
Vehicles Exited	22	58	28	3	17	12	140
Hourly Exit Rate	88	232	112	12	68	48	560
Input Volume	79	234	113	14	67	48	555
% of Volume	111	99	99	86	101	100	101

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.1	2.7	4.7	0.3	5.9	3.2	3.9
Vehicles Entered	18	56	27	3	18	11	133
Vehicles Exited	17	55	27	3	18	11	131
Hourly Exit Rate	68	220	108	12	72	44	524
Input Volume	79	234	113	14	67	48	555
% of Volume	86	94	96	86	107	92	94

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	7.1	3.7	6.0	0.1	5.8	3.5	4.8
Vehicles Entered	20	69	33	5	23	16	166
Vehicles Exited	20	68	33	5	23	16	165
Hourly Exit Rate	80	272	132	20	92	64	660
Input Volume	99	293	141	18	84	60	695
% of Volume	81	93	94	111	110	107	95

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	7.2	3.7	5.4	0.3	5.1	3.0	4.6
Vehicles Entered	20	61	32	3	15	10	141
Vehicles Exited	22	63	33	3	16	10	147
Hourly Exit Rate	88	252	132	12	64	40	588
Input Volume	79	234	113	14	67	48	555
% of Volume	111	108	117	86	96	83	106

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.2	0.2	0.2	0.0	0.1	0.0	0.8
Total Del/Veh (s)	7.3	3.6	5.9	0.2	5.6	3.3	4.7
Vehicles Entered	80	244	122	13	74	48	581
Vehicles Exited	80	243	121	14	74	48	580
Hourly Exit Rate	80	243	121	14	74	48	580
Input Volume	84	249	120	15	71	51	590
% of Volume	95	98	101	93	104	94	98

3: Lake Mountain Road & Access 1 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.5	0.3	0.1	1.0
Vehicles Entered	6	10	20	9	45
Vehicles Exited	6	11	20	9	46
Hourly Exit Rate	24	44	80	36	184
Input Volume	24	45	76	38	183
% of Volume	100	98	105	95	101

3: Lake Mountain Road & Access 1 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.4	0.3	0.2	1.0
Vehicles Entered	7	12	16	11	46
Vehicles Exited	8	12	16	11	47
Hourly Exit Rate	32	48	64	44	188
Input Volume	24	45	76	38	183
% of Volume	133	107	84	116	103

3: Lake Mountain Road & Access 1 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.5	0.3	0.2	1.2
Vehicles Entered	10	13	22	11	56
Vehicles Exited	10	13	22	11	56
Hourly Exit Rate	40	52	88	44	224
Input Volume	29	55	94	47	225
% of Volume	138	95	94	94	100

3: Lake Mountain Road & Access 1 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.4	0.3	0.1	0.8
Vehicles Entered	6	10	22	11	49
Vehicles Exited	6	10	22	11	49
Hourly Exit Rate	24	40	88	44	196
Input Volume	24	45	76	38	183
% of Volume	100	89	116	116	107

3: Lake Mountain Road & Access 1 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	0.5	0.3	0.2	1.0
Vehicles Entered	29	46	80	42	197
Vehicles Exited	29	46	80	42	197
Hourly Exit Rate	29	46	80	42	197
Input Volume	25	48	80	40	194
% of Volume	115	97	99	104	102

4: Lake Mountain Road & Access 2 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.5	0.5	0.7	1.2
Vehicles Entered	5	5	11	8	29
Vehicles Exited	5	5	11	9	30
Hourly Exit Rate	20	20	44	36	120
Input Volume	21	23	42	33	119
% of Volume	95	87	105	109	101

4: Lake Mountain Road & Access 2 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.3	0.5	0.8	1.2
Vehicles Entered	5	7	8	8	28
Vehicles Exited	5	7	8	8	28
Hourly Exit Rate	20	28	32	32	112
Input Volume	21	23	42	33	119
% of Volume	95	122	76	97	94

4: Lake Mountain Road & Access 2 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.3	0.8	0.6	1.3
Vehicles Entered	6	6	12	10	34
Vehicles Exited	6	7	12	10	35
Hourly Exit Rate	24	28	48	40	140
Input Volume	26	29	53	41	149
% of Volume	92	97	91	98	94

4: Lake Mountain Road & Access 2 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.5	1.1	0.6	1.4
Vehicles Entered	6	4	12	11	33
Vehicles Exited	6	4	11	11	32
Hourly Exit Rate	24	16	44	44	128
Input Volume	21	23	42	33	119
% of Volume	114	70	105	133	108

4: Lake Mountain Road & Access 2 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.4	0.8	0.7	1.3
Vehicles Entered	22	23	42	36	123
Vehicles Exited	22	23	42	36	123
Hourly Exit Rate	22	23	42	36	123
Input Volume	22	24	45	35	126
% of Volume	99	94	94	103	97

5: Lake Mountain Road & Access 3 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.0	0.8	0.4	1.1
Vehicles Entered	3	2	4	8	17
Vehicles Exited	3	2	4	7	16
Hourly Exit Rate	12	8	16	28	64
Input Volume	13	9	14	28	64
% of Volume	92	89	114	100	100

5: Lake Mountain Road & Access 3 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.0	0.4	0.4	1.2
Vehicles Entered	4	3	2	5	14
Vehicles Exited	4	3	2	6	15
Hourly Exit Rate	16	12	8	24	60
Input Volume	13	9	14	28	64
% of Volume	123	133	57	86	94

5: Lake Mountain Road & Access 3 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.1	1.2	0.4	1.3
Vehicles Entered	3	3	3	8	17
Vehicles Exited	3	3	3	8	17
Hourly Exit Rate	12	12	12	32	68
Input Volume	16	12	18	35	81
% of Volume	75	100	67	91	84

5: Lake Mountain Road & Access 3 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.0	0.6	0.6	1.2
Vehicles Entered	3	1	4	7	15
Vehicles Exited	3	1	4	8	16
Hourly Exit Rate	12	4	16	32	64
Input Volume	13	9	14	28	64
% of Volume	92	44	114	114	100

5: Lake Mountain Road & Access 3 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.0	0.7	0.5	1.2
Vehicles Entered	13	9	14	28	64
Vehicles Exited	13	9	14	28	64
Hourly Exit Rate	13	9	14	28	64
Input Volume	14	10	15	30	68
% of Volume	95	92	93	94	94

Total Network Performance By Interval

Interval Start	4:45	5:00	5:15	5:30	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.4	0.3	0.3
Total Delay (hr)	1.4	1.2	4.0	3.8	10.4
Total Del/Veh (s)	12.4	10.9	27.9	29.8	23.3
Vehicles Entered	362	362	459	366	1554
Vehicles Exited	366	362	426	397	1553
Hourly Exit Rate	1464	1448	1704	1588	1553
Input Volume	3647	3647	4561	3647	3876
% of Volume	40	40	37	44	40

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	202	78	96	86
Average Queue (ft)	114	45	57	45
95th Queue (ft)	228	80	106	99
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	157	85	83	81
Average Queue (ft)	92	47	50	46
95th Queue (ft)	183	86	88	82
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	655	99	137	96
Average Queue (ft)	339	56	80	59
95th Queue (ft)	763	100	146	104
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	633	92	103	78
Average Queue (ft)	389	46	63	41
95th Queue (ft)	929	94	109	83
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	695	110	153	111
Average Queue (ft)	234	48	62	48
95th Queue (ft)	646	91	116	94
Link Distance (ft)	2390	5855	1672	2225
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #1

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	11	47	37
Average Queue (ft)	1	28	24
95th Queue (ft)	13	51	44
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #2

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	52	43
Average Queue (ft)	2	31	24
95th Queue (ft)	13	57	48
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #3

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	13	56	48
Average Queue (ft)	2	33	28
95th Queue (ft)	19	56	50
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #4

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	46	33
Average Queue (ft)	1	29	21
95th Queue (ft)	11	49	44
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, All Intervals

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	76	57
Average Queue (ft)	2	30	24
95th Queue (ft)	14	54	47
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lake Mountain Road & Access 1, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	48
Average Queue (ft)	29
95th Queue (ft)	54
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	41
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	16
95th Queue (ft)	42
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	21
95th Queue (ft)	50
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	17
95th Queue (ft)	43
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project Mitigated
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Pony Express Parkway & Eagle Mountain Boulevard
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	134	132	99	10.4	B
	T	162	164	101	11.8	B
	R	26	25	97	9.5	A
	Subtotal	322	321	100	11.0	B
SB	L	181	178	98	6.3	A
	T	151	152	101	7.9	A
	R	40	43	107	5.2	A
	Subtotal	372	373	100	6.8	A
EB	L	155	151	97	11.8	B
	T	246	242	98	13.3	B
	R	215	216	101	4.7	A
	Subtotal	616	609	99	9.9	A
WB	L	21	20	94	8.0	A
	T	115	112	98	8.8	A
	R	120	115	96	5.9	A
	Subtotal	256	247	96	7.4	A
Total		1,566	1,550	99	9.0	A

Intersection: Lake Mountain Road & Eagle Mountain Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	71	74	104	5.7	A
	Subtotal	71	74	104	5.7	A
SB	R	51	48	94	3.4	A
	Subtotal	51	48	94	3.4	A
EB	L	84	81	96	7.1	A
	T	249	244	98	3.7	A
	R	120	121	101	5.8	A
	Subtotal	453	446	98	4.9	A
WB	T	15	14	93	0.2	A
	Subtotal	15	14	93	0.2	A
Total		590	582	99	4.8	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project Mitigated
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	48	46	97	0.5	A
	Subtotal	48	46	96	0.5	A
SB	T	80	80	99	0.3	A
	R	40	42	104	0.1	A
	Subtotal	120	122	102	0.2	A
EB	L	25	29	115	5.0	A
	Subtotal	25	29	116	5.0	A
Total		194	197	102	1.0	A

Intersection: Lake Mountain Road & Access 2
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	24	23	94	0.4	A
	Subtotal	24	23	96	0.4	A
SB	T	45	42	94	0.8	A
	R	35	36	103	0.7	A
	Subtotal	80	78	98	0.8	A
EB	L	22	22	99	4.1	A
	Subtotal	22	22	100	4.1	A
Total		126	123	97	1.3	A

SimTraffic LOS Report

Project: Eagle Mountain Eagle Heights Village TIS
Analysis Period: Future (2024) Plus Project Mitigated
Time Period: Evening Peak Hour **Project #:** UT19-1417

Intersection: Lake Mountain Road & Access 3
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	10	9	92	0.0	A
	Subtotal	10	9	90	0.0	A
SB	T	15	14	93	0.9	A
	R	30	29	97	0.5	A
	Subtotal	45	43	96	0.6	A
EB	L	14	13	95	3.9	A
	Subtotal	14	13	93	3.9	A
Total		68	65	95	1.2	A

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	1.1	0.6	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.3	0.2
Total Delay (hr)	0.1	0.2	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.5	11.6	4.0	6.3	8.4	5.0	7.0	8.6	6.4	5.6	7.4	4.4
Vehicles Entered	35	59	46	5	28	28	31	38	6	42	37	9
Vehicles Exited	36	59	46	4	27	27	31	39	6	42	36	9
Hourly Exit Rate	144	236	184	16	108	108	124	156	24	168	144	36
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	99	102	91	80	100	96	98	103	100	99	101	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.8
Total Del/Veh (s)	7.5
Vehicles Entered	364
Vehicles Exited	362
Hourly Exit Rate	1448
Input Volume	1473
% of Volume	98

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	1.1	0.5	0.1	0.1	0.1	0.3	0.2	0.3	0.3	0.3	0.3
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	7.9	9.0	4.3	8.9	8.2	5.3	7.0	8.1	5.2	5.4	7.2	4.4
Vehicles Entered	36	55	50	5	27	26	33	37	6	40	36	11
Vehicles Exited	35	54	50	5	27	27	33	37	6	39	36	11
Hourly Exit Rate	140	216	200	20	108	108	132	148	24	156	144	44
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	96	93	99	100	100	96	105	97	100	92	101	116

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.7
Total Del/Veh (s)	6.9
Vehicles Entered	362
Vehicles Exited	360
Hourly Exit Rate	1440
Input Volume	1473
% of Volume	98

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.3	1.3	0.7	0.2	0.1	0.1	0.4	0.3	0.4	0.3	0.3	0.4
Total Delay (hr)	0.2	0.4	0.1	0.0	0.1	0.1	0.2	0.2	0.0	0.1	0.1	0.0
Total Del/Veh (s)	16.5	17.3	5.0	8.5	8.2	6.2	16.8	17.0	15.2	6.9	8.3	6.2
Vehicles Entered	46	71	65	6	33	36	37	48	7	52	45	14
Vehicles Exited	45	70	65	6	32	34	37	47	7	53	45	13
Hourly Exit Rate	180	280	260	24	128	136	148	188	28	212	180	52
Input Volume	182	289	253	25	135	141	158	191	31	213	178	47
% of Volume	99	97	103	96	95	96	94	98	90	100	101	111

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.6
Total Delay (hr)	1.5
Total Del/Veh (s)	11.3
Vehicles Entered	460
Vehicles Exited	454
Hourly Exit Rate	1816
Input Volume	1843
% of Volume	99

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.0	1.0	0.5	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.2
Total Delay (hr)	0.1	0.2	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	9.4	11.1	4.3	6.5	7.8	5.4	9.0	10.7	9.4	5.8	7.2	4.3
Vehicles Entered	34	58	55	5	26	25	31	40	5	44	34	9
Vehicles Exited	35	60	55	4	27	26	31	41	6	44	35	9
Hourly Exit Rate	140	240	220	16	108	104	124	164	24	176	140	36
Input Volume	146	232	202	20	108	113	126	152	24	170	142	38
% of Volume	96	103	109	80	100	92	98	108	100	104	99	95

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.9
Total Del/Veh (s)	7.8
Vehicles Entered	366
Vehicles Exited	373
Hourly Exit Rate	1492
Input Volume	1473
% of Volume	101

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.1	1.1	0.6	0.1	0.1	0.1	0.3	0.3	0.3	0.3	0.3	0.3
Total Delay (hr)	0.5	0.9	0.3	0.0	0.3	0.2	0.4	0.5	0.1	0.3	0.3	0.1
Total Del/Veh (s)	11.8	13.3	4.7	8.0	8.8	5.9	10.4	11.8	9.5	6.3	7.9	5.2
Vehicles Entered	150	242	216	21	113	115	132	163	25	179	152	43
Vehicles Exited	151	242	216	20	112	115	132	164	25	178	152	43
Hourly Exit Rate	151	242	216	20	112	115	132	164	25	178	152	43
Input Volume	155	246	215	21	115	120	134	162	26	181	151	40
% of Volume	97	98	101	94	98	96	99	101	97	98	101	107

1: Pony Express Parkway & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.5
Total Delay (hr)	3.9
Total Del/Veh (s)	9.0
Vehicles Entered	1551
Vehicles Exited	1550
Hourly Exit Rate	1550
Input Volume	1566
% of Volume	99

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #1 4:45

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.3	3.2	4.6	0.1	5.1	3.1	4.2
Vehicles Entered	21	58	28	2	17	12	138
Vehicles Exited	22	57	28	3	17	12	139
Hourly Exit Rate	88	228	112	12	68	48	556
Input Volume	79	234	113	14	67	48	555
% of Volume	111	97	99	86	101	100	100

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #2 5:00

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.4	2.9	4.6	0.3	6.1	3.3	4.0
Vehicles Entered	18	56	27	3	18	11	133
Vehicles Exited	17	55	27	3	18	11	131
Hourly Exit Rate	68	220	108	12	72	44	524
Input Volume	79	234	113	14	67	48	555
% of Volume	86	94	96	86	107	92	94

