



EAGLE MOUNTAIN CITY COUNCIL MEETING

March 6, 2024, 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 - Lower Hidden Valley Concept Plan](#)
[Concept Plan](#)
- 1.B DISCUSSION - Cedar Valley Highway Study
- 1.C [DISCUSSION - Community Development Block Grant \(CDBG\)](#)
[CDBG Projects](#)
[CDBG Decision Making Process](#)
- 1.D [UPDATE - General Plan Timeline](#)
[General Plan Process Outline - Simplified](#)

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 discussion reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated.

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

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

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

8. CITY COUNCIL/MAYOR'S ITEMS

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

9. APPOINTMENTS

9.A Library Board

Dillon Boss - One-year Term through December 2024

CONSENT AGENDA

10. AGREEMENTS

- 10.A Purchase Agreement - Land for Right-of-Way - LSC Real Estate
LSC Agreement - Pony Express Parkway Land - Exhibits
- 10.B Purchase Agreement - WW Arena Equipment - The Days of '47 Rodeo, Salt Lake Inc.
AGR - Rodeo Arena Equipment
- 10.C Professional Service Agreement - Recruitment Consultants - Jason Walker and David Kitchen

11. BOND RELEASES

- 11.A Harmony Phase A, Plat 9 - Into Warranty
Bond Release Letter
Recorded Plat
- 11.B Silverlake Plat 31 - Into Warranty
Bond Release Letter
Recorded Plat

12. MINUTES

- 12.A February 20, 2024 Minutes - Regular City Council Meeting
02.20.2024 CC Minutes - DRAFT

13. RESOLUTIONS

- 13.A RESOLUTION - A Resolution of Eagle Mountain City, Utah, Appointing Kimberly Ruesch as the Eagle Mountain Interim City Treasurer
RES--Appointment of Interim Treasurer
- 13.B RESOLUTION - A Resolution of Eagle Mountain City, Utah Appointing Paula Buck as the Eagle Mountain City Deputy Treasurer
RES--Appointment of Deputy Treasurer
- 13.C RESOLUTION - A Resolution of Eagle Mountain City, Utah Altering Reporting Structure while Kimberly Ruesch serves as the Eagle Mountain Interim City Treasurer
RES--Altering Reporting Structure

14. SITE PLANS

- 14.A SITE PLAN - Eagle Vision Building Two at 4416 E. Pony Express Parkway (Utah County Parcel #38:674:0002)

Eagle Vision Building 2 Site Plan
Eagle Vision Building 2 Elevations
Eagle Vision Building 2 Landscaping.pdf

- 14.B SITE PLAN - Wendy's Ranches at 4302 Pony Express Parkway (Utah County Parcel #65:645:0004)
Wendy's Site Plan

SCHEDULED ITEMS

15. PONY EXPRESS 27

- 15.A ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two

BACKGROUND: *(Presented by Steven Lehmitz, Planner)* The proposed Ordinance would amend the Eagle Mountain General Plan for Utah County Parcel #58:040:0326 and a portion of Parcel #58:040:0228.

ORD--Pony Express 27 - GP Amend
GP Amendment Exhibits

- 15.B ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Utah County Parcel #58:040:0326 and a portion of Parcel #58:040:0228 from Village Core Commercial and Community Open Space to RC

BACKGROUND: *(Presented by Steven Lehmitz, Planner)* The proposed ordinance would rezone Utah County Parcel #58:040:0326 and a portion of Parcel #58:040:0228 from Village Core Commercial and Community Open Space to RC.

ORD--Pony Express 27 - Rezone
Rezone Exhibits
Concept Plan - Pony Express 27

16. ORDINANCES/PUBLIC HEARINGS

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

BACKGROUND: *(Presented by Fred Philpot of LBR Public Finance Advisors)* In an effort to continually maintain an accurate evaluation of the infrastructure needs of the City, Eagle Mountain City routinely updates its Impact Fee Facilities Plans (IFFP) and Impact Fee Analysis (IFA). The proposed ordinance identifies needed infrastructure based on projected growth and demand placed on the system. The Impact Fee Analysis identifies the portion of those needed improvements that can be assessed to new development based on the State Impact Fee codes.

ORD--Transportation Fee Analysis
Eagle Mountain Transportation IFA (NOTICE DRAFT)
Eagle Mountain IFFP

- 16.B **ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.49 Wildlife Corridor Overlay Zone**

BACKGROUND: *(Presented by Todd Black, Wildlife Biologist and Environmental Planner)*
The proposed code amendment to Chapter 17.49 was presented as a discussion item to Planning Commission and City Council within the past year and several revisions have been made. While not changing the intent of the code for the Wildlife Overlay Zone, several additions have been made to add clarity and definitions.

ORD--EMMC Chapter 17.49 Wildlife Corridor
EMMC Chapter 17.49 - Redlines

17. ORDINANCES

- 17.A **ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Sections 17.10.030 Definitions, 16.50.020 Purpose, 16.50.030 Application, and 16.50.040 Approval Process**

BACKGROUND: *(Presented by Robert Hobbs, Senior Planner)* The proposed ordinance would remove the requirement of a plat amendment for property line adjustments between a recorded subdivision plat and adjoining parcel of land. A record of survey can be recorded in place of a amended subdivision plat.

ORD--EMMC 16.50.040 Approval Process
EMMC Code Amendment Property Line Adjustments Edits

18. LEGISLATIVE ITEMS

- 18.A **UPDATE - Legislative Priorities List**
Legislative Priorities List

- 18.B **UPDATE - State Legislation**

19. CITY COUNCIL/MAYOR'S BUSINESS

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

20. 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.