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #3 5:15

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.3
Total Del/Veh (s)	7.1	4.1	5.9	0.3	5.7	3.4	4.9
Vehicles Entered	21	72	35	5	23	16	172
Vehicles Exited	20	71	34	5	23	16	169
Hourly Exit Rate	80	284	136	20	92	64	676
Input Volume	99	293	141	18	84	60	695
% of Volume	81	97	96	111	110	107	97

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Interval #4 5:30

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.8	3.5	5.3	0.2	5.6	3.1	4.6
Vehicles Entered	20	59	31	3	15	10	138
Vehicles Exited	21	60	31	3	16	10	141
Hourly Exit Rate	84	240	124	12	64	40	564
Input Volume	79	234	113	14	67	48	555
% of Volume	106	103	110	86	96	83	102

2: Lake Mountain Road & Eagle Mountain Boulevard Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBT	NBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.2	0.3	0.2	0.0	0.1	0.0	0.8
Total Del/Veh (s)	7.1	3.7	5.8	0.2	5.7	3.4	4.8
Vehicles Entered	80	244	122	13	74	48	581
Vehicles Exited	81	244	121	14	74	48	582
Hourly Exit Rate	81	244	121	14	74	48	582
Input Volume	84	249	120	15	71	51	590
% of Volume	96	98	101	93	104	94	99

3: Lake Mountain Road & Access 1 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.5	0.3	0.1	0.9
Vehicles Entered	6	10	19	9	44
Vehicles Exited	6	11	20	9	46
Hourly Exit Rate	24	44	80	36	184
Input Volume	24	45	76	38	183
% of Volume	100	98	105	95	101

3: Lake Mountain Road & Access 1 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	0.4	0.3	0.1	1.0
Vehicles Entered	7	12	17	11	47
Vehicles Exited	8	12	16	11	47
Hourly Exit Rate	32	48	64	44	188
Input Volume	24	45	76	38	183
% of Volume	133	107	84	116	103

3: Lake Mountain Road & Access 1 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	0.5	0.3	0.2	1.2
Vehicles Entered	10	13	23	12	58
Vehicles Exited	10	13	23	12	58
Hourly Exit Rate	40	52	92	48	232
Input Volume	29	55	94	47	225
% of Volume	138	95	98	102	103

3: Lake Mountain Road & Access 1 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	0.4	0.3	0.1	0.8
Vehicles Entered	6	10	21	10	47
Vehicles Exited	6	10	21	10	47
Hourly Exit Rate	24	40	84	40	188
Input Volume	24	45	76	38	183
% of Volume	100	89	111	105	103

3: Lake Mountain Road & Access 1 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	0.5	0.3	0.1	1.0
Vehicles Entered	29	46	80	42	197
Vehicles Exited	29	46	80	42	197
Hourly Exit Rate	29	46	80	42	197
Input Volume	25	48	80	40	194
% of Volume	115	97	99	104	102

4: Lake Mountain Road & Access 2 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.5	0.7	0.9	1.3
Vehicles Entered	5	5	11	8	29
Vehicles Exited	5	5	11	9	30
Hourly Exit Rate	20	20	44	36	120
Input Volume	21	23	42	33	119
% of Volume	95	87	105	109	101

4: Lake Mountain Road & Access 2 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	0.3	0.6	0.9	1.2
Vehicles Entered	5	7	8	8	28
Vehicles Exited	5	7	8	8	28
Hourly Exit Rate	20	28	32	32	112
Input Volume	21	23	42	33	119
% of Volume	95	122	76	97	94

4: Lake Mountain Road & Access 2 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	0.4	0.8	0.6	1.2
Vehicles Entered	6	6	12	10	34
Vehicles Exited	6	7	12	10	35
Hourly Exit Rate	24	28	48	40	140
Input Volume	26	29	53	41	149
% of Volume	92	97	91	98	94

4: Lake Mountain Road & Access 2 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.5	1.0	0.6	1.3
Vehicles Entered	6	4	11	11	32
Vehicles Exited	6	4	11	10	31
Hourly Exit Rate	24	16	44	40	124
Input Volume	21	23	42	33	119
% of Volume	114	70	105	121	104

4: Lake Mountain Road & Access 2 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.4	0.8	0.7	1.3
Vehicles Entered	22	23	42	37	124
Vehicles Exited	22	23	42	36	123
Hourly Exit Rate	22	23	42	36	123
Input Volume	22	24	45	35	126
% of Volume	99	94	94	103	97

5: Lake Mountain Road & Access 3 Performance by movement Interval #1 4:45

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.0	0.9	0.5	1.2
Vehicles Entered	3	2	4	8	17
Vehicles Exited	3	2	4	7	16
Hourly Exit Rate	12	8	16	28	64
Input Volume	13	9	14	28	64
% of Volume	92	89	114	100	100

5: Lake Mountain Road & Access 3 Performance by movement Interval #2 5:00

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.0	0.4	0.5	1.2
Vehicles Entered	4	3	2	5	14
Vehicles Exited	4	3	2	6	15
Hourly Exit Rate	16	12	8	24	60
Input Volume	13	9	14	28	64
% of Volume	123	133	57	86	94

5: Lake Mountain Road & Access 3 Performance by movement Interval #3 5:15

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.8	0.1	1.3	0.6	1.4
Vehicles Entered	3	3	4	9	19
Vehicles Exited	3	3	3	9	18
Hourly Exit Rate	12	12	12	36	72
Input Volume	16	12	18	35	81
% of Volume	75	100	67	103	89

5: Lake Mountain Road & Access 3 Performance by movement Interval #4 5:30

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.0	0.7	0.5	1.2
Vehicles Entered	3	1	4	7	15
Vehicles Exited	3	1	4	7	15
Hourly Exit Rate	12	4	16	28	60
Input Volume	13	9	14	28	64
% of Volume	92	44	114	100	94

5: Lake Mountain Road & Access 3 Performance by movement Entire Run

Movement	EBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.0	0.9	0.5	1.2
Vehicles Entered	13	9	14	29	65
Vehicles Exited	13	9	14	29	65
Hourly Exit Rate	13	9	14	29	65
Input Volume	14	10	15	30	68
% of Volume	95	92	93	97	95

Total Network Performance By Interval

Interval Start	4:45	5:00	5:15	5:30	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.5	0.5	0.6	0.5	0.5
Total Delay (hr)	1.2	1.1	2.0	1.2	5.5
Total Del/Veh (s)	9.9	9.2	14.3	10.2	12.2
Vehicles Entered	362	362	459	366	1554
Vehicles Exited	367	362	445	382	1558
Hourly Exit Rate	1468	1448	1780	1528	1558
Input Volume	3647	3647	4561	3647	3876
% of Volume	40	40	39	42	40

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	136	26	71	103	81
Average Queue (ft)	74	5	37	59	40
95th Queue (ft)	150	24	77	109	97
Link Distance (ft)		2390	5855	1672	2225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	101	32	67	85	87
Average Queue (ft)	56	6	36	50	42
95th Queue (ft)	108	27	76	92	87
Link Distance (ft)		2390	5855	1672	2225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #3

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	192	37	75	168	99
Average Queue (ft)	114	10	41	96	60
95th Queue (ft)	215	38	78	200	107
Link Distance (ft)		2390	5855	1672	2225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, Interval #4

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	121	23	74	133	88
Average Queue (ft)	67	6	37	63	44
95th Queue (ft)	123	27	79	139	89
Link Distance (ft)		2390	5855	1672	2225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1: Pony Express Parkway & Eagle Mountain Boulevard, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LTR
Maximum Queue (ft)	198	43	91	192	116
Average Queue (ft)	78	7	38	67	47
95th Queue (ft)	160	29	78	145	97
Link Distance (ft)		2390	5855	1672	2225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #1

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	44	37
Average Queue (ft)	1	27	24
95th Queue (ft)	11	48	44
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #2

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	14	48	43
Average Queue (ft)	2	30	24
95th Queue (ft)	16	55	49
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #3

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	55	48
Average Queue (ft)	1	33	28
95th Queue (ft)	11	57	49
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, Interval #4

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	9	47	33
Average Queue (ft)	1	29	21
95th Queue (ft)	12	50	44
Link Distance (ft)		113	1292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Lake Mountain Road & Eagle Mountain Boulevard, All Intervals

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	21	73	57
Average Queue (ft)	2	30	24
95th Queue (ft)	13	53	47
Link Distance (ft)		113	1292
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lake Mountain Road & Access 1, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	45
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, Interval #3

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	50	2
Average Queue (ft)	29	0
95th Queue (ft)	54	4
Link Distance (ft)	504	113
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Lake Mountain Road & Access 1, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	41
Link Distance (ft)	504
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Lake Mountain Road & Access 1, All Intervals

Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (ft)	51	2
Average Queue (ft)	20	0
95th Queue (ft)	47	2
Link Distance (ft)	504	113
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Lake Mountain Road & Access 2, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	15
95th Queue (ft)	41
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	21
95th Queue (ft)	50
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Lake Mountain Road & Access 2, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	17
95th Queue (ft)	43
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #1

Movement	EB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	35
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, Interval #4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Lake Mountain Road & Access 3, All Intervals

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	492
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

APPENDIX C

Site Plan

PARK AMENITIES

PARK #1

COMMUNITY CENTER
GAZEBO
PLAYGROUND
SPORT COURT
PARKING
SHADE TREES
GRASS PLAY AREA
SITE SECURITY CAMERAS

PARK #2

GARDEN BOXES
BENCH

PARK #3

PLAYGROUND
BENCH
SHADE TREES
LAWN PLAY AREA

PARK #4

PLAYGROUND
BENCH
SHADE TREES
LAWN PLAY AREA

PARK #5

PLAYGROUND
BENCH
SHADE TREES
LAWN PLAY AREA

PARK #6

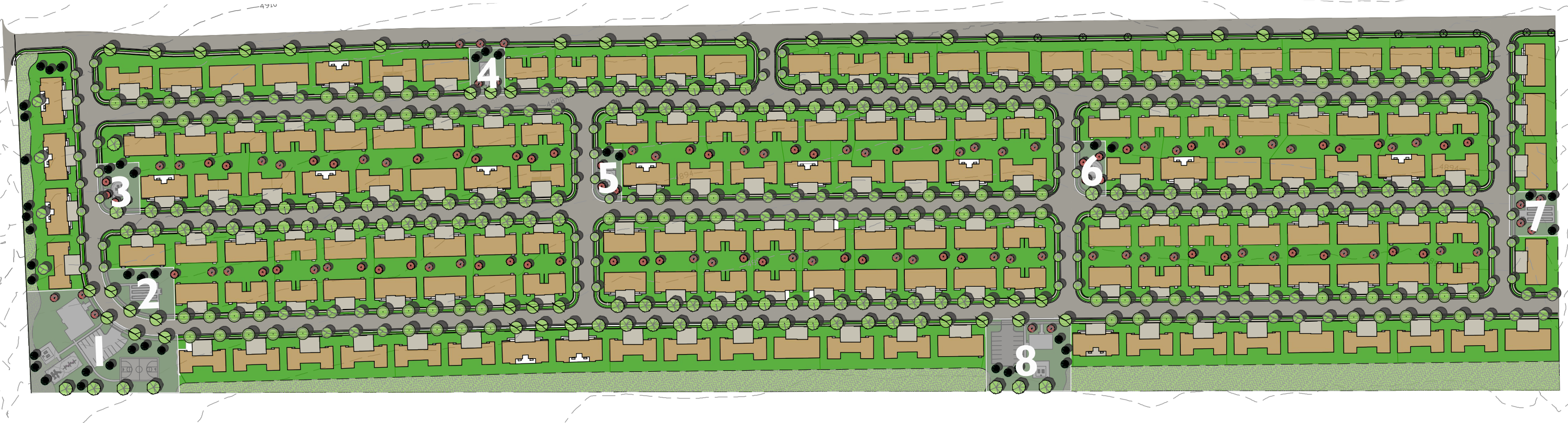
PLAYGROUND
BENCH
SHADE TREES
LAWN PLAY AREA

PARK #7

GARDEN BOXES
BENCH

PARK #8

COMMUNITY CENTER
GAZEBO
PARKING
SHADE TREES
GRASS PLAY AREA
SITE SECURITY CAMERAS



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Eagle Mountain Eagle Heights Village TIS

Analysis: Existing (2019) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1417

Intersection	NB	SB	EB		W B
	LTR	LTR	L	LTR	LTR
Lake Mountain Road & Eagle Mountain Boulevard	25	31	6	--	--
Pony Express Parkway & Eagle Mountain Boulevard	67	56	--	88	50

SimTraffic Queueing Report

Project: Eagle Mountain Eagle Heights Village TIS

Analysis: Existing (2019) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT19-1417

Intersection	NB	SB	EB			W B
	LTR	LTR	L	LR	LTR	LTR
Lake Mountain Road & Access 1	--	--	--	45	--	--
Lake Mountain Road & Access 2	--	--	--	43	--	--
Lake Mountain Road & Access 3	--	--	--	35	--	--
Lake Mountain Road & Eagle Mountain Boulevard	49	32	8	--	--	--
Pony Express Parkway & Eagle Mountain Boulevard	75	63	--	--	121	66

SimTraffic Queueing Report

Project: Eagle Mountain Eagle Heights Village TIS

Analysis: Future(2024) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1417

Intersection	NB	SB	EB		W B
	LTR	LTR	L	LTR	LTR
Lake Mountain Road & Eagle Mountain Boulevard	30	44	19	--	--
Pony Express Parkway & Eagle Mountain Boulevard	109	82	--	269	74

Intersection	NB	SB	EB			W B
	LTR	LTR	L	LR	LTR	LTR
Lake Mountain Road & Access 1	--	--	--	47	--	--
Lake Mountain Road & Access 2	--	--	--	43	--	--
Lake Mountain Road & Access 3	--	--	--	34	--	--
Lake Mountain Road & Eagle Mountain Boulevard	54	47	14	--	--	--
Pony Express Parkway & Eagle Mountain Boulevard	116	94	--	--	646	91

SimTraffic Queueing Report

Project: Eagle Mountain Eagle Heights Village TIS

Analysis: Future (2024) Plus Project Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



Project #: UT19-1417

Intersection	NB	SB		EB				W B
	LTR	LTR	TR	L	LR	LT	R	LTR
Lake Mountain Road & Access 1	--	--	2	--	47	--	--	--
Lake Mountain Road & Access 2	--	--	--	--	43	--	--	--
Lake Mountain Road & Access 3	--	--	--	--	34	--	--	--
Lake Mountain Road & Eagle Mountain Boulevard	53	47	--	13	--	--	--	--
Pony Express Parkway & Eagle Mountain Boulevard	145	97	--	--	--	160	29	78



EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

March 12, 2019, 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, Rich Wood, Brett Wright and Jared Gray. DeLin Anderson was excused.

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Melissa Clark and Stephanie Gricius.

CITY STAFF PRESENT: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Tayler Jensen, Planner; and Lianne Pengra, Recording Secretary.

Commissioner Everett called the meeting to order at 5:33 p.m.

Commissioner Everett said the Planning Commission meetings will have an updated format going forward. A work session will be held at 5:30 p.m. with discussion continuing until 6:15 p.m., at which time a 15-minute break will occur. The policy session will begin at 6:30 p.m. During the policy session, staff will provide a presentation for each item, clarifying questions from the Planning Commission relating only to items in the staff's presentation that are unclear. After staff's presentation, the applicant will be invited to offer a short five- to ten-minute presentation. If the item is a public hearing item, the hearing will be held after the applicant's presentation. During public hearings, individual comments will be limited to three minutes each. After the hearing ends, the applicant may respond to public comments. Finally, the Planning Commission will discuss the item among the Commission, with staff, and with the applicant, and then a motion will be made.

Planning Manager Michael Hadley explained the work sessions are public meetings that will be recorded, and minutes will be taken. The work sessions will provide time for staff to discuss upcoming projects. These sessions will not be a time to discuss the current meeting's agenda items, as happens during the City Council work sessions.