21. COMMUNICATION ITEMS

- 21.A **Financial Update**
January 2024 Budget Summary

- 21.B Upcoming Agenda Items
[Upcoming Agenda Items](#)

22. ADJOURNMENT

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

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

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this the 1st day of March, 2024, 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
MARCH 6, 2024

TITLE:	DISCUSSION - Lower Hidden Valley Concept Plan		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:	Perry Homes		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY Lower Hidden Valley (originally part of Hidden Hollow)

PUBLIC HEARING:
No

PREPARED BY:
Robert Hobbs, Planning

PRESENTED BY:
Robert Hobbs

RECOMMENDATION:
N/A

BACKGROUND:
Perry Homes has submitted a concept plan for some proposed changes to the previously adopted Lower Hidden Valley Master Development Plan area. Staff has given Perry Homes its comments on the plan. The applicant would also like feedback from the City Council regarding the proposed plans.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

16.15.020 Purpose.

The concept plan review is an optional process (except when making application for a master development plan) that is offered as a means for applicants, developers or property owners to receive input from the planning director, planning commission, and city council on a proposed development prior to incurring the costs associated with further stages of the approval process. A concept plan is a required process prior to making application for a master development plan. A concept plan shall not be presented to the city council unless it has already been presented to the planning commission. [Ord. O-10-2019 § 2 (Exh. A); Ord. [O-23-2005](#) § 3 (Exh. 1(2) § 3.2)].

16.15.030 No vesting with concept plan review.

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

PLANNING COMMISSION ACTION/RECOMMENDATION:

N/A -- the Planning Commission reviewed and commented on the applicant's proposed revisions to the Lower Hidden Valley's MDP

ATTACHMENTS:

[Concept Plan](#)

THE TRAILS AT HIDDEN VALLEY



OMR Investments Holdings

LOWER HIDDEN VALLEY

Master Development Plan

Proposed Amendment
- February 2023

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

Change 1.5 acres to Open Space (19 - 20 units, based on 13 du/ac). Join the rest of the pod with R3.

Remove approximately 2-3 acres (8-12 lots) to preserve Creed trail and more of the hillside/ridge

Exchange up to approx. 8 acres for the two removed areas in the plan. Unit for unit. SFD and Cluster lots. Understanding that SFD and Cluster lots take up more land than MF units.

Shift Road north to line up with the City's Master Transportation Plan. Move some of S1 to S14.

Legend

Hidden Valley Master Plan Boundary

OMR Investments Holdings

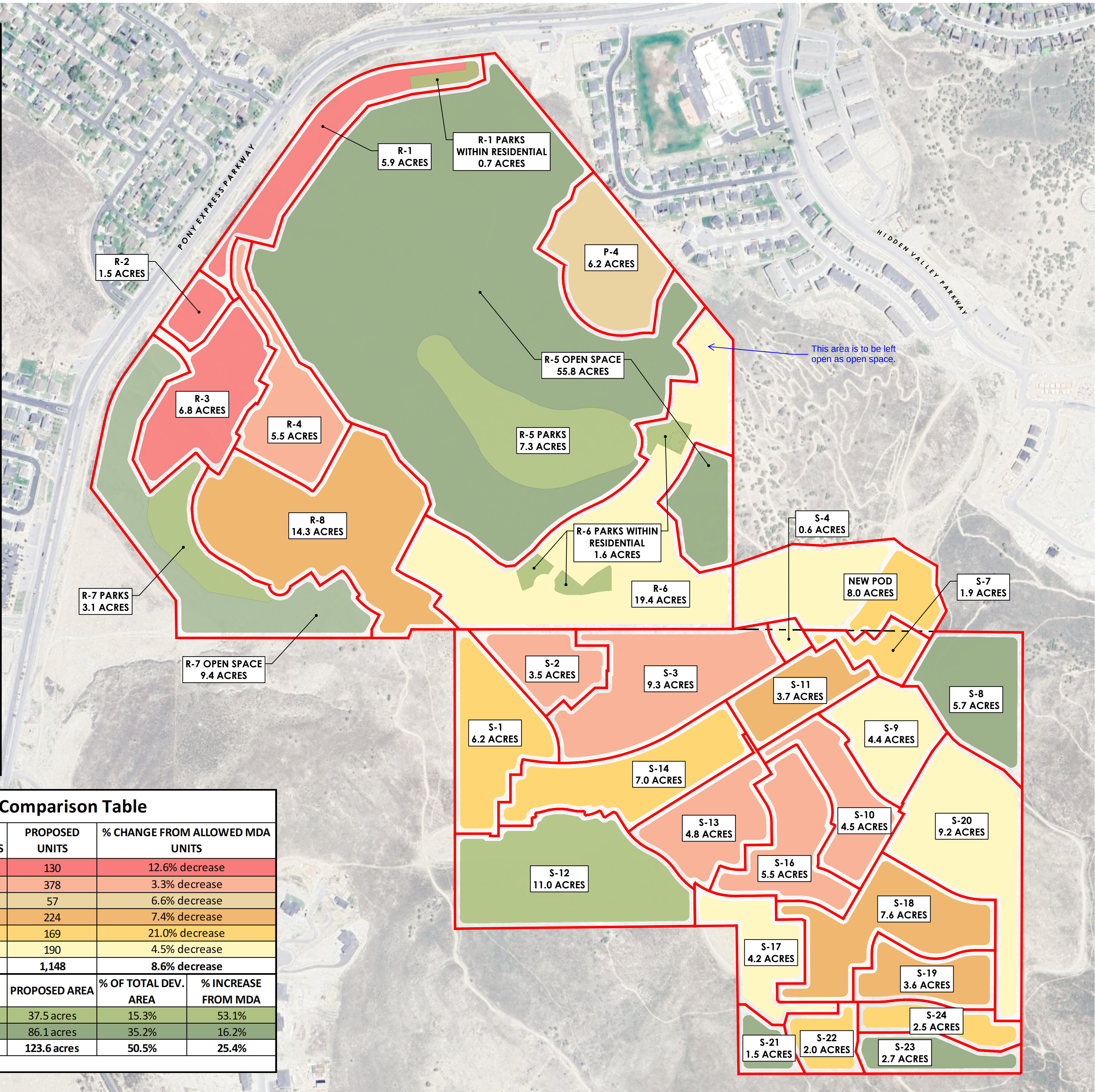
The Ranches
Master Plan

The Trails at Hidden Valley Pod Area Table

POD	LAND USE	AREA (ACRES)
P-4	SFA - TRIPLEX	6.2
R-1	MULTI-FAMILY	5.9
R-2	MULTI-FAMILY	1.5
R-3	MULTI-FAMILY	6.8
R-4	SFA-TOWNHOMES	5.5
R-6	SFD	19.4
R-8	SFA - TWIN HOMES	14.3
NEW POD	SFD & CLUSTER	8.0
S-1	SFD - CLUSTER	6.2
S-2	SFA - TOWNHOMES (church)	3.5
S-3	SFA - TOWNHOMES	9.3
S-4	SFD	0.6
S-7	SFA - CLUSTER	1.9
S-9	SFD	4.4
S-10	SFA - TOWNHOMES	4.5
S-11	SFA - TWIN HOMES	3.7
S-13	SFA - TOWNHOMES	4.8
S-14	SFD - CLUSTER	7.0
S-16	SFA - TOWNHOMES	5.5
S-17	SFD	4.2
S-18	SFA - TWIN HOMES	7.6
S-19	SFA - TWIN HOMES	3.6
S-20	SFD	9.2
S-22	SFD - CLUSTER	2.0
S-24	SFD - CLUSTER	2.5
R-1	PARKS (within Residential)	0.7
R-5	PARKS	7.3
R-5	PARKS/OPEN SPACE	55.8
R-6	PARKS (within Residential)	1.6
R-7	PARKS	3.1
R-7	PARKS/OPEN SPACE	9.4
S-3	PARKS (within Residential)	1.5
S-12	PARK	11.0
S-8	NATIVE OPEN SPACE	5.7
S-21	NATIVE OPEN SPACE	1.5
S-23	NATIVE OPEN SPACE	2.7

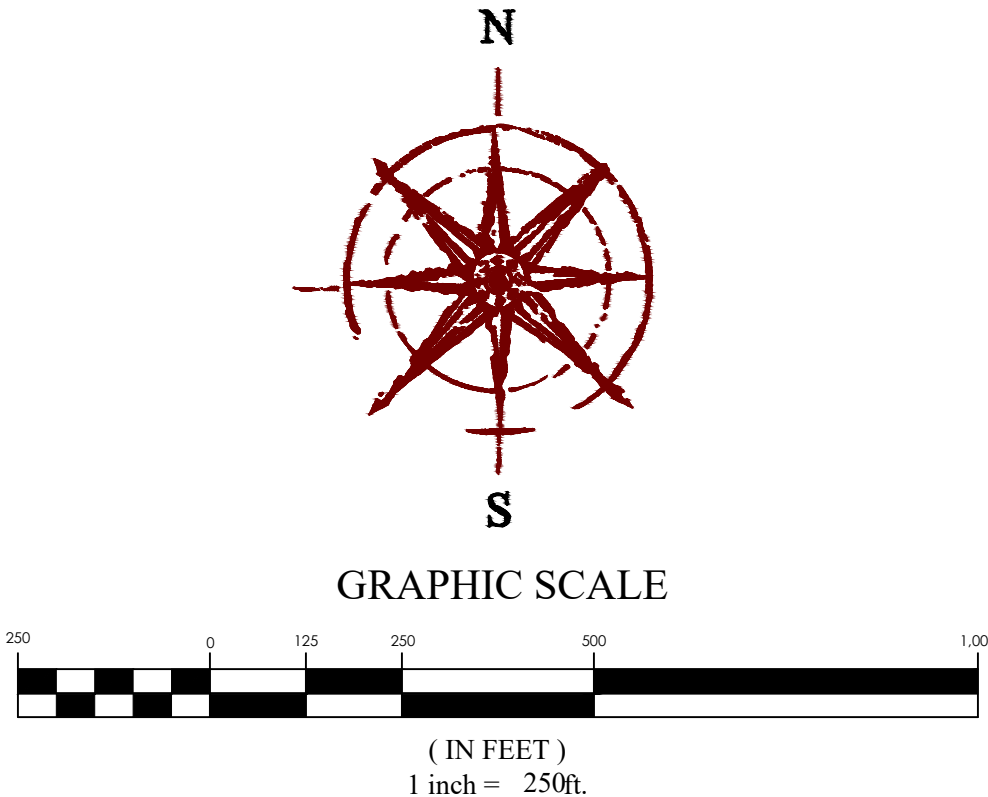
The Trails at Hidden Valley Comparison Table					
LAND USE	ALLOWED MDA UNITS	% OF TOTAL ALLOWED UNITS	PROPOSED UNITS	% CHANGE FROM ALLOWED MDA UNITS	
MULTI-FAMILY	149	11.9%	130	12.6% decrease	
SFA-TOWNHOMES	391	31.1%	378	3.3% decrease	
SFA - TRIPLEX	61	4.9%	57	6.6% decrease	
SFA - TWIN HOMES	242	19.3%	224	7.4% decrease	
SFD - CLUSTER	214	17.0%	169	21.0% decrease	
SFD	199	15.8%	190	4.5% decrease	
*TOTAL	1,256	100%	1,148	8.6% decrease	
TOTAL MDA AREA = 244.6 acres	TOTAL AREA (PER MDA)	% OF TOTAL MDA AREA	PROPOSED AREA	% OF TOTAL DEV. AREA	% INCREASE FROM MDA
TOTAL DEV. AREA = 244.8 acres					
PARKS & OPEN SPACE	24.5 acres	10.0%	37.5 acres	15.3%	53.1%
NATIVE OPEN SPACE	74.1 acres	30.3%	86.1 acres	35.2%	16.2%
TOTAL	98.6 acres	40.3%	123.6 acres	50.5%	25.4%