Community Development Director Steve Mumford said the work sessions will be informational and will provide the Planning Commissioners a general overview of upcoming items.

1. Discussion Item

1.A. Planning Commission Strategy Session

Cedar Development

Mr. Hadley presented an updated design for Cedar Development and said the applicant will present the project at a future meeting. The concept plan presented recently to the Planning Commission contained townhomes, senior living space, and a commercial area; however, the applicant is no longer designating space for senior living. The applicant also stated finding tenants for the commercial area has proven to be difficult, but they are still attempting to develop that area as such.

Planner Tayler Jensen said the applicant used the Planning Commission's feedback and has prepared three new townhome designs. The buildings will have double fronts, with the front and back sides of the townhomes appearing to be the front of the building. As the buildings will not have clear back yards, the applicant has also removed the fencing along the roads.

Community Development Director Steve Mumford said the City is currently performing a legal review of the plan, as the Ranches Master Development Plan has expired. Depending on the outcome of that review and any comments from the State Ombudsman, the applicant will either apply for a rezone to allow residential within this site, or the applicant will state that the project has vested density and does not require a rezone to move forward.

Commissioner Wood asked for a future discussion to review residential design standards. He stated his dislike for current residential development that consist of mainly stucco.

Sage Park Storage

Mr. Hadley said Sage Park Storage will be presented as a concept plan to the Planning Commission at a future meeting. The applicant has proposed a storage business adjacent to Sage Park subdivision. He explained the area is designated as Campus Employment Center on the Future Land Use Plan. Mr. Mumford said the Planning Commission and City Council will determine if this commercial storage use is compatible with the general plan, or if this use will require an amendment to the plan. Mr. Hadley said the transportation plan designates a road that would isolate this section of land, offering a potential reason to allow this use.

Gateway Park 4

Mr. Hadley said Gateway Park 4 is east of the Spring Run subdivision and will be presented to Planning Commission as a concept plan at a future meeting. It is an affordable housing project that may be designated as Section 8 housing. He explained the applicant has an additional plan with potential townhomes included in order to meet buffering requirements.

Planner Tayler Jensen said the project has structured parking, with four stories above the parking. The City has a height restriction of 35 feet. The applicant has stated they will request an alternative parking standard. Municipal Code requires 2.33 parking stalls per

unit. The project will contain many one- and two-bedroom units, and the applicant does not believe that number of parking stalls will be needed. The density will be between 21 and 22 dwelling units per acre.

Commissioner Wood stated apartments will be developed in the City, but stated this area is not compatible with this use. Mr. Jensen said the property is zoned Industrial and would require a Municipal Code change as well as amendments to the General Plan and the master development plan for this area.

Commissioner Wood expressed concerns that the parking may not be adequate if an alternate parking plan is approved, and asked if the City should regulate parking structures. Mr. Mumford said the cost of parking stalls increases dramatically as parking structures increase in height. He said garages are commonly used for storage, causing vehicles to be parked in guest parking or along streets. A potential reason to allow a reduced parking standard is that these parking stalls cannot be used for storage and will be used appropriately for parking.

Mr. Mumford said staff does not know what the final plan will be for this project, but the applicant anticipates he will request a reduced open space requirement. The City standard is 1,000 square feet of approved open space per unit. The project will have many one-bedroom units, and the applicant suggested that amount of open space will not be necessary. Mr. Jensen said the applicant has said the apartments may be used for out-of-state employees traveling to Eagle Mountain to work on large-scale construction projects.

General Plan

Mr. Mumford said staff is looking at potential minor changes to the General Plan. A landowner in the City has older engineered plans for the contour of the eastside hillsides, and believes some land designated as Parks and Open Space land is buildable land and should be designated Foothill Residential. An amendment may come before the Planning Commission to adjust the line between those designations. Another change is a correction to one parcel that was mistakenly designated Residential III to the intended designation of Commercial.

Commissioner Gray stated if land is changed from one zone, the original zone should be added to another section within the City to maintain balance.

Mr. Jensen said a property owner outside of Eagle Mountain is considering bringing a large section of land into the City to be designated industrial.

Mr. Mumford said to improve communication between the Planning Commission and the City Council, they are now including Planning Commission meeting minutes in the City Council packets.

Commissioner Everett recessed the meeting at 6:09 p.m. and reopened the meeting at 6:30 p.m.

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

COMMISSION MEMBERS PRESENT: Matthew Everett, Rich Wood, Brett Wright and Jared Gray. DeLin Anderson was excused.

ELECTED OFFICIALS PRESENT: Councilmembers Melissa Clark and Stephanie Gricius.

CITY STAFF PRESENT: Steve Mumford, Community Development Director, Michael Hadley, Planning Manager; and Lianne Pengra, Recording Secretary.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. February 12, 2019 Minutes

MOTION: *Jared Gray moved to approve the February 12, 2019 Planning Commission meeting minutes. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.*

5. Action and Advisory Items

5.A. Eagle Heights Village, Conditional Use Permit, Site Plan, and Master Development Plan - Public Hearing

Community Development Director Steve Mumford said this project is south of Eagle Point I and east of the utility corridor. The proposed plan includes 310 duplex units on approximately 51.38 acres for a project density of 6.033 dwelling units per acre. The Tier III Residential developments require a conditional use permit. A master development plan is required for projects over 5.2 dwelling units per acre; in this project, the master development plan can serve as the preliminary plat.

Mr. Mumford said Airport Road is a major arterial road located just west of the project and Eagle Mountain Boulevard is a planned 94-foot ROW with 40 feet on each side of the median. Currently, a 35-foot area is included south of the median; the applicant would need to dedicate approximately five feet along Eagle Mountain Boulevard to bring the right-of-way to the full forty feet. The plan largely meets connectivity standards, with one block being too long without an additional connection.

Mr. Mumford explained residents from this neighborhood will attend Mountain Trails Elementary. Staff considered safe routes to the elementary school and found the nearest trail on the south side of the road to be 1,800 feet away. If the Planning Commission and the City Council require the applicant to tie into the existing trail, the applicant should receive additional amenity points.

Mr. Mumford said the project includes an alternate open space and amenity plan. Municipal Code requires 1,000 square feet of open space per unit; this project requires 7.12 acres of park space and 712 amenity points. The plan includes 3.17 acres of open space with a proposed buy down of 3.95 acres of open space. City code allows applicants to buy down open space requirements by providing 150% amenity points for the buy down portion. The buy down of 3.95 acres of open space would cost 592.5 amenity points. The project will require a total of 1,304.5 points, and the applicant is proposing 1,682 amenity points. The City has not given amenity points for clubhouses or lighting in the past, but that may be because developments have not requested points for those types of amenities.

Discussion ensued on future transportation routes in the area.

Kirt Peterson with Horizon Development explained the plan was adjusted based on the Planning Commission's feedback on the concept plan. The pool is 1,362 square feet, which is 100 square feet larger than is required for two pools. They have phased the plan based on financing purposes. One lender requires amenities to be built with each phase, so the amenities will be built throughout the development process.

Commissioner Wood expressed concerns with parking availability for the splash pad and pool. Mr. Peterson agreed and stated he will adjust the plan to add more parking.

Commissioner Gray asked if the developer will put funds in escrow for future amenities, or if amenities will be built as the development continues. Mr. Mumford said escrow of \$3,750 per lot is required, and as the amenities are completed, funds are released. Mr. Peterson explained they are frontloading many of the amenities, so with completion of phase 1, more amenities will be in place than required.

Commissioner Gray asked how many points of access will be included in the project. Mr. Peterson said they will have two points of access, with one being a temporary access until future development occurs adjacent to Eagle Heights Village.

Regarding the road that does not meet connectivity standards, Mr. Peterson said the 1061-foot road is approximately 125 feet longer than allowed, and they are asking for an exception for that specific road. He said phases one through three will have 80 units each, with the balance being built in phase four. They will install a six-foot concrete fence around the entire development. They will also include fencing between the units that mixes the concrete with intermittent wrought iron fence.

Commissioner Wood asked why the applicant is requesting amenity points for the clubhouse, as the City typically does not offer points for structures. Mr. Peterson said the community center they are building is much nicer and significantly larger than is

required. The facility will cost over \$200 per square foot. It has a full kitchen, exercise facilities, and is nice enough to host weddings.

Commissioner Wright asked if the applicant is willing to add a trail for the school pedestrian traffic, and expressed a desire that the applicant provide a larger open space area for recreation. Mr. Peterson said any trail they install will be temporary in nature, and when Eagle Mountain Boulevard is completed, the trail will need to be redone to meet standards for the extended road.

Mr. Peterson explained they have thousands of this type of property and have found that the amenities provided in this project are those that are used by residents. He said the cost of water is three to four times higher in Eagle Mountain than other areas, which affected the decision to provide the amenities as designed in this plan.

Commissioner Gray asked if garages would be the main focal point of the facades. Mr. Peterson said two-car garage doors are large, so they recess the garages to keep the garage elevations set back from the front entryways.

Commissioner Wood asked what product variation would be included within the development. Mr. Peterson said they have six available floor plans. Each floor plan has four different building types with four color options for each building type. Each individual plan will be repeated only one or two times in the entire development. The intent is to add gables and other materials in order to avoid the appearance of all stucco homes.

Commissioner Everett opened the public hearing at 7:11 p.m.

Jeff Ruth suggested the entrance on the south side be improved to match the entrance on the north side, and he asked if additional connections could be added on to Lake Mountain Road.

Commissioner Everett closed the public hearing at 7:13 p.m.

Mr. Mumford stated Lake Mountain Road is designated as a residential road but acts as a collector road. More access points would better meet connectivity code, but the applicant spaced out the access points to the road to better match what is required for a collector road.

Mr. Peterson explained they will add asphalt to two thirds of the width of Lake Mountain Road to improve the current dirt road. There will be room for a parked vehicle and two lanes of traffic. When development occurs to the east, that development will complete the east side of Lake Mountain Road. He said there is not room to include a similar entry design on the south side of Lake Mountain Road, as they are developing to the south border of the property. He stated the Municipal Code does not require an entry monument island and they do not want to include one at this site.

Commissioner Gray asked if the project meets the Future Land Use Map designation of Foothill Residential. Commissioner Wood said it does not comply with that designation.

Commissioner Gray expressed concerns that the east side of the development does not meet transition requirements to the Foothill Residential areas.

Discussion ensued regarding master development plan requirements for developments in the City.

Mr. Mumford clarified the original zone of the property is Residential and there is no existing vesting for the property to the east of this project. He explained the transition requirement applies to either smaller lots to larger lots, or larger lots to smaller lots. He said an adjacent developer to the east can build half-acre lots, if they so desire; the City will not require smaller lots to be developed before building larger lots.

Commissioner Gray said he would prefer the quarter-acre transition lots be developed within this project, versus in future development to the east. He also expressed concerns that residents would travel through The Ranches instead of using Eagle Mountain Boulevard to exit the City.

Discussion ensued regarding approval criteria for conditional use permits.

Mr. Mumford explained the property is zoned Residential, and all Tier III projects require a conditional use permit. He said State law dictates that conditional use permits shall be approved if conditions can be placed to mitigate nuisance or compatibility issues the project's use may cause. The direction staff has received is to review the project based on the existing zone; the conditional use permit review should be focused on the use, not the layout or other details in the project.

Mr. Peterson reiterated the fact that the property is zoned Residential, and the current zone governs the land's use. A future land use plan is used in determining rezones. He said the project is not feasible with single-family homes on the east side.

Commissioner Everett stated he is not concerned with the garages in the project; the nature of the project helps mitigate possible issues with garages being the focal point of facades. He said the lighting of the sports court is a legitimate item for amenity points; however, the clubhouse is a required amenity for this project and he is not comfortable allowing amenity points for that facility. He said he likes the single large pool, versus two smaller pools, and appreciates that it was located in the center of the community. He expressed appreciation that the applicant will considering adding parking for the pool and splash pad, but voiced concerns regarding how additional parking would affect surrounding residents. He said he would prefer the lot transition to larger lots begin within this development.

Regarding future roads and the Foothill Residential designation, Commissioner Wood stated the Planning Commission cannot pick which parts of the Future Land Use Plan they use to review the project. He stated changing the east row to single-family homes is a compromise that would allow the project to comply with the Future Land Use Map and said he did not appreciate the lack of flexibility the applicant expressed.

Mr. Mumford stated if the Future Land Use Map designated a property as Residential, but the property was zoned Commercial, a conditional use permit for a business such as a fast food restaurant would be allowed. He reiterated that State law says conditional uses shall be approved if conditions can be placed to limit detrimental aspects of the project.

Commissioner Wood stated a condition of approval for the conditional use permit could be that the east end needs to be single-family homes. He said the Planning Commission cannot dismiss the time spent by all entities in compiling the land use document, and the document should be utilized as a guide in determining this project's approval.

Mr. Peterson requested City staff communicate with City attorneys to determine what document is to be used to review this project. The property is zoned Residential and if he meets conditions noted in the Municipal Code, the conditional use permit must be approved. He said the zoning and the general plan do not match each other in their current states. Compliance with the general plan is not possible, as the City does not have a Foothill Residential zone in place. Conditional uses are similar to permitted uses, not rezones. He said a buffer to the east would be appropriate if the Foothill Residential zone was in place. They incorporated all of the Planning Commissions' requests into the current version of the plan.

Mr. Mumford said 17.95.80 of the Municipal Code describes six optional conditions relating to compliance with the intent of the general plan. When the zone does not comply with the general plan, attorneys recommend using the current zoning as a basis for review.

Commissioner Gray the developer would only lose three to four units if they were to change the duplex units to single-family homes along the east row. Mr. Mumford clarified the width of the duplex units. With side setbacks considered, the applicant would lose density if those changes were made.

Commissioner Wood said the conditional use permit could be denied based on Municipal Code Chapter 17.95.080 item D.6.

Commissioner Wright stated his preference to approve the conditional use permit with conditions and send the remaining applications to the City Council for review. He said he does not agree with the parks and open space as proposed in the plan, and stated he would like the plan to include the full seven acres of open space. He said Municipal Code changes need to be in place in order to reflect the Future Land Use Plan.

Mr. Mumford said regarding allowing amenity points for the clubhouse, a benefit to residents is the clubhouse can be used year-round, where outdoor amenities may only be used nine months of the year.

Commissioner Wright asked what findings of fact allow a denial of the conditional use permit. Commissioner Everett recommended approving the permit and allowing the City Council to discuss the project's final plans.

Commissioner Wood said the conditions within 17.95.060 D allow a denial and said the plan does not meet connectivity requirements. Commissioner Wright said those concerns can be mitigated with approval conditions.

Commissioner Wood said the open space does not comply with City requirements. Commissioner Everett said the Municipal Code allows the applicant to pay a fee in lieu.

Commissioner Wood said the development requires two swimming pools, but the plan only contains one. Commissioner Wright explained the plan includes one pool that is larger than the two required pools combined. He said the State law requires the conditional use permit be approved if conditions can be placed to mitigate detrimental affects.

Commissioner Gray said only one finding of fact is needed to deny the application.

Mr. Mumford asked the Commissioners to focus on the use of the project, e.g., twin homes versus single-family homes. He said connectivity and parks issues can be mitigated with conditions. He clarified the Planning Commission should recommend denial of the site plan and master development plan if they chose to deny the conditional use permit.

Commissioner Wright reiterated that he does not believe there are findings of fact that cannot be mitigated by conditions.

MOTION: *Matthew Everett moved to approve the Eagle Heights Village conditional use permit as presented. Brett Wright seconded the motion. Those voting aye: Matthew Everett and Brett Wright. Those voting nay: Rich Wood and Jared Gray. The motion failed with a vote of 2:2.*

Discussion ensued regarding applying conditions of approval to conditional use permits.