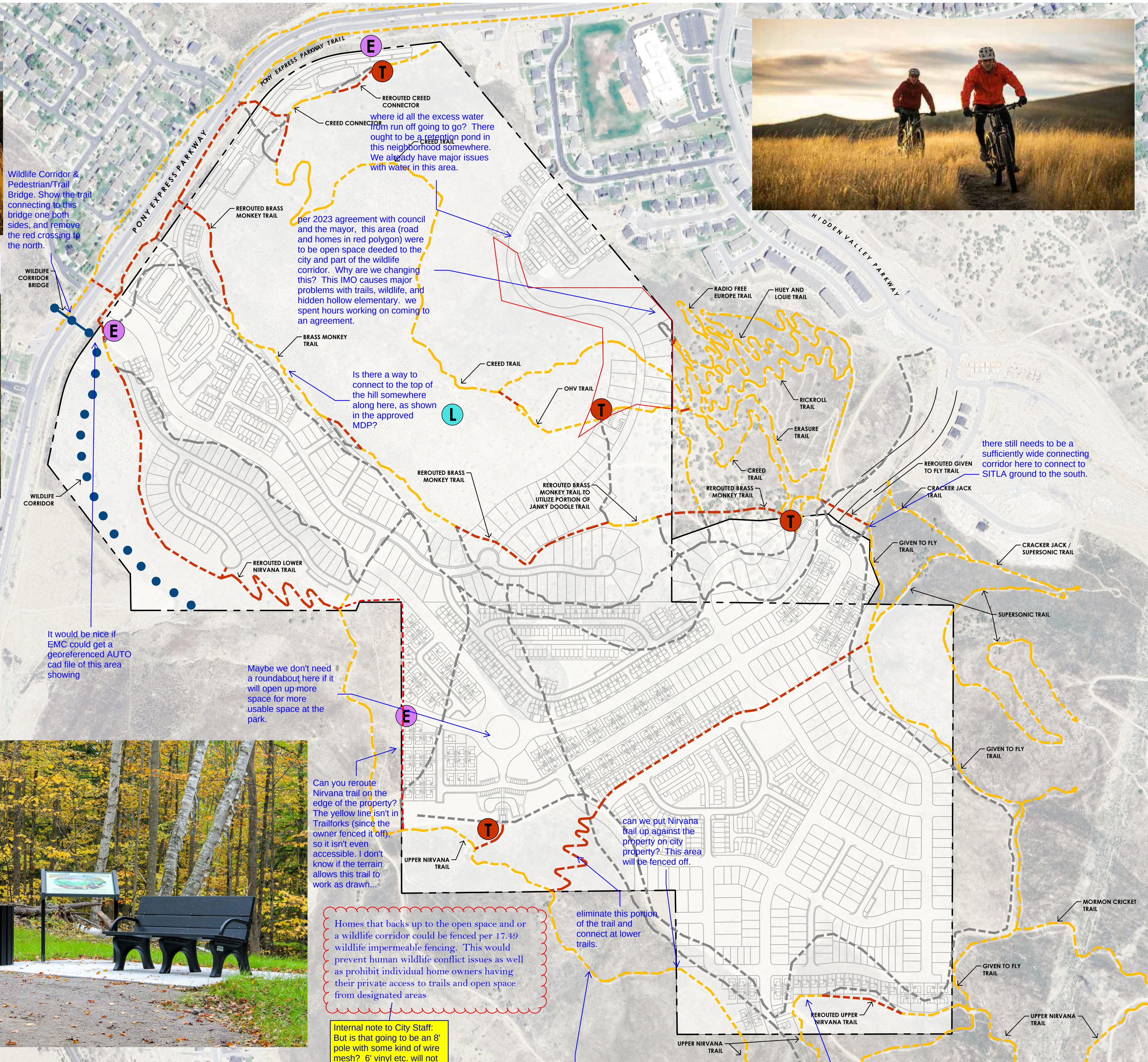
Note: Garden Court units are classified under SFD.