MOTION: *Rich Wood moved to approve the Eagle Heights Village conditional use permit with the condition that the eastern row of homes be changed to single-family homes, according to current Municipal Code. Jared Gray seconded the motion. Those voting aye: Brett Wright, Rich Wood and Jared Gray. Those voting nay: Matthew Everett. The motion passed with a vote of 3:1.*

MOTION: *Rich Wood moved to recommend approval of the Eagle Heights Village site plan and master development plan to the City Council with the following conditions:*

- 1. Rock/stone shall make up at least 30% of the building and be used on all sides of the buildings;*
- 2. 5.5 feet of right-of-way along Eagle Mountain Boulevard shall be dedicated to the City at the time of plat recording;*
- 3. An additional road connection shall be provided between Oak Boulevard and Stallion Street (in the northern section of project);*

4. *Collector road fencing shall be required adjacent to Eagle Mountain Boulevard, Lake Mountain Road and future Airport Road;*
5. *Applicant shall comply with any traffic mitigation required by the City Engineer;*
6. *Additional open space shall be provided, combined with an existing open space area to create a larger more useable park area with a grass play field; and*
7. *Parking stalls shall be added to the pool area according to current parks and open space master plan.*

Jared Gray seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.

5.B Lone Tree F Preliminary Plat - Public Hearing

Mr. Hadley said the final preliminary plat in the Lone Tree development contains 57 single-family lots. Staff has discussed recommended changes with the applicant, including changes to the park, removing a section of a trail, adding a new trail to existing trail in the northwest corner, shifting the trail between lots 107-108 further south, and shifting the fourth workout station to a new location. The original preliminary plat was approved in March 2006. It was updated in order to move the home sites and roads away from rocky areas.

Commissioner Wood asked about slopes in the plan. Mr. Hadley said a recommended condition of approval is that the average slope for each lot be calculated and submitted. He said the Planning Commission can include building envelope requirements in the conditions of approval, if desired.

Commissioner Gray stated his preference for retaining wall tiers to be no taller than four feet. He said a compromise could be five feet limits for all tiers. Discussion ensued regarding possible Municipal Code amendments relating to retaining walls.

Commissioner Gray asked if the plan met City transitioning requirements. Mr. Mumford it does, and he clarified that the transitioning requirements are based on existing approved lots or master plans, and there is not an existing subdivision to the north.

Applicant Brian Haskell said an approved preliminary plat was in place when they purchased the property. The original roads locations went through rocky areas, so they redesigned the roads to be moved as far away from the rocky areas as possible. They will need to build on rocky areas, but they want to minimize the number of roads or structures to be built on rock. A pressurized sewer lift line and sewer gravity lines to the pump station were installed in 2003; these will need to be relocated in order to develop the plan as proposed. That will be a costly project, but Mr. Haskell stated it was done to minimize the impact on surrounding residents. The number of lots has not changed from the original plan, but they redesigned the layout to include larger lots along the hillside.

Mr. Haskell said the proposed plan will expand the Sunset Ridge park and will add trails to the area. It will be an active park with fitness stations and trails around it. Municipal Code only allows the developer to use 33% of trail points in the total amenity point

package. He explained they are building 600 to 700 feet more trail than they are getting amenity points for, but they felt it was an important amenity for the park that ties the two areas together.

Mr. Haskell said the City has new subdivision plat naming requirements, and he requested a change of subdivision name from Lone Tree F to Park View to comply with City requirements. They will have Park View Phase A, Plats one through three. Commissioner Wood asked how the two subdivisions would be delineated with the subdivision name change. Mr. Haskell said the only thing affected would be the plat name. There would not be any noticeable change to residents, nor would there be new monument signs.

Commissioner Wright asked if all lots meet frontage requirements. Commissioner Wood stated they do not, as lots 212 and 213 have frontages under 55 feet. Mr. Haskell clarified that lots along road curves are not required to have 55-foot frontages.

Commissioner Gray asked if the park will be within the detention area. Mr. Haskell said the entire park will be a detention area, with trails and fitness stations on berms above the basin. The water will drain towards the pump station, and the basin will remain dry the majority of the time. Mr. Hadley said the developer receives 75% of the basin area for their open space requirements.

Mr. Mumford stated the timing of the park completion is important, as residents of Sunset Ridge have gone too long without a park. He said the basin should have been improved last fall when the existing amenities were installed, but staff worked with the developer as they knew the project under discussion was coming to the Planning Commission. The developer put funds into escrow to finish the basin section of the park. Mr. Mumford recommended the park be completed early in the project, and Mr. Haskell said his desire is to finish the park within the first phase of development.

Commissioner Gray asked about a section of Walnut Drive with an apparent tight turn. Mr. Haskell said the road is following the land contours in order to keep the road grade below ten percent. The roads in the project will meet all City codes and regulations.

Discussion ensued regarding potential changes to the plan to reduce the curve of the road.

Commissioner Everett opened the public hearing at 9:01 p.m.

John Painter submitted a written comment that stated the following: "Transportation connectivity has been previously discussed in this area. What is the long-term transportation plan to the north and west? Will all construction traffic and residential traffic be forced to Pony Express Parkway?"

Manfred Riem lives in Lone Tree and expressed concerns with construction traffic and stated the park should be moved away from the retention area. He said water runoff will be an issue if this plan is developed. He stated a neighbor adjacent to this plan along Walnut Drive has a plat recording issue regarding an offset.

Blair Murri stated flooding will be an issue if the berm around the park is removed. He said he did not want the name changed from Lone Tree.

Joan Murri expressed concerns regarding blasting in the area.

Kevin O'Donnal requested road pull outs be put in place in order for emergency vehicles to turn around. He was told homes would not be developed on the adjacent hillsides in the area. He also said he did not want the subdivision name changed.

Discussion ensued regarding previously approved subdivision plans outside of the Lone Tree area.

Kevin Burningham lives in Cedar Pass Ranch and expressed concerns with flooding and blasting, and he stated homes should not be built on hillsides.

Jeff Ruth asked if they were building on slopes over 25% and asked Planning Commission to hold them to the ridgeline ordinance.

Manfred Reim spoke again and said development in the subdivision adjacent to Lone Tree F will cause flooding and mudslides.

Jason Heidel lives in Cedar Pass Ranch and asked if Lone Tree F would have roads that connect to his subdivision.

Discussion ensued again regarding previously approved subdivision plans adjacent to the Lone Tree area, including road connections.

Commissioner Everett closed the public hearing at 9:22 p.m.

Commissioner Gray asked if more trails were needed to accommodate pedestrian traffic from one side of the subdivision to the park, and he asked about turnarounds for construction traffic. Mr. Haskell said he has worked with the Fire Department to designate turnaround points for construction and emergency traffic. He said he will have bench drains designed to ensure all lots will discharge water in a safe manner to the storm drain system. Those plans are not completed at this time and will be addressed as he works through the approval process. He explained the park is not designed to hold water; the park will be dry the majority of the time. He said they will mitigate lot drainage as all water needs to be retained on each lot and channeled to storm drains.

Commissioner Gray explained that the current state of the land allows the water to drain towards the existing homes. The development of roads and completion of the storm drain system will greatly decrease the amount of water flowing towards the existing homes.

Commissioner Wright stated the plan has lots with areas with over 25% slope and asked if the applicant will utilize blasting in the project. Mr. Haskell said they will have a slope analysis for each lot to ensure all lots comply with City ordinances. He explained he cannot guarantee that blasting will not be used in construction, but the purpose of the plan redesign was to allow more buildable area away from rocky areas. He said he will have

detailed studies, including slope and soil analysis, that will help determine how to best mitigate rock removal and minimize resident impact.

Commissioner Gray asked if the City ordinance prohibits blasting within a certain distance from residences. Mr. Mumford explained the ordinance requires the applicant to apply for a blasting permit if the blasting area is within 1,300 feet of existing homes. The applications are heard by the City Council, who makes the final determination.

Regarding questions surrounding connecting roads to adjacent subdivisions, Mr. Haskell stated this plan connects roads to roads in existing plats, as that was a requirement from the City.

Commissioner Everett asked Mr. Haskell if he would consider limiting the retaining wall tier height to be no more than five feet. Mr. Haskell said it would depend on the individual lots and requested the ability to construct up to four tiers.

Commissioner Everett asked for the reasoning for the name change request. Mr. Haskell said the change is to comply with the naming convention as outlined in Municipal Code. He said the name change would not affect anything other than recorded documents.

Commissioner Wright asked if Mr. Haskell was aware of the boundary or title issue that was brought up during the public hearing. Mr. Haskell said he was unaware of any issue but will look into it.

Commissioner Gray asked if the plan includes lots that are unbuildable due to slopes greater than 25%. Mr. Haskell said they believe all lots have building envelopes that meet Municipal Code requirements. That analysis has not been provided to the staff yet.

Discussion ensued regarding vehicle turnarounds, and Mr. Haskell confirmed all roads will meet Fire Code and Municipal Code.

Mr. Haskell said a trail is not in place from the hillsides to the park because of slope issues. Mr. Hadley stated the steepness of the area would allow pedestrians on a trail between the lots to look into adjacent residences. He recommended against adding a pedestrian connection.

MOTION: *Jared Gray moved to recommend approval of the Lone Tree F amended preliminary plat to the City Council with the following conditions:*

- 1. If any retaining walls are required, the maximum height of retaining wall is five feet with a maximum of four tiers. Retaining walls shall not be located any closer than ten feet from a home;*
- 2. An updated landscape/park plan shall be provided, addressing the changes discussed in the meeting;*
- 3. A bench drain on the top of any retaining wall area and above steep lots shall be installed;*
- 4. The average slope for each lot shall be calculated and submitted, with each lot maintaining a significant building envelope;*
- 5. All dead-end roads include sufficient turn-around areas, as required by Fire and Municipal Code.*

6. *The name of the plat remains Lone Tree F;*
7. *All blasting complies with Municipal Code; and*
8. *All lots show building envelopes.*

Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.

6) Next scheduled meeting

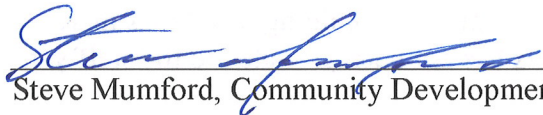
The next scheduled Planning Commission meeting will be held on March 26, 2019.

Commissioner Wood asked for an update on the residential code amendment. Mr. Mumford explained the attorneys are currently reviewing the drafts of the amendments. Staff is working to ensure improved open space can be required in the updated code.

7) Adjournment

MOTION: *Jared Gray moved to adjourn the meeting at 9:55 p.m. Rich Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood and Jared Gray. The motion passed with a unanimous vote.*

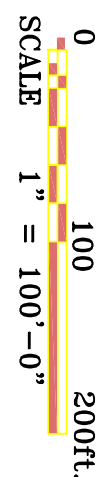
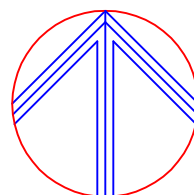
Approved by the Planning Commission on March 26, 2019.


Steve Mumford, Community Development Director

PART OF SECTION 18
TOWNSHIP 6 SOUTH RANGE 1 WEST
STATE OF IOWA

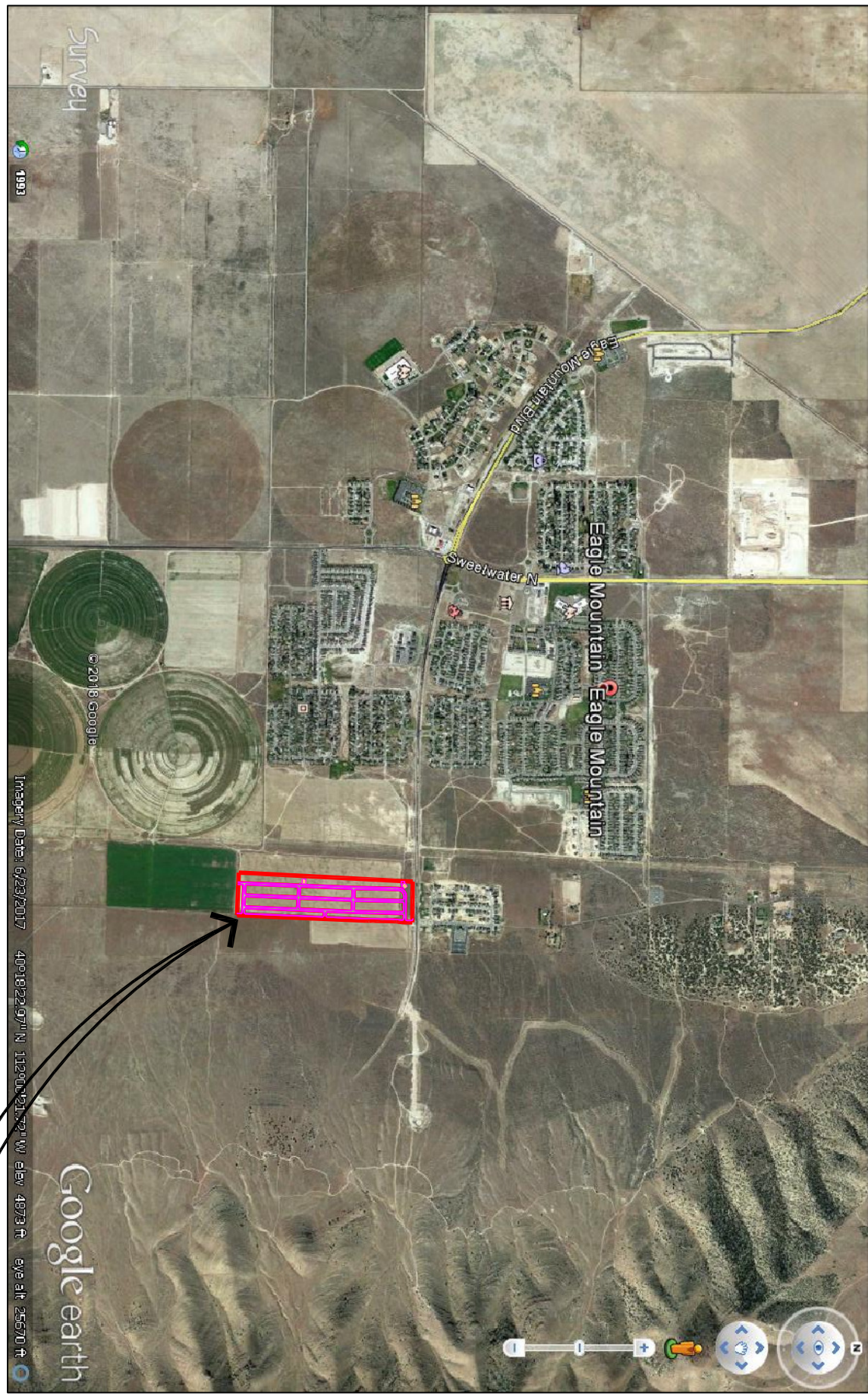
SITE PLAN

NORTH



VICINITY MAP

PROJECT



	BUILDING TYPES	COLOR	QUANTITY
① CLUBHOUSE	CWG III ADA	GREEN	16
② PARKING LOT	OAKS (480DM)	PURPLE	11
③ POCKET PARK	FRONTIER	BLACK	11
④ PLAYGROUND	CWG 3	BLUE	50
⑤ MAINTENANCE BUILDING	CWG 4 ADA	MAGENTA	44
⑥ RETENTION POND		RED	4
⑦ GARDEN BOXES		TAN	18
⑧ GAZEBO			

[illegible]



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Chapter 2.15.060(I) of the Municipal Code for Rules of Procedure.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:	N/A		
APPLICANT:	Eagle Mountain City		
GENERAL PLAN DESIGNATION N/A	CURRENT ZONE N/A	ACREAGE N/A	COMMUNITY N/A

PUBLIC HEARING:

No

REQUIRED FINDINGS:

N/A

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

N/A

PREPARED BY:

Fionnuala Kofoed,
Recorder's Office

RECOMMENDATION:

Staff recommends that the City Council approve an ordinance amending Chapter 2.15.060(I) of the Municipal Code for Rules of Procedure.

BACKGROUND:

The proposed ordinance amends Chapter 2.15.060(I) of the Municipal Code for Rules of Procedure, modifying the language for a "Motion to Reconsider" for an item that the City Council has previously voted on. A motion to reconsider an item would require a written request by three City Councilmembers to bring an item back to a future meeting. Additionally, a motion to reconsider may be made at the same meeting by a Councilmember who voted in the majority on the original motion.

If an item is placed back on the agenda for reconsideration at a subsequent meeting, or if a motion to reconsider is adopted at the same meeting, the original matter is back before the City Council, and a new initial motion is then in order. The matter can be discussed and debated as if it were on the floor for the first time.

Codifying the procedure will avoid an applicant repeatedly returning an item in an attempt to achieve a better result, and items being returned while other Councilmembers are not present.

Attachments:

[ORD--Rules of Procedure](#)

ORDINANCE NO. O- -2019

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH
AMENDING CHAPTER 2.15.060(I) OF
THE EAGLE MOUNTAIN MUNICIPAL CODE
FOR RULES OF PROCEDURE**

PREAMBLE

WHEREAS, the Eagle Mountain City Council finds it is in the public interest to amend one section of the Eagle Mountain Municipal Code;

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

1. The City Council finds that all required public hearings have been held and all legal requirements have been met to amend sections of the Municipal Code which are attached to this Ordinance as Exhibit A.
2. Chapter 2.15.060(I) for Rules of Procedure is hereby amended as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 2nd day of April, 2019.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

Chapter 2.15.060(I) Rules of Procedure

The above ordinance was adopted by the City Council of Eagle Mountain City on this 2nd day of April, 2019.

Those voting aye:

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

Those voting nay:

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

Those excused:

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

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A

2.15.060 Rules of procedure.

I. Reconsideration of Actions. An action of the city council may be placed on the agenda for reconsideration if requested in writing by three members of the city council. The item shall be placed on the next city council agenda where all required notices can be met. In addition, a council member who voted in the majority on the original motion may make a motion to reconsider the action at the meeting where the action was taken. If an item is placed back on the agenda for reconsideration at a subsequent meeting, or if a motion to reconsider is adopted at the same meeting, the original matter is back before the city council, and a new initial motion is then in order. The matter can be discussed and debated as if it were on the floor for the first time.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	MOTION - Scenic Mountain Phase B Preliminary Plat and Site Plan		
ITEM TYPE:	Preliminary Plat & Site Plan		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

REQUIRED FINDINGS:

The Scenic Mountain Phase B Preliminary Plat and Site Plan was approved (4:1) with the following conditions:

- 1) The site plan must be approved prior to any building permits being issued;
- 2) Hurstbourne Drive must connect to Vernham Lane prior to any townhome building permits being issued;
- 3) The sewer lift station must be maintained by the HOA;
- 4) The plans must comply with all requirements within UDOT's traffic permit;
- 5) Townhome elevations must provide additional features such as pop-outs, bay windows, or awnings on side and rear elevations facing a public right-of-way;
- 6) Applicant shall provide model numbers of playground equipment to the Parks and Recreation Director; and
- 7) The maximum density is 8.23 dwelling units per acre with the maximum number of units permitted in this pod being 37.

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

RECOMMENDATION:

BACKGROUND:

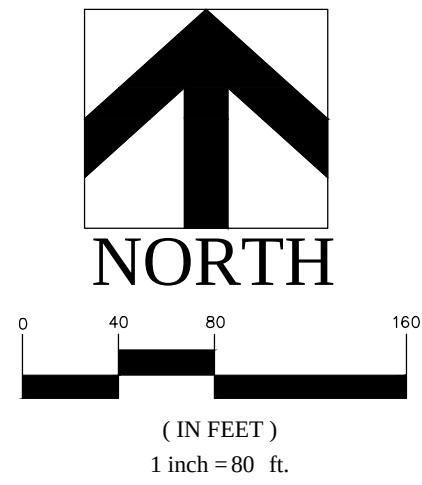
The Scenic Mountain Phase B preliminary plat and site plan was approved by the City Council on February 5, 2019. The applicant had proposed 40 units within the the development pod, but the project was approved with 37 townhome units, as the Council found the maximum number of units permitted within the development pod was 8.23 per acre, which came to 37 units.

The applicant has hired a new engineering firm and they found and fixed some errors made in acreage calculations. The developer has also made slight revisions to the plan. City staff has received a written request from three members of the City Council asking for the item to be placed on the agenda for reconsideration.

--

PREPARED BY:
Tayler Jensen, Planning

- Attachments:**
- [Scenic Mountain Map with Developer Comments](#)



GENERAL NOTE:

MINIMUM 10 FOOT SEPARATION BETWEEN BUILDINGS.

- FLEX USE
- TOWNHOMES
- CLUSTER HOMES

Description	Square Feet	Acres	Percent
Total Area of Overall Project	1,516,629	34.82	100%
Total Unbuildable Land (25%+ Slopes)	275,175	6.32	18%
Total Buildable Acreage	1,241,454	28.50	82%
Tier III Cluster Homes	681,913	16.93	15.65
Tier III Town Homes	439,459	10.22	10.09
Flex Use Area	314,477	7.67	7.22
Improved Open Space	289,000	6.63	
	TOTAL 34.82	1.86 ACRES MISSING	
Denisites	Upto No. Units	Units/Acre	
Tier III Cluster Home Density	86	80	5.49
Tier III Town Home Density	83	40	8.23
Units Outside UDOT Aquisitions Parcel (area=4.87 acres) = 40			
Units Within UDOT Aquisition Parcel (area=5.23 acres) = 43			
Flex Use Density	120	91	16.69
Units Outside UDOT Aquisitions Parcel (area=5.48 acres) = 91			
Units Within UDOT Aquisition Parcel (area=1.74 acres) = 29			
Overall Density	289	211	10.16

** PORTIONS OF THE NATURAL OPEN SPACE MAY BE BUILDABLE.

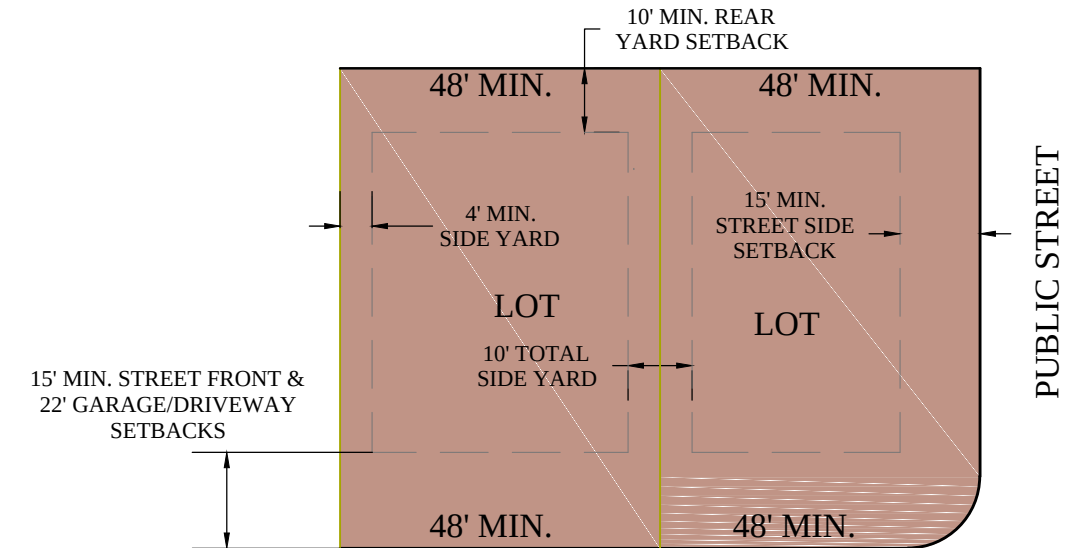
TOTAL ACREAGE POST UDOT SALE

TIER III CLUSTER	16.93
TIER III TOWN HOME	4.46
FLEX USE	5.93
TOTAL	27.32

PROPOSED OVERALL UNITS

TIER III CLUSTER	80
TIER III TOWN HOME	40
FLEX USE	91
TOTAL	211

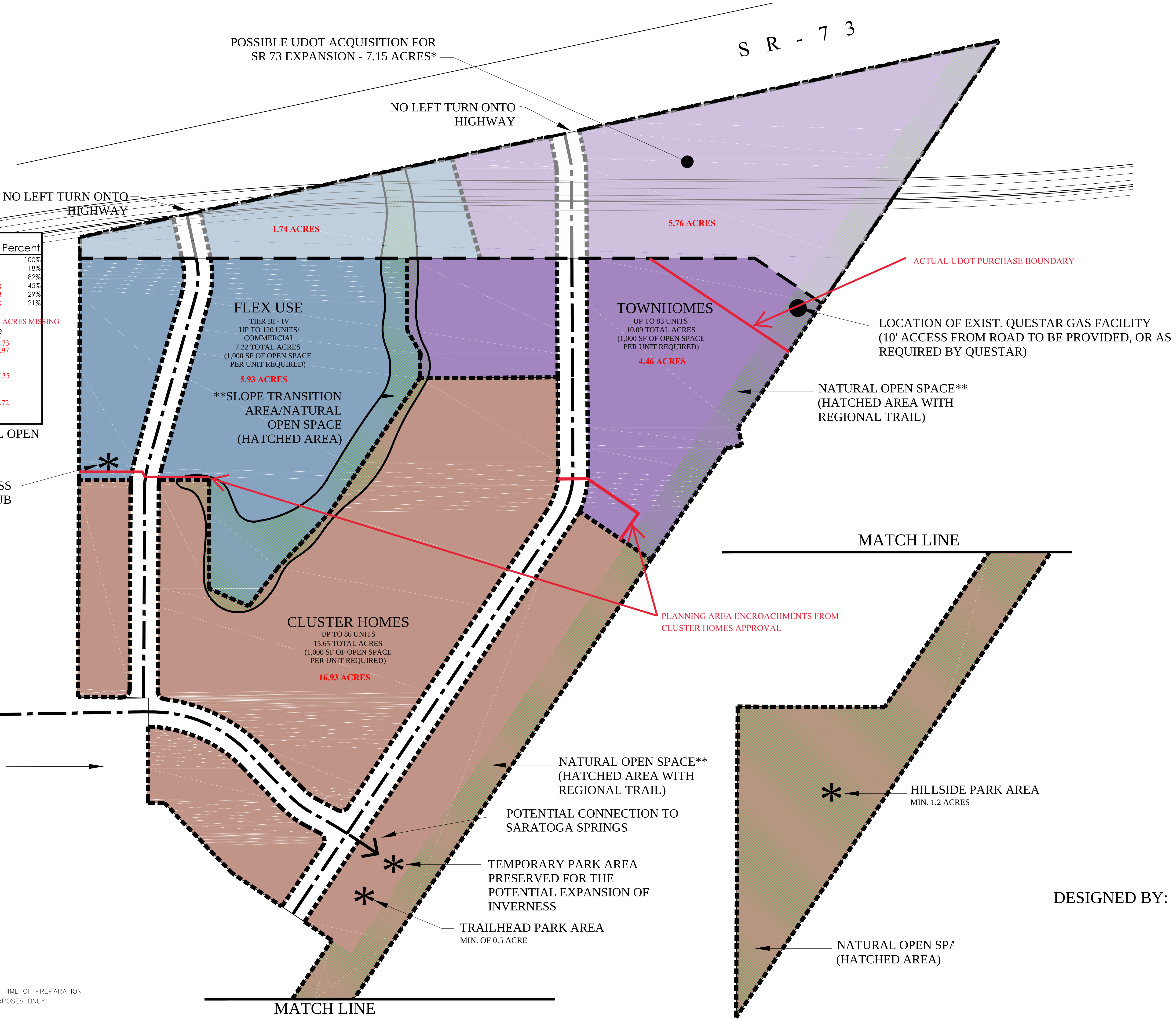
211 / 27.32 = 7.72 UNITS PER ACRE



CLUSTER SETBACK DETAIL

GENERAL NOTE:

INFORMATION PROVIDED ON THIS PLAN IS BASED ON THE BEST AVAILABLE DATA AT THE TIME OF PREPARATION AND MAY CHANGE AT ANYTIME FOR ANY REASON. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.



DESIGNED BY:



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
APRIL 2, 2019**

TITLE:	MOTION - An Agreement between Eagle Mountain City, Utah, and ACE Disposal, Inc. for Solid Waste Disposal and Recycling Services		
ITEM TYPE:	Agreement		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

REQUIRED FINDINGS:

**PLANNING COMMISSION
ACTION /
RECOMMENDATION**

PREPARED BY:

Paul Jerome, Admin

RECOMMENDATION:

City Administration recommends that the City Council approve an agreement with Ace Disposal for an 8-year contract and authorize Mayor Westmoreland to execute the contract.

BACKGROUND:

On October 10, 2018, an RFP was released for solid waste services. The due date for proposals to be returned to the City was November 12, 2018. The City received three proposals and after analysis, determined that it is in the best interest of the residents of Eagle Mountain City to continue to contract with Ace Disposal for a period of eight years with the option of two one-year extensions upon mutual agreement. The rates that the City will be charged in the first year (with CPI increases outlined for subsequent years) are as follows:

First Trash Container - \$5.24
Second Trash Container - \$3.56
First Recycling Container - \$4.54
Second Recycling Container - \$4.54

This will allow rates to the residents of the City to remain the same for the time being.

The contract is proposed to commence July 1, 2019 and run through June 30, 2027.

Attachments:

[Ace Disposal Inc Contract 7-1-19 to 6-30-27](#)
[RFP Solid Waste-Recycling 2018](#)
[Ace Bid Document](#)

**AGREEMENT
BETWEEN
EAGLE MOUNTAIN CITY
AND
ACE DISPOSAL, INC.
FOR
SOLID WASTE DISPOSAL AND RECYCLING SERVICES**

This Agreement is entered into as of July 1, 2019 between **ACE DISPOSAL, INC.**, a Utah corporation (“ACE”) and **EAGLE MOUNTAIN CITY**, a Utah municipal corporation (“CITY”).

RECITALS

- A. On or about October 10, 2018, City issued a Request for Proposals for Solid Waste / Recycling (the “RFP”), a copy of which is attached hereto as Exhibit A.
- B. On October 29, 2018, ACE submitted to CITY its Solid Waste/Recycling Proposal 2018 (the “Proposal”), a copy of which is attached hereto as Exhibit B.
- C. After reviewing the proposals of interested parties to the City’s RFP, the City determined that ACE’s RFP provided the best value to the City.
- D. The City finds that it is in the interest of its citizens to provide for the health, safety and general welfare of the City by contracting for the collection and disposal of garbage, trash, and refuse from homes and to provide a curbside recycling service under the terms of this Agreement.

NOW, THEREFORE, in consideration of the promises and covenants of the parties and the payments to be received by ACE from the CITY as provided in this Agreement, the parties agree as follows:

1. Solid Waste and Recycling Services. ACE shall perform the services described in the RFP and Proposal (together “Agreement Documents”) for solid waste collection removal and curbside recycling services as defined specifically in the Agreement Documents, or as further amended and redefined herein. All collection services shall be performed by Ace using personnel and equipment in compliance with the Eagle Mountain City Code, Title 8, Chapter 8.05, as amended from time to time and the laws of the State of Utah. In addition, ACE shall make available to the CITY the optional Spring Clean-up Program, Optional Monthly Bulk Waste Collection, and Optional Annual E waste and Shred Event as described in the RFP and set forth on in Option 1, page 15 of the RFP.
2. Cost of Service. ACE shall provide the services based on the costs set forth in Option 1 of the Proposal (page 15). The 5% discount shall be applied to 1st and

2nd Trash Containers and Recycling Containers, resulting in the following rates for the first year:

First Trash Container -	\$5.24
Second Trash Container -	\$3.56
First Recycling Container -	\$4.54
Second Recycling Container -	\$4.54

For purposes of the Annual Cost of Living Adjustment (the “COLA”), ACE shall use the November Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U), West Region for the previous 12 months. The increase or decrease shall be rounded up or down to the nearest cent. ACE shall notify the City by March 1 of each year of the increase or decrease that will take effect July 1 so City can plan accordingly. The IRL tipping fee shall remain at \$15.00 per ton for the first five years, and shall be adjusted annually based on the COLA for the remaining years of this Agreement.