LEGEND

- MULTI-FAMILY
- SFA - TOWNHOMES
- SFA - TRIPLEX
- SFA - TWIN HOMES
- SFD - CLUSTER
- SFD
- PARKS & OPEN SPACE
- NATIVE OPEN SPACE
- POD BOUNDARY





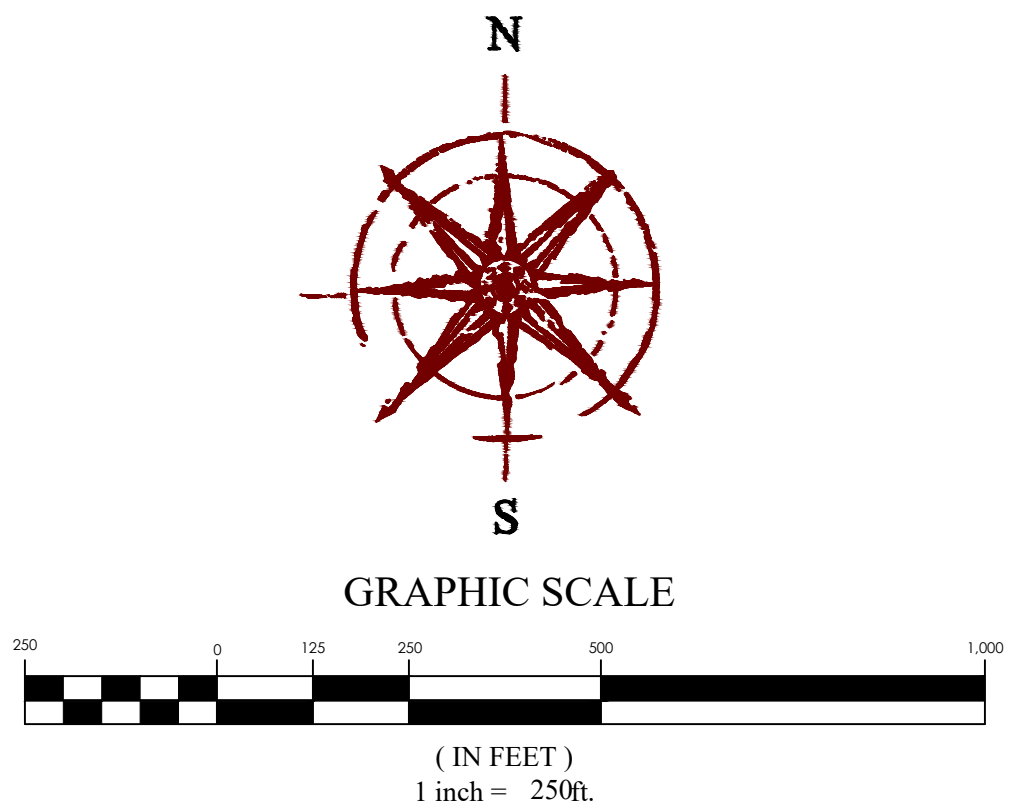
LEGEND

- **PRESERVED TRAIL CORRIDOR**
- **PROPOSED TRAIL CORRIDOR**
- **VACATED TRAIL CORRIDOR**
- **WILDLIFE CORRIDOR**
- E **ENTRY MONUMENT**
- T **TRAILHEAD**
- L **LOOKOUT TOWER**

MINIMUM REQUIRED PRESERVED TRAILS (INCLUDES CREED TRAIL + CONNECTOR):
4,976' (0.94 MI)

PRESERVED TRAILS WITHIN DEVELOPMENT:
10,177' (1.93 MI)

PROPOSED TRAILS WITHIN DEVELOPMENT:
7,957' (1.51 MI)



THE TRAILS AT HIDDEN VALLEY regional trails exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
1/24/2024
23-0134

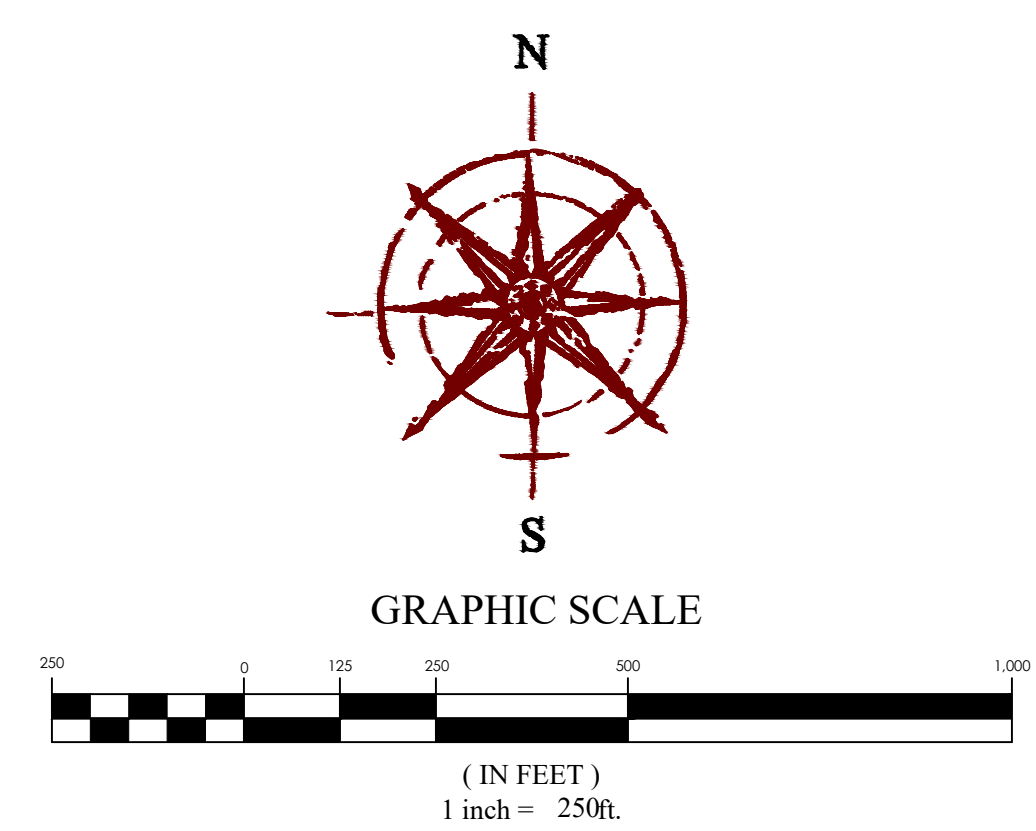


LEGEND

- E ENTRY MONUMENT
- T TRAILHEAD
- L LOOKOUT TOWER
- TRAIL CORRIDOR
- WILDLIFE CORRIDOR
- PARK OPEN SPACE (37.5 AC)
- NATIVE OPEN SPACE (86.1 AC)

Where are the clubhouses and pools to be located that are required for the various MF and SFA developments?