3. Invoice and Billing. ACE will provide to the City a monthly invoice for services. Unless the City notifies ACE of an error in the invoice that requires revising the invoice, the City shall pay each invoice within thirty (30) days of receipt of the invoice.

4. Insurance. ACE shall maintain insurance coverage required under the terms and conditions of Agreement Documents at all times and shall furnish the City with a Certificate of Insurance as evidence of compliance with the insurance requirements.

5. Complaints. ACE shall hear, respond and resolve, where reasonably possible, all complaints from any and all persons or entities concerning the performance of this contract within twenty-four (24) hours from the time a complaint is made. ACE shall handle all complaints in a prompt and courteous manner and if a complaint persists, ACE shall inform the City of the complaint in writing, the reason for the complaint and response by ACE to the complaint.

6. Term. This Agreement shall continue for a period of eight (8) years beginning on July 1, 2019. This Agreement may be extended for two (2) one-year optional extensions upon mutual agreement of the Parties in writing prior to expiration of the Agreement.

7. Termination for Cause. This Agreement may be terminated by either Party for cause in the event of a material breach of this Agreement or failure to substantially perform obligations; provided, however, that the non-breaching Party has given written notice to the defaulting Party and the defaulting Party fails to cure the default within 30 days after such notice.

8. Non-Appropriation of Funds. In the event no funds or insufficient funds are appropriated and budgeted or are otherwise unavailable in any fiscal year for payments due under this Agreement, then CITY, upon written notice to ACE of such occurrence, shall have the unqualified right to terminate this Agreement without any

penalty or expense to CITY, except the CITY shall pay for any services rendered prior to such termination.

9. Notices. All notices under this Agreement shall be in writing and effective on the date of delivery and verified receipt of such written notice if delivered by personal service, Federal Express, email or other electronic communications to a representative designated by each Party to receive correspondence.

10. Miscellaneous Provisions. The following provisions are also an integral part of this Agreement:

A. Successors Bound. This Agreement shall bind and benefit the parties' respective successors and assigns.

B. Captions. The captions used in this Agreement are inserted for reference purposes only and shall not be deemed to define, limit, extend, describe, or affect in any way the meaning, scope or interpretation of any of the terms of this Agreement or its intent.

C. Counterparts. This Agreement may be signed in any number of counterparts with the same effect as if the signatures upon any counterpart were upon the same instrument. All signed counterparts shall be deemed to be one original. A email transmittal bearing a photocopied signature shall be deemed an original.

D. Severability. The provisions of this Agreement are severable and should any provision be void, voidable, unenforceable or invalid, such provision shall not affect the remaining provisions of this Agreement.

E. Waiver of Breach. Any waiver by any party of any breach of any kind by the other, whether direct or implied, shall not be construed as a continuing waiver of, or consent to, any subsequent breach of this Agreement.

F. Cumulative Remedies. The rights and remedies of the parties shall be construed cumulatively, and none of such rights and remedies shall be exclusive of, or in lieu or limitation of, any other right, remedy or priority allowed by law, unless specifically set forth herein.

G. Integration and Amendment. This Agreement represents the parties' full and final agreement respecting its subject matter. All prior and contemporaneous negotiations, representations and agreements are superseded hereby, and there are no agreements or understandings at variance with this Agreement. This Agreement may not be modified except by an instrument in writing signed by the parties hereto.

H. Interpretation. This Agreement shall be interpreted, construed and enforced according to the substantive laws of the state of Utah. Any dispute arising out

of this Agreement, or the breach thereof, shall be brought in the Fourth Judicial District Court of Utah County, Utah, the parties expressly consenting to jurisdiction and venue in that district and county.

I. Attorneys' Fees/Breach. In the event any action, suit or proceeding is commenced by a party against another party under this Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees, costs related to the discovery process and court costs, in such amounts as the court may adjudge reasonable, including, but not limited to, those fees and costs incident to any action or participation in (or in connection with) a case or a proceeding involving a party under the applicable chapter of the Federal Bankruptcy Code (11 U.S.C. § 101, et seq.), or any successor statute thereto.

J. Recitals Incorporated. The recitals set forth in the preamble of this Agreement are incorporated herein by reference and made contractual in nature.

ACE DISPOSAL, INC.

By: _____
(Signature)

(Printed name)

Title: _____

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, City Recorder

EXHIBIT

1

EXHIBIT 2

**EAGLE MOUNTAIN CITY, UTAH
REQUEST FOR PROPOSALS
FOR SOLID WASTE REMOVAL AND CURBSIDE RECYCLING, TRANSPORTING
AND PROCESSING SERVICES
(FY18-05 - 2018 Solid Waste and Recycling)
October 10, 2018**

I. Purpose, Background, and Scope of Service

Purpose of Request for Proposal

The Eagle Mountain City is soliciting proposals from qualified firms interested in providing solid waste and curbside recycling collection, transporting and the processing of discarded materials.

Background

The Eagle Mountain City is located in the Northwest area of Utah County. The City currently provides weekly curbside solid waste collection and bi-weekly curbside recycling services to approximately 40,000 residents (approx. 9,500 households) via a contracted vendor.

Intent

The City's intent and the requirements of this RFP are to provide citizens with the appropriate level of service, at the best price and with the highest quality.

The specifications contained within this RFP document are designed to establish an effective, efficient, uniform and safe system of solid waste **and** recycling services that provides for the following intended purposes:

1. Establish and maintain a continuous and uniform level of solid waste collection and recycling services in order to assure protection of the health, safety and welfare of the community.
2. Provide solid waste collection and recycling services in a coordinated manner, through an efficient routing system for solid waste collection while minimizing impacts to service rates. To this end, the City has tried to provide as much information as possible to all prospective Proposers in order to allow them to compute fair and reasonable rate quotes. However, it is the sole responsibility of the Proposer to independently investigate, to calculate and to be responsible for the prices quoted.
3. The recycling program is an "opt-out" program, in which current residential customers may opt-out after notification in writing to the City. This also means that future residents may choose not to participate in the recycling program at the time they sign up for utility services through the City.

Scope of Services

The selected firm will be required to provide the following services including, but not limited to, the following:

1. Provide weekly solid waste collection and bi-weekly curbside recycling service to approximately 40,000 residents (approx. 9,500 households) according to the Terms and Conditions (last page in this RFP). Current "1st Can" count is 8,000, "2nd Can/additional" count is 2,300 and Recycling Can count is 5,700.
2. Provide weekly front load dumpster collection at City Hall, Community Development Building and Waste Water Treatment Plant.

3. Provide Spring Cleanup dumpsters to the City on annual date specified in advance by the City.
4. Be responsible for safely and legally transporting, processing and disposing of the collected materials. Solid waste materials must be transported to the IRL facility (and corresponding tonnage fee shown separately on bill according to the rate offered to the City by IRL). Recycled materials may be transported to a facility of the vendor's choosing.
5. Furnish and maintain containers to single and multi-family residences for the collection of materials to be disposed of or recycled.

II. Proposal Requirements /Proposal Format

In addition to other items specified below, all proposals are limited to a maximum of 20 pages. This page limit does not include your cover letter.

1. Cover Letter

Each response should include a cover letter no longer than two pages, signed by an officer of your firm, indicating that the response is valid for 90 days and that the officer is legally able to contractually bind your firm. The cover letter should summarize your proposal's key points.

2. Non-Collusion

The Eagle Mountain City prohibits collusion, defined as a secret agreement for a deceitful or fraudulent purpose. Please attach a Non-Collusion Affidavit (Attachment 1) must be completed by all firms responding to this RFP.

3. Firm Qualifications

- Provide a description of your firm's experience and capability of fulfilling this contract if awarded.
- Provide information describing your firm's financial condition. Include in such description, where applicable, the credit rating of your firm's parent entity or related subsidiaries that would provide services under this RFP.
- Describe any relevant changes in your firm within the past year, or anticipated changes, that may affect your capability to perform the services being requested.
- Identify six references from similar sized governmental entities where your firm has performed similar services. Provide information regarding your firm's background and experience in providing these services.

4. Staffing Plan

Indicate the names, titles, roles, locations, phone numbers, fax numbers and e-mail addresses, of each member of the team that will be designated to work on this project for your company. Indicate which person and position will serve as the day-to-day contact for the City. Provide brief resumes of the listed person(s).

Provide the location, address, and contact information for the office that will provide the services to the City.

5. Firm Approach

Discuss how your firm will provide the services to be performed for the City. Eagle Mountain City welcomes and will consider creative and innovative alternatives when those methods can be shown to provide cost savings and/or overall improvements in the current solid waste collection and the proposed recycling system.

Please indicate the schedule for implementing the program that your firm will use to provide the services to be performed for the City.

6. Cost

The cost basis for collection and billing of solid waste and recyclable materials shall be per container collected. The costs for tipping fees for refuse will be shown separately on invoices from the cost of collection.

Process

Please disclose any conflict or potential conflict of interest that your firm may have concerning this engagement.

Submittal Requirements

Six (6) hard copies and one (1) electronic copy on a flash drive of each firm's response shall be submitted to Eagle Mountain City Hall no later than 5 p.m. MST on November 12, 2018.

Eagle Mountain City – Solid Waste/Recycling – RFP 2018
Attn: Paul Jerome
Eagle Mountain City
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

A Proposer may, without prejudice, withdraw a proposal after it has been deposited with the City, provided written notice is given to the City Recorder, and provided such notice of withdrawal is received by the City Recorder prior to the closing time set for receiving proposals. Once submitted, proposals may not be corrected or modified prior to the time of opening.

III. RFP Evaluation, Schedule and Other Matters

RFP's will be evaluated based on the following criteria (not listed in any order of importance):

1. Firm's proven ability with similar projects.
2. Expertise of key personnel to be assigned to the contract.
3. Firm's proven ability to provide innovative, cost-effective service.
4. Firm's proven track record of responsiveness to time limitations and deadlines.
5. Firm's proven track record of quality of performance.
6. Firm's capacity to perform.
7. Firm's cost proposal.

Final Ranking and Selection

A City Committee will make a recommendation to negotiate with the responder whose proposal is determined to be the most advantageous to the City, considering the evaluation factors set forth in the RFP. Recommended contract awarded, if any, resulting from this RFP is subject to the approval of the City Council.

Presentations

The City retains the right to create a shortlist and invite Proposers who make the list to deliver a presentation of its proposal to the Committee. Each presentation will be judged as to its completeness.

Negotiations

The City retains the right to make an award based on initial proposals without negotiations. Negotiations may be conducted with all responsible Proposers.

Discussions: Best and Final Proposer

The Committee reserves the right to recommend a Proposer based upon the Proposer's written proposal, without further discussions. Should the Committee determine that further discussions would be in the best interest of the City, the Committee shall establish procedures and schedules for conducting discussions and will notify qualified proposers. When in the best interest of the City, the Committee may permit qualified Proposers to revise their proposals by submitting "best and final" Proposal.

Other Matters

1. Changes in the RFP

Any communication from the City to a Proposer will be transmitted simultaneously to all Proposers along with written questions submitted. Any Proposer who fails to recognize or utilize this process of communication will be notified of its violation of the process and may be disqualified from the RFP process. All addenda will be numbered in sequence, dated as of the date of issue, and updated in Scisquest to all Proposers.

2. Verbal Agreements

No verbal agreement or conversation with any officer, agent, or employee of the City, either before or after execution of the Contract, shall affect or modify any of the terms or obligations contained in the Contract. Any such verbal agreement or conversation shall be considered as unofficial information and in no way binding upon the City or the Contractor.

3. Receipt of Addenda

The Proposer shall acknowledge receipt of each addendum by signing in the space provided on the issued addendum and by submitting all addenda with their proposal.

4. Clarifications

Proposers are notified to examine thoroughly the instructions, specifications and the service requirements as set forth in this RFP. If there is any doubt or uncertainty as to the meaning of the same, Proposers may ask for any explanation or clarification before submitting their Proposal. All requests for explanation or clarification must be presented to the City in written form.

All inquiries related to this RFP shall be submitted in writing to:

**Paul Jerome
Eagle Mountain City
1650 E Stagecoach Run
Eagle Mountain, UT 84005
Phone: (801) 789-6606
Fax: (801) 789-6650**

5. Reservation of Rights

The City reserves and holds at its discretion the following rights and options:

- a. Issue addenda to the Request for Proposals, including extending or otherwise revising the timeline for submittals;
- b. Withdraw the Request for Proposals;
- c. Request clarification and/or additional information from the Proposer at any point in the procurement process;
- d. Execute a Contract or Contracts with one or more Proposers, on the sole basis of the original proposal or any additions to proposal submissions;
- e. Reject any or all Proposals, waive irregularities in any Proposal, accept or reject all or any part of any Proposal, waive any requirements of the Request for Proposals, as may be deemed to be in the best interest of the City; and Reissue the RFP or modify the RFP.

In order to be considered for selection, responses must be received by City Recorder on or before the date and time specified. Firms mailing responses should allow normal mail delivery time to ensure timely receipt by the City. Proposals received after the stated time shall not be considered.

6. Projected Timeline (Subject to change)

RFP Released	October 10, 2018
Pre-proposal conference	October 18, 2018 (3 p.m. E.M. City Hall Council Chambers)
Deadline to submit questions	October 23, 2018
Posting of answers to questions	October 25, 2018
RFP Due date	November 12, 2018
Proposal evaluations	November 13, 2018
Final Selection	November 15, 2018
Proposal to Council/Approval	December 4, 2018
Contract execution	December 5, 2018
Contract commencement	July 1, 2019

IV. Disposition of Proposals

All materials submitted in response to this RFP will become the property of the Eagle Mountain City. One (1) copy of each proposal shall be retained for official files and will become a public record after the award and open to public inspection. It is understood that the proposal will become part of the official file on this matter without obligation on the part of the Eagle Mountain City.

Disclosure

Any trade secrets or proprietary information submitted by a vendor in connection with a procurement shall not be subject to public disclosure. However, the vendor must invoke the protection of this section prior to or upon submission of the data or other materials by identifying the specific area or scope of data or other materials to be protected and state the reasons protection is necessary. An all-inclusive statement that the entire proposal is proprietary is not acceptable. A statement that cost proposals are to be protected is not acceptable. There is no expressed or implied obligation for the Eagle Mountain City to reimburse responding firms for any expenses incurred in preparing proposals in response to this request.

Terms and Conditions

Term: Vendor agrees to act as City waste/recycling contractor for a period of five (5) years commencing July 1, 2019.

Duties Applicable to the Vendor: The vendor will perform the following work continuously during the entire term of this agreement and during any extension(s) thereof:

1. **Collection of solid waste:** Vendor shall collect, at its own expense, all waste which is contained within the provided waste disposal container (cart) from each family residence within Eagle Mountain City limits according to a non-rotating, fixed pick-up schedule per city area which vendor shall determine and which shall be subject to written City approval. Collection of solid waste from each family residence shall occur at least once each week for the duration of this agreement and during any extension(s) thereof. Collection of recyclables from each unit shall occur at least once every two weeks for the duration of this agreement and during any extension(s) thereof.
2. **Pick-up Schedule:** Pickup schedule is encouraged to follow the same schedule as currently provided although as the City grows in size, alterations may be made with adequate notice to and approval of the City. The City shall have thirty (30) days to approve or reject any schedule presented by vendor. Failure to approve or reject within thirty (30) days shall be deemed a rejection. If the City rejects any schedule presented by the vendor, the vendor shall propose an alternative acceptable to the City. All proposed pick-up schedules shall provide that all waste will be collected for all family residences not later than 7:00 p.m. on the day(s) appointed for collection and that no waste collection activities shall commence prior to 7:00 a.m. Vendor shall follow the schedule approved by the City.
3. **Modification of Pick-up Schedule:** All pick-up schedule changes made by vendor shall be made only after vendor submits such changes as set forth in subparagraph "2" of this paragraph. Furthermore, vendor shall not make any such pick-up schedule changes until it has notified the residents of the City, at its own expense, of such approved changes at least one (1) week prior to implementing new changes excluding Federal holidays or as otherwise agreed upon by both parties in writing.
4. **Disposal of Waste:** Vendor shall dispose of all waste it collects at a site approved by the City (IRL). Vendor will be responsible for all charges associated with disposal and will invoice the city for those charges at the rate negotiated between IRL and Eagle Mountain City as a separate line item on the billing statement each month.
5. **Insurance Coverage:** Vendor shall maintain, at its own expense, general liability insurance not less than one million dollars (\$1,000,000.00) per incident insuring both vendor and the City.
6. **Bond:** In addition to insurance, vendor shall provide the City with a fifty thousand dollar (\$50,000.00) performance bond during the entire term of this agreement and any extensions.
7. **Number of Residences:** Vendor and City shall agree on the number of residences to be served, and the number of residences shall be updated every month.

NON-COLLUSION AFFIDAVIT

The undersigned bidder or agent, being duly sworn on oath, states that he/she has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him, entered into any combination, collusion or agreement with any person relative to the price to be bid by anyone at such letting nor to prevent any person from bidding nor to include anyone to refrain from bidding, and that this bid is made without reference to any other bid and without any agreement, understanding or combination with any other person in reference to such bidding.

He/She further states that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, fee gift, commission or thing of value on account of such sale.

OATH AND AFFIRMATION

I HEREBY AFFIRM UNDER THE PENALTIES FOR PERJURY THAT THE FACTS AND INFORMATION CONTAINED IN THE FOREGOING BID FOR PUBLIC WORKS ARE TRUE AND CORRECT.

Dated this ____ day of _____, _____

(Name of Organization)

(Title of Person Signing)

(Signature)

ACKNOWLEDGEMENT

STATE OF _____)

COUNTY OF _____)

Before me, a Notary Public, personally appeared the above named and swore that the statements contained in the foregoing document are true and correct.

Subscribed and sworn to me this _____ day of _____, _____.

Notary Public Signature

My Commission Expires: _____

Eagle Mountain City

Attn: Paul Jerome
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

Solid Waste/Recycling Proposal 2018

Due - November 12, 2018 @ 5:00 p.m.



Submitted By:

ACE Recycling and Disposal, Inc.
2275 Technology Dr.
West Valley City, UT 84119
Phone: (801)363-9995
Toll Free: (800)724-9995
www.acedisposal.com

Table of Contents

COVER LETTER.....	2
NON-COLLUSION AFFIDAVIT	4
FIRM QUALIFICATIONS	5
Company Overview	5
Financial Capacity.....	5
Relevant Changes	6
Environmental Stewardship	6
Recycling Education and Waste Reduction	6
References.....	7
STAFFING PLAN	9
Facilities.....	11
APPROACH.....	12
Scope of Services.....	12
Optional Services.....	13
Customer Service.....	14
Safety.....	14
COST	15
PERFORMANCE BOND LETTER.....	16
CERTIFICATES OF INSURANCE.....	17



October 29, 2018

Paul Jerome
Eagle Mountain City
1650 E Stagecoach Run
Eagle Mountain, UT 84005

Dear Mr. Jerome,

Ace Recycling and Disposal (Ace) has been the proud waste and recycling service provider to Eagle Mountain City (City) for the past eight years. In that time, we have witnessed the City experience tremendous growth since the beginning of our contract in 2010. Ace's personnel work directly with your City staff to ensure container deliveries, trash and recycle pick-up, and all other services are performed in a safe and timely manner. If awarded this contract, we will continue to provide Eagle Mountain City with high quality service, at the best price.

What sets us apart from our competitors is service. Every division in our company, from drivers to customer service, works to make sure we are providing exceptional service to your City. Dawn Beagley, who has 18 years' experience with municipal accounts, will continue to be Eagle Mountain City's main point of contact. In addition, we have dedicated two customer service representatives to your account who process service requests and generate the reports we provide to you. Our customer service department is located at our headquarters in West Valley City, where all calls are answered by a live customer service representative, never a recording. When you call our facility, you will always be able to reach someone who is informed with the operations in your City.

In addition to providing pricing under the terms in the Request for Proposal (RFP), we are offering pricing if the City awards us an 8-year contract, with two, one-year optional extensions. As a second option, we are providing pricing if we sold to the City all trash and recycle carts currently in use. When you look at the rates, this is an option to consider.

We are not proposing any changes to the current waste and recycling collection schedule. Within the length of the new contract, Eagle Mountain City will continue to experience growth. Depending on how the City expands, we may need to adjust our collection schedule and will consult with City staff for approval. In our proposal we are offering an alternative to the Spring Clean-up Program and proposing a switch to a Monthly Bulky Waste Collection Program. This program will give your residents the opportunity to dispose of unwanted large items by placing them out on the curb on their garbage day, on a designated week of each month. Four of the cities we service have been utilizing this program for years, with Midvale City joining the program in April of this year. Monthly bulky waste collection will

eliminate the need for residents to drive to a centralized location to dispose of bulky waste and allow more residents to participate by giving them multiple opportunities yearly.

We agree to perform all services listed in the RFP. We are offering to host an E-waste and Shred Event on a yearly basis at the location of your choosing. This event will allow residents to dispose of electronic waste in a responsible manner, as well as shred any important documents or hard drives. This program is vastly popular in the cities we offer this service to.

We are committed to be Eagle Mountain's best value. Our proposal is valid for 90 days. I am legally able to contractually bind Ace. We appreciate the opportunity to present this proposal to you. We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Stalsberg". The signature is fluid and cursive, with the first name "Matt" and last name "Stalsberg" clearly distinguishable.

Matt Stalsberg
General Manager/Vice President

NON-COLLUSION AFFIDAVIT

The undersigned bidder or agent, being duly sworn on oath, states that he/she has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him, entered into any combination, collusion or agreement with any person relative to the price to be bid by anyone at such letting nor to prevent any person from bidding nor to include anyone to refrain from bidding, and that this bid is made without reference to any other bid and without any agreement, understanding or combination with any other person in reference to such bidding.

He/She further states that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, fee gift, commission or thing of value on account of such sale.

OATH AND AFFIRMATION

I HEREBY AFFIRM UNDER THE PENALTIES FOR PERJURY THAT THE FACTS AND INFORMATION CONTAINED IN THE FOREGOING BID FOR PUBLIC WORKS ARE TRUE AND CORRECT.

Dated this 8 day of November, 2018

Acc Disposal Inc.

(Name of Organization)

VP

(Title of Person Signing)

[Signature]

(Signature)

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

Before me, a Notary Public, personally appeared the above named and swore that the statements contained in the foregoing document are true and correct.

Subscribed and sworn to me this 8 day of November, 2018.

Crystal R. Petrovich
Notary Public Signature



My Commission Expires: May 7, 2020

FIRM QUALIFICATIONS

Company Overview

Ace Recycling and Disposal, Inc. is a family-owned enterprise founded in 1980 in Salt Lake City, Utah. Ace began with a single truck and has grown to become the largest independent waste hauler in the Intermountain West. Although our business has grown significantly, we have not sacrificed our quality of service and continue to put customer satisfaction first.

At Ace, we understand that good customer service begins with satisfied employees. We input a lot of effort to ensure that our employees are heard, treated with respect, and are in a safe and enjoyable work environment. Although we have moved beyond our humble beginnings, every employee continues to be on a first name basis with Ace's owners. We are the proud recipient of the Salt Lake Tribune's 2018 Top Workplaces for the third year in a row, in the Midsize Company category. We believe these awards speak volumes about the companies who win them, and the way they treat their employees and their customers.

We have been providing trash, recycling and green waste services to public and private customers for 38 years along the Wasatch Front. Our employees service thousands of commercial and industrial accounts every day, as well as 13 municipalities, 4 school districts, Camp Williams, Utah State Prison and the University of Utah. We have been providing services to Eagle Mountain City since 2010.

The company's officers are:

Lon Stalsberg President

Matt Stalsberg Vice President & General Manager

Cindy Stalsberg Treasurer

Financial Capacity

Ace has the financial resources to meet all of Eagle Mountain City's current and future needs. We currently own all the waste and recycle containers your residents use and perform our services to your City with Compressed Natural Gas (CNG) powered trucks. Our D-U-N-S number is 09-776-8089. We are considered a healthy, low-risk company by Dun & Bradstreet.

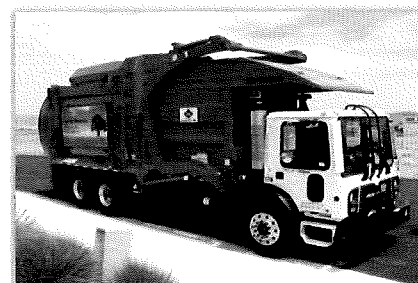


Relevant Changes

In the last five years we have grown significantly, surpassing 300 full-time employees and adding new facilities in Clearfield, Utah, Evanston and Fort Bridger, Wyoming. 2018 has been another record year for Ace, and we are opening an additional facility in West Jordan City. This facility, which will be fully operational by the end of the year, will serve as a back-up to our Lindon location in servicing your City.

Environmental Stewardship

Ace was the first waste hauler in Utah to introduce CNG collection vehicles into their fleet. We now proudly run 102 CNG trucks, representing more than half our fleet, and our headquarters has a CNG fueling station capable of fueling 80 trucks simultaneously. In 2017, we saved 471,528 gallons of diesel fuel and significantly reduced our vehicle emissions.



Our commitment to the environment is evident every time we come to work at our headquarters. This facility includes water wise landscaping, an innovative geothermal climate control system, and solar panels. At Ace, we don't just talk about protecting the environment; we put our money and our people behind it.

Recycling Education and Waste Reduction

Ace has provided curbside mixed recycling services in the Salt Lake Valley since 2003. We now provide these services to 13 cities, the University of Utah, and many other government entities and commercial businesses. In 2017, Ace diverted more than 30,000 tons of recyclables from landfills to local processors.

The recycling industry is dynamic, and good recycling practices are more important than ever. We have a Sustainability Director who works closely with the Utah Recycling Alliance and the Recycling Coalition of Utah. She will work with your city to help educate residents by writing monthly content for City newsletters or social media. She will also provide in-person recycling training to City staff.

Can I Recycle This?	
YES	NO
Cardboard, paper, plastic bottles, and cans.	Plastic bags, food waste, glass, or Styrofoam.
 Clean Paper & Cardboard	 Coated Paper Containers
 Empty Plastic Bottles & Jugs	 Other Plastics & Styrofoam
 Empty Aluminum & Steel Cans	 All Glass, Food & Yard Waste
  DO NOT bag Items! KEEP IT CLEAN! All Items must be free of food & liquids.	
Questions? Call customer service at 801-363-6995 or visit www.acedirect.com	

References

Ace is currently providing services to 13 municipalities, including Eagle Mountain City. The following cities are in close proximity to Eagle Mountain or have experienced growth in comparable amounts to your City. In addition to our references, we recommend speaking to your City staff about their experience with our service.



Alpine City

Ace has been providing waste and recycle services to Alpine City residents since 2003. Additionally, Ace provides the City yearly E-waste and Shred events and Christmas tree collection for residents.

Municipal Contact:

Shane Sorenson

Ph. (801) 763-9862



Midvale City

Ace has been serving Midvale City since 2003 and is currently servicing over 12,000 containers. We provide trash pick-up, recycling, and a newly implemented monthly bulk program. As an additional service, we provide a yearly E-waste and Shred event for city residents.

Municipal Contact:

Glenn Kennedy

Ph. (801) 301-8797



Murray City

Since 2009, Ace has provided weekly trash pick-up and recycling for Murray City. As an additional service, we supply 30-yard roll-off for the City's neighborhood cleanup program. Murray City has over 20,000 trash and recycle containers currently serviced by Ace.

Municipal Contact:

Danny Astill

Ph. (801) 270-2404



South Jordan City

Ace has been providing weekly trash pick-up and recycle services for South Jordan City since 2014. Our service in South Jordan City has increased by 20% since the beginning of our contract and are currently servicing over 40,000 containers.

Municipal Contact:

Jerimie Thorne

Ph. (801) 253-5230



West Jordan City

Ace has served West Jordan City since 1986. During this time, the City has experienced tremendous growth and has become one of the largest cities in the state. We currently collect trash, recycle, and green waste from over 24,000 homes each month. Ace also provides curbside Christmas tree collection throughout January and quarterly E-waste and Shred events. In February 2018, Ace was awarded a new 7-year contract allowing us to continue providing these services to the City.

Municipal Contact:

Tim Peters

Ph. (801) 569-5722



Tooele City

Ace has been providing services to Tooele City since 1993. Currently we provide waste collection, an opt-in recycle program, and a monthly curbside bulky waste program.

Municipal Contact:

Mayor Debbie Winn

Ph. (435) 843-2101

STAFFING PLAN

Ace is proud to employ honest, hardworking and dedicated employees that help us provide the level of service you expect. Our staff has extensive experience in route management, equipment operation, and customer service. The following staff members play an important role in our operation and will use their expertise to deliver safe and reliable service to Eagle Mountain City.

Lon Stalsberg *President*

Lon is the founder and owner of Ace. Prior to organizing the company, he worked as a civil engineer. Lon has a Bachelor of Science Degree in Civil Engineering from Washington State University.

Matt Stalsberg *Vice President & General Manager*

Matt has been with Ace for 18 years. Matt is a graduate of the Huntsman School of Business at Utah State University. Matt manages all aspects of the day to day operation of the business.

Steve Wyatt *Controller*

Steve has been controller of Ace for 2 years. Prior to joining our company, Steve owned his own accounting firm which handled the preparation of financial statements and tax returns for Ace owners for 37 years. Steve is a Certified Public Accountant since 1984.

Pat Frehner *Maintenance Manager*

Pat has been with Ace for 29 years and has 31 years' experience as a heavy-duty mechanic. As our maintenance manager, Pat is responsible for the repair and maintenance of our equipment in all our facilities located in Utah and Wyoming.

Ruben Garza *Information Systems Manager & Special Projects*

Ruben has been with Ace for 31 years. He designed and currently operates our computer network system and the majority of the programs we utilize. He was involved in all aspects of the daily operation before moving into computer management and special projects 23 years ago.

Roger Turner *Safety Manager*

Roger has been with Ace for 32 years, with 22 years operating a variety of equipment in our fleet. For the past 10 years, Roger has been our safety manager. He is responsible for our safety training program, insurance claims, investigating incidents, property damage, and conducting safety meetings.

Lorissa Riggs *Office Manager*

Lorissa has 19 years' experience with Ace. Starting as a receptionist, she then moved to sales support and account retention. In 2014, she was promoted to office manager and currently manages customer service, and accounts payables and receivables.

The following staff members will have more direct involvement with the day to day operations of servicing your City:

Aaron Lobato *Operations Manager*

Aaron has worked for Ace for 26 years, with 19 years' experience in residential collection. Currently, he oversees all elements of our operations department, including hiring and training drivers, developing routes, and overseeing our dispatchers.

Contact information: **Ph. 801-924-1705** **Email: aaronl@acedisposal.com**

Isaac Leituala *Residential Supervisor*

Isaac has worked for Ace for 10 years and has a total of 17 years' experience in residential collection. He has extensive experience analyzing, developing and implementing residential routes. He supervises our residential vehicle drivers in the cities we serve.