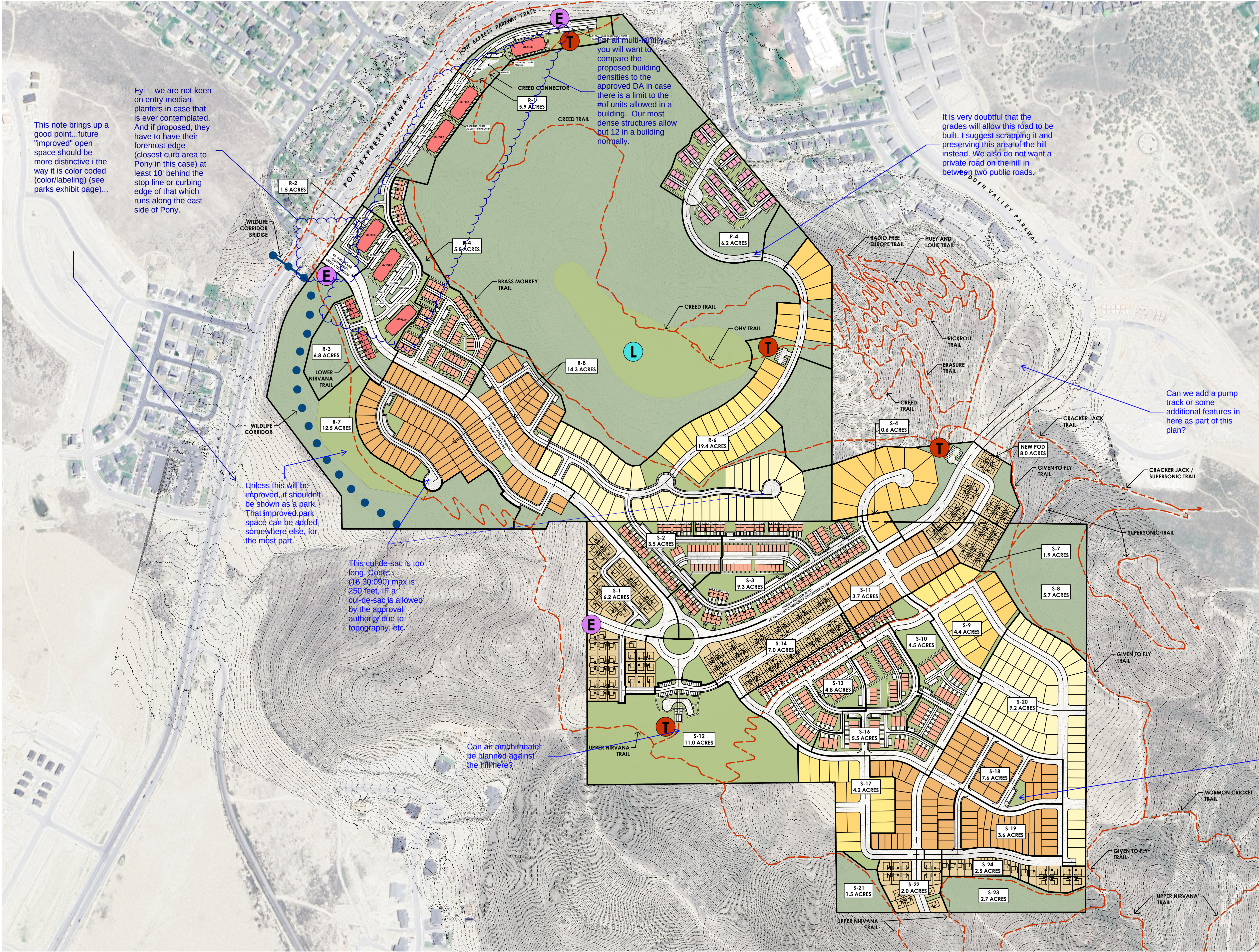
Can you make the colors/pattern more distinct like on the other pages?



THE TRAILS AT HIDDEN VALLEY open space exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
1/24/2024
23-0134

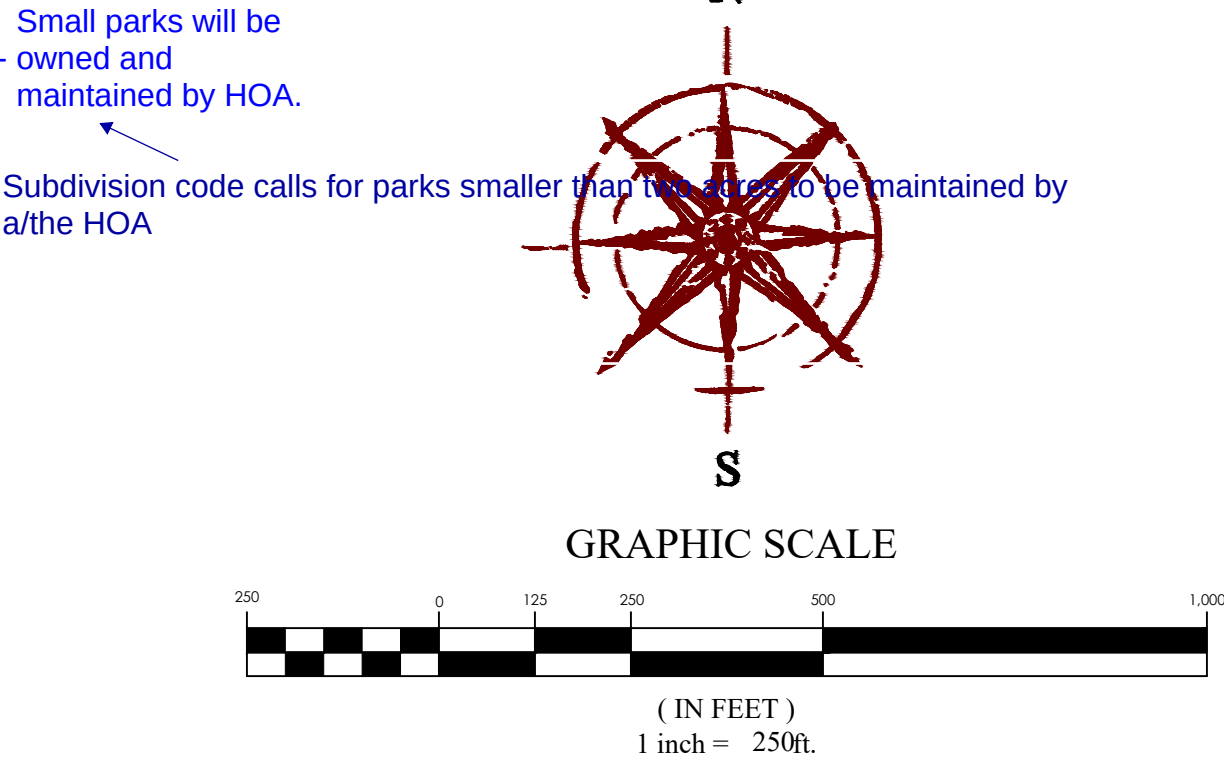
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HOME PRODUCT LEGEND	
	MULTIFAMILY UNITS (130)
	SFA - TOWNHOMES (378)
	SFA - TRIPLEX (57)
	SFA - TWIN HOMES (224)
	SFD - CLUSTER LOTS (169)
	SFD - 40' LOTS (105)
	SFD - 50' LOTS (48)
	SFD - 60' LOTS (37)
TOTAL UNITS: 1,148	
	PARK OPEN SPACE (37.5 AC)
	NATIVE OPEN SPACE (86.1 AC)

LEGEND	
	ENTRY MONUMENT
	TRAILHEAD
	LOOKOUT TOWER
	TRAIL CORRIDOR
	WILDLIFE CORRIDOR

A slope map will be required with the preliminary plat, and no lot or building site may be developed if the average slope of the area is above 25%.



THE TRAILS AT HIDDEN VALLEY master plan

SINGLE FAMILY HOMES



CLUSTER HOMES



17.72.030 Site design.
The arrangement of different elements of a project on the site is vital to creating an environment that is focused on the street and the pedestrian, rather than the vehicle and parking areas. A site can be designed to be visually appealing from the street and still be functional and safe for vehicular circulation and pedestrian access. Minor variations to these standards may be considered by the planning commission and city council if a property contains one of the following constraints: wetlands, steep hillsides, major drainage washes, unusual property shape, existing easements, or a similar constraint/difficulty that can be directly tied to a design standard and adequately justified by the applicant.

A. Building Location. Buildings should be located at or near the minimum front setback line, with pedestrian access leading to the primary entrance and landscaping placed between the building and the street. Parking should be located to the side or the rear of commercial buildings, not between the street and the building. If parking is situated between the building and the street, significant increases in landscaping, berming, and architectural features are required to break up and screen the expanse of pavement.

2. Multifamily Building Orientation. Multifamily developments often have buildings facing onto internal courtyards and open space. The buildings adjacent to streets, however, shall front those streets and provide a primary entrance toward the street. If the side of a building faces a street, an entrance should be provided on that facade. Blank walls and/or rear facades should not be placed adjacent to streets. Orienting the primary entrances to a courtyard or open space without addressing the street-facing facade with entrances, windows, awnings, increased architectural elements, increased landscaping, and/or other pedestrian-oriented features is prohibited.

C. Multifamily Parking/Garages. 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 of a building.

1. Fire Access.
a. Access Off of a Minimum 26-Foot-Wide Over-Sized Alley or Service Drive (Functions in Such Case as a "Fire-Access Road"). The 26-foot-wide drive fire access, when used, shall be restricted to having parking along only one side (those sides which adjoin fire hydrants) and shall have "No Parking" signs posted along those same sides. In cases where a roadway is at least 35 feet wide, parking may be allowed along both sides of a fire access road and no parking restriction will be required.

Robert Hobbs 2/8/24 comments

2-STORY TOWNHOMES



3-STORY TOWNHOMES



APARTMENTS



TWIN HOMES



THE TRAILS AT HIDDEN VALLEY home plan elevations exhibit

EAGLE MOUNTAIN CITY, UTAH COUNTY
1/24/2024
23-0134

Make sure these all comply with the design standards approved as part of the MDA. The design standards code reference is EMMC 17.72



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	DISCUSSION - Community Development Block Grant (CDBG)		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Natalie Winterton, Admin

PRESENTED BY:

Natalie Winterton

RECOMMENDATION:

BACKGROUND:

As the City prepares itself to enter into the Community Development Block Grant program, there are several "housekeeping" items that need to be taken care of first.

One, is the project selection process. The attached memo titled "CDBG Decision Process" explains the project selection options with staff recommendations.