Contact information: **Ph. 801-924-1743** **Email: isaac@acedisposal.com**

Richard Hamik *Sales Manager*

Richard has been with Ace for 27 years. He manages all sales personnel and is responsible for all commercial and government accounts. Additionally, he manages all marketing and advertising.

Contact information: **Ph. 801-924-1714** **Email: richard@acedisposal.com**

Rebecca Smith *Sustainability Director*

Rebecca joined the Ace team as our first sustainability director. When not functioning as the office recycling expert, she helps customers increase their diversion rate and find solutions for hard-to-recycle items. She will handle reviewing and reporting for your recycle program. Rebecca has a Bachelor of Science Degree in Environmental Science from Brown University.

Contact information: **Ph. 801-478-4247** **Email: rebecca@acedisposal.com**

Mercedes Anto *Business Development*

Mercedes has over 10 years of customer service experience, with four years specializing in sustainable waste management. She works closely with Dawn Beagley, ensuring all city requests are resolved quickly. Mercedes has a Bachelor of Science Degree from Weber State University.

Contact information: **Ph. 801-478-4248** **Email: mercedes@acedisposal.com**

Dawn Beagley**Business Development**

Dawn has worked in the sales department with Ace for 18 years, specializing in municipal accounts. Due to her ability to form lasting relationships, she is known as the "Face of Ace." Dawn's extensive knowledge of municipal accounts serves as an asset to City staff, as she can identify and anticipate issues and offer effective solutions. She handles city requests and resident's concerns professionally and promptly. **Dawn will serve as the day to day contact for this contract.**

Contact information:**Ph. 801-924-1717****Email: dawn@acedisposal.com****Facilities**

Ace's priority is to provide safe, reliable service to all our customers. To help us achieve this goal, Ace owns and operates seven facilities in Utah and Wyoming. For Eagle Mountain City, trucks will be dispatched from our Lindon facility, with our new West Jordan location and our Corporate Headquarters acting as backups in case of emergency. Each facility includes a fueling stations and heavy equipment repair shops with factory certified technicians that can service all our equipment. Our customer service department and dispatch center are housed at our headquarters in West Valley City.

Lindon Facility: Primary

Our Lindon location is a full-service facility located at 1120 West 200 South, Lindon. It accommodates our growing commercial business in Utah County, as well as the cities of Alpine, Cedar Fort, Eagle Mountain, and Fairfield. The facility is fully equipped with an administrative office, mechanics shop, and container repair shop.

**West Jordan Facility: Back-up**

Ace's newest facility sits on 3 acres and is located at 5574 Leo Park Rd in West Jordan. It contains a heavy equipment shop, wash bay, and CNG fueling station. We are expecting this facility to be fully operational by the end of 2018.

West Valley City Headquarters: Corporate Offices

Our headquarters are located at 2274 Technology Drive in West Valley City, Utah. This facility is built on 9.5 acres and contains a 20,250-sq. ft. office complex, as well as a complete heavy equipment shop, metal container shop, wash bay, and CNG fueling station capable of fueling 80 trucks simultaneously. This state-of-the-art complex is solar powered, xeriscaped, and utilizes a geothermal heating and cooling system.

APPROACH

As your current service provider, we currently have all our equipment in place. Ace intends to keep the current collection schedule. Any future changes requested due to growth will be designed to improve the City's waste plan and will be implemented upon approval of your staff.

Scope of Services

Trash Collection



We will begin trash collection in Eagle Mountain City at 7:00 am with three trucks. Each truck will run two to three loads of trash each day, disposing of the contents at IRL. Trash collection will be complete at 4:30 pm each day.

Recycling Collection



Each day we will start recycling collection with one truck at 7:00 am. Depending on the day, the truck will run one or two loads of recycling, concluding collection at 4:00 pm. All recycling will be taken to Rocky Mountain Recycling in Lindon for processing.

Missed Pick-ups

In order for us to pick up your waste efficiently, cans must be out by 7:00 am. At the end of the day, our drivers will contact dispatch to check if there were any late put-outs or missed cans called in; if so, they will be collected.

Deliveries, Removals, and Swaps

Currently, our container delivery truck dedicates Tuesdays and Fridays to handling Eagle Mountain City's frequent deliveries, removals, and swaps. Going forward, we will add days as needed to accommodate the City's growth in the future.

City Facilities

At no additional cost, Ace will service the dumpsters at City Hall, the Community Development Building, the Waste Water Treatment Plant, and Cory B. Wride Memorial Park, as well as any new parks or facilities the City adds throughout the term of the contract. For City facilities, we can easily adapt our pick-up schedule to seasonal changes in waste levels.

Spring Clean-up

Ace will coordinate with City staff in the delivery and removal of roll-off containers for the Eagle Mountain's Spring Clean-up. Based on previous Spring Clean-up attendance, we can advise the City on the number of roll-offs needed and the number of hauls to anticipate in order to run this event smoothly.

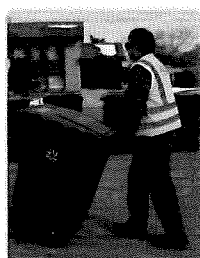
Special Events

As with the current contract, we will continue to work with City staff to coordinate delivery and removal of temporary containers for City events. We can participate in Touch-a-Truck or any other City events that you consider to be good opportunities to provide recycling or safety information to Eagle Mountain residents.



Ace Recycling and Disposal Truck at Eagle Mountain's Halloween Town Event in 2018.

Assisted Services for Elderly and Disabled Residents



Ace offers a curbside assistance service to residents who cannot physically place their containers on the curb for collection. Our drivers will retrieve the containers, dump the containers, and return them to their original location. For a resident to be put on Assisted Services, they need to contact the City, as the City provides us with a list of homes which need this service.



Emergency Management

Ace can play an important role in Eagle Mountain City's emergency management response protocol. In 2011, Centerville City was hit by a 102 mile/hour windstorm that resulted in the destruction of hundreds of trees that forced the city to declare a local state of emergency. Ace coordinated with City staff in the delivery and hauling of several 30-yard roll-off containers to multiple locations to assist Centerville in their clean-up efforts. Ace pledges to Eagle Mountain City that we will be responsive in case of an emergency where our services are sure to be needed.

Optional Services

Monthly Bulk Waste Collection

We strongly encourage the City to consider a monthly bulk collection program in place of the current Spring Clean-up. Residents would have the option to leave bulk items at the curb on their garbage day, on an assigned week every month. In our experience, giving residents 12 opportunities throughout the year to dispose of unwanted bulky items is easier and more efficient for everyone.

E-Waste and Shred Events

Ace will hold an annual E-Waste and Shred Event at the location and date of your choice. This event will give Eagle Mountain City residents an opportunity to shred documents with confidential information and to responsibly dispose of electronics such as cell phones, flat screen TVs, computer hardware, et cetera. This program is another opportunity for us to have face to face interaction with residents, and answer any question regarding our services, proper disposal of questionable items, and correct recycling guidelines. Overall, we have found E-Waste and Shred events to be both well attended and widely popular.

Customer Service

Ace is proud to offer customer service that consistently exceeds customers' expectations. We are committed to providing all our services in a safe, reliable and responsive manner. Our customer service phone number is: 801-363-9995.

Our ability to respond to service issues and complaints starts with all telephone calls being answered by a live customer service representative. During normal business hours, which are 7 a.m. to 5 p.m., Monday through Friday, calls are answered by our onsite customer service representative. For after-hours customer service, calls are answered by an external answering service. We never use automated phone answering systems. Our customer service representatives are highly trained and possess the knowledge to quickly assess a situation and resolve it on the spot. After-hours calls are logged into our system where they are reviewed by 7:00 a.m. the next day. We will provide City personnel with after-hours emergency numbers as well.



Our customer service center is in our corporate headquarters in West Valley City. This facility is equipped with the latest technology for immediate access to customer service information and direct communication with our dispatch center and drivers. Service complaints are permanently logged with the customer's name, address, telephone number, nature of the complaint along with details of the resolution. Ace drivers utilize a hands-free communication system to allow our collection vehicles to easily contact the main office and dispatch center. Our drivers are equipped with iPads that can take pictures of any unusual problems, then e-mail the photo with an audio explanation of the problem to anyone at the City or Ace. The City will receive a monthly report with all this information.

Safety

General Safety Practices

In our industry, safety is the upmost priority. Our dedication to safety begins by hiring experienced drivers and training them in our best practices. We design routes to avoid times high traffic times in areas near schools and businesses. Pre and post trip inspections are performed on all our vehicles in order to maintain our equipment in good shape and avoid breakdowns in your City. Our safety standards extend to your neighborhoods, which is why we have the same drivers run the same routes every day.

Waste Watch

Our drivers are trained to look out for any suspicious activity in the communities serve and report anything out of the ordinary to dispatch, and if the situation calls for it, the local authorities. Our drivers are on your streets every day and can notice things such as an increase in foot traffic or new vehicles parked along the streets. Our drivers are asked to document any unusual acts they witness on route and report any acts of violence, or damages to private property, to the local authorities.

COST

Option 1:

Please see the following for our pricing as requested on the RFP. An annual Cost of Living Adjustment (COLA) will apply and we can use a mutually acceptable index.

\$35 per cart 16,500 carts
580k

81/13.

1 st Trash Container per month	\$5.52 4%
2 nd Trash Container per month	\$3.75 "
IRL Tipping Fee per ton	\$15.00 (no escalations for 5 years)
1 st Recycle Container per month	\$4.78 "
2 nd Recycle Container per month	\$4.78 "
Spring Clean-up Program	\$200.00 + landfill per haul, per roll-off.
Optional Monthly Bulky Waste Collection, per resident per month.	\$1.40
Optional Annual E waste and Shred Event per event.	\$250.00

We will offer a 5% discount, on hauling services only, for an 8-year contract, with 2, 1-year optional extensions upon mutual agreement.

Option 2:

This option takes into consideration the City owning all trash and recycle carts. An annual Cost of Living Adjustment (COLA) will apply and we can use a mutually acceptable index.

1 st Trash Container per month	\$5.07
2 nd Trash Container per month	\$3.35
IRL Tipping Fee per ton	\$15.00 (no escalations for 5 years)
1 st Recycle Container per month	\$4.58
2 nd Recycle Container per month	\$4.58
Spring Clean-up Program	\$200.00 + landfill per haul, per roll-off.
Optional Monthly Bulky Waste Collection, per resident per month.	\$1.40
Optional Annual E waste and Shred Event per event.	\$250.00

We will offer a 5% discount, on hauling services only, for an 8-year contract, with 2, 1-year optional extensions upon mutual agreement.



A division of HUB International

999 West Riverside Avenue • Suite 510
Spokane, Washington 99201
Toll-free: 844-319-2901

hubinternational.com

November 6, 2018

Ace Disposal, Inc.
P.O. Box 2608
Salt Lake City, UT 84110

Re: Eagle Mountain City, Utah
Request for Proposals For Solid Waste Removal and
Curbside Recycling, Transporting and Processing Services

To Whom It May Concern:

Ace Disposal, Inc. is a valued client of ours and their Surety, Travelers Casualty and Surety Company of America. We have approved contracts up to \$3,000,000 single limit, and all obligations have been handled in an exemplary manner. Should the need arise, Travelers would certainly consider contracts exceeding this amount.

Travelers is prepared to provide bonding for the above contract, on their annual bond form, should Ace be awarded the contract. Naturally, approvals are subject to normal underwriting criteria at the time of the request, and review and approval of the final contract documents by Ace and their surety is required prior to issuing any final bonds.

Thank you, and should you have any questions regarding Ace Disposal or their surety program, please don't hesitate to contact us.

Sincerely,

Keith McNally
Vice President
Surety & Commercial Insurance

:cll



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/28/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER McConnell, Manit & Trout Insurance Services, LLC P.O. Box 637 San Luis Obispo CA 93406		CONTACT NAME: Vicki Vanderberg PHONE (A/C, No, Ext): (805) 545-8206 FAX (A/C, No): (805) 545-8224 E-MAIL ADDRESS: vicki@mmtinsurance.com																						
INSURED Ace Disposal, Inc., DBA: Ace Disposal & Recycling 2274 South Technology Road West Valley City UT 84119		<table border="1"><tr><th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A:</td><td>National Interstate</td><td>032620</td></tr><tr><td>INSURER B:</td><td>Western World Insurance Co</td><td>13196</td></tr><tr><td>INSURER C:</td><td></td><td></td></tr><tr><td>INSURER D:</td><td></td><td></td></tr><tr><td>INSURER E:</td><td></td><td></td></tr><tr><td>INSURER F:</td><td></td><td></td></tr></table>		INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A:	National Interstate	032620	INSURER B:	Western World Insurance Co	13196	INSURER C:			INSURER D:			INSURER E:			INSURER F:		
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COVERAGES

CERTIFICATE NUMBER: 18-19 EOI

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR			WAR 8310007-03	07/01/2018	07/01/2019	EACH OCCURRENCE \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:		DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000				
			MED EXP (Any one person) \$ 5,000				
			PERSONAL & ADV INJURY \$ 1,000,000				
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			WAR 8310007-03	07/01/2018	07/01/2019	GENERAL AGGREGATE \$ 2,000,000
			PRODUCTS - COMP/OP AGG \$ 2,000,000				
			Employee Benefits \$ 1,000,000				
			COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000				
A	☐ UMBRELLA LIAB ☒ EXCESS LIAB ☐ CLAIMS-MADE ☒ OCCUR			WRX 8310007-03	07/01/2018	07/01/2019	BODILY INJURY (Per person) \$
	DED RETENTION \$		BODILY INJURY (Per accident) \$				
			PROPERTY DAMAGE (Per accident) \$				
			Garage Keepers (comp) \$ 250,000				
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐	N/A				EACH OCCURRENCE \$ 2,000,000
			AGGREGATE \$ 2,000,000				
			PER STATUTE OTH-ER				
			E.L. EACH ACCIDENT \$				
B	Excess Liability			GLX1000776-00	07/01/2018	07/01/2019	E.L. DISEASE - EA EMPLOYEE \$
			E.L. DISEASE - POLICY LIMIT \$				
							Each Occurrence 3,000,000
							Aggregate 3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Evidence of Coverage only.

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

328



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/20/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Arthur J. Gallagher Risk Management Services, Inc.
6967 South River Gate Drive, #200
Salt Lake City UT 84047

CONTACT NAME:
PHONE (A/C, No, Ext): 801-924-1400 **FAX (A/C, No):** 801-924-1441
E-MAIL ADDRESS: reception@presidio-group.com

INSURED
Ace Disposal Inc.
PO Box 2608
Salt Lake City UT 84110

ACEDISP-01

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A: New Hampshire Insurance Company	23841
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	
INSURER F:	

COVERAGES

CERTIFICATE NUMBER: 931401344

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:					EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$ ☐					EACH OCCURRENCE \$ AGGREGATE \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y/N ☒ N/A		012016092	3/1/2018	3/1/2019	X PER STATUTE ☐ OTH-ER ☐ E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Subject to policy verification, terms, & conditions.

CERTIFICATE HOLDER**CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

329

UPCOMING AGENDA ITEMS

APRIL 16, 2019

- PRESENTATION – 2019-2020 TY Budget
- DISCUSSION – Ivory Homes Club Ivory
- MOTION – BLASTING JUNIPER
- DISCUSSION – Branding
- RESOLUTION – FIREWORKS MAPS
- MOTION – Land Disposal Golf Course

MAY 7, 2019

MAY 21, 2019

JUNE 4, 2019

JUNE 18, 2019

OTHER PROJECTS

- MOTION – Entryway monument
- ORD – Hillside Site Developments
- ORD—Stubbed Road Connections
- Wayfinding Signage
- Business Licensing
- Overlay Agreement and Extractive Industries Overlay
- Carson Crossing Zone Change
- RESOLUTION – Park name change