Two, is deciding the project itself. This will need to be done before the end of March. Council will hear about staff recommendations for CDBG projects and have a chance to discuss and ask questions. The attached memo titled "CDBG Projects" summarizes Council's input to MAG from the February 20, 2024 City Council work session, describes staff ideas, and outlines staff recommendations.

Staff will return to the March 19 Council meeting when Council will need to make a project decision.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[CDBG Projects](#)

[CDBG Decision Making Process](#)

To: Mayor & City Council
From: Natalie Winterton – Management Analyst/Grants Coordinator
Date: 02/28/2024
Subject: CDBG Staff Project Ideas

Introduction

This memo will describe staff's project recommendations for the CDBG year starting on July 1, 2024. It also summarizes the feedback gathered from MAG during the February 20 work session.

Department heads made suggestions for CDBG projects, all of which were very thoughtfully made. However, given the fact that some projects will require a community survey to be performed before the project can be planned and executed, those were left off of this year's recommendations list.

These project ideas focus on this year's funding, not the full five-year plan. The five-year plan will come to Council at the next City Council meeting on March 19, 2024.

Staff Project Recommendations

Staff focused its recommendations on spending CDBG funds under three main categories. They are 1.) seniors, 2.) severely disabled, and 3.) low-moderate income (LMI).

Seniors

1. **Pave the senior parking lot.** It is currently half-paved. It would help the seniors to have a fully paved parking lot.
2. **Purchase a new senior bus.** The current senior bus is ten years old and Facilities reports that it is due for replacement this year.
3. **Expand the senior center building.** This could be accomplished by either renting or purchasing another double-wide (or bigger) trailer.

Severely Disabled

1. **ADA features for website.** The staff is currently partnering with WDG to create a new City website. The CDBG funds can be used towards the portion of the web development that will make it accessible for the visually impaired, hearing impaired, etc.

Low-Moderate Income

1. **Utility Payment Assistance.** There is currently no state or federal program to help people with their water/sewer utility payments. The City could create a targeted program to help those who qualify to have reduced utility payments (supplemented by the CDBG).

Council Idea Activity Summary

During the February 20 City Council work session, MAG held an activity to see where the interests of Council lie regarding the spending of CDBG funds.

The voting activity yielded the following results:

- 6 Transportation
- 5 Property Acquisition
- 3 Food Banks
- 3 Sidewalks
- 3 Senior Center
- 3 Senior Center Parking
- 3 Utility Assistance
- 3 Youth Center
- 2 Internet
- 2 Mental Health Services
- 2 Single Family Home Rehab
- 2 Water/Sewer

These are great ideas, especially as the Council plans for the next five years of CDBG funding. However, some of these ideas may be possible to implement during the City's first year of CDBG given the City's accelerated timeline as a new entitlement community. This will be discussed in greater detail during the March 6 work session.

MAG Decision-making Handout

1. The City Council establishes criteria for which organization or project types may submit an application for consideration. These criteria would then be applied administratively by MAG staff before applications are forwarded to the Council for review and funding. The City Council could still have applicants present their project and answer questions.
Pros: City council determines criteria, limits the number of applications to review each year.
Cons: Valuable projects may not ever be considered due to restrictive criteria.
Decision-maker: City Council with MAG's assistance
2. The City Council allows all CDBG-eligible projects to be presented for review and funding.
Pros: City Council can review a wide range of applications and determine how the community will be best served each year.
Cons: Decision making is difficult and takes longer when requests exceed the available funding.
Decision-maker: City Council
3. The City forms a citizen committee to review CDBG applications and make a funding recommendation to the City Council for approval.
Pros: Increased citizen input and representation. The City Council maintains final vote on project approval.
Cons: Decision making will take longer. May be disagreement between recommendations of the committee and the City Council.
Decision-maker: Advisory input from the CDBG citizen's committee with final approval from the City Council
4. Eagle Mountain City commits a portion of the annual allocation to public services, which is then awarded by a regional committee (in partnership with Orem, Provo, and Utah County) with a voting representative from Eagle Mountain. The City Council reviews and approves all non-public service applications.
Pros: Needed services for Eagle Mountain residents receive a portion of Eagle Mountain CDBG funding (10-15% of annual allocation). Regional collaboration accounts for the cross-boundary nature of public service and access to services throughout the region. Simplifies the application review and approval process for City Council.
Cons: City Council does not public service applications or interview applicants.
Decision-maker: Regional committee, ratified by Council.

Staff Summary and Recommendation

Option 1: Council creates guidelines for project selection, MAG creates a short-list of projects, Council chooses from the short-list.

This option is very useful, especially if the City has lower bandwidth to review applications. It is important that no matter which option is chosen, Council should provide criteria and guidelines when looking for a CDBG project.

Staff recommends that for the first year of the City's CDBG grant eligibility, that the City utilize either Option 1 or Option 2. Option 1 is recommended if the Council feels constrained by time. However, staff recognizes Council's interest in being involved in this grant decision-making process. With that in mind, Option 2 would be recommended.

Option 2: Council creates guidelines for project selection, Staff presents project ideas, Council creates a short-list of projects, Council chooses from short-list.

This option allows Council to have more direct control over the entire decision-making process; however, it requires more time and research from staff.

Staff recommends that for the first year of the City's CDBG grant eligibility, that the City utilize either Option 1 or Option 2. Option 1 is recommended if the Council feels constrained by time. However, staff recognizes Council's interest in being involved in this grant decision-making process. With that in mind, Option 2 would be recommended.

Option 3: Council creates a citizen committee, Council creates guidelines for project selection, Committee creates a short-list or recommendation, Council makes final decision.

This option allows for resident input in the form of a committee. It brings the community closer to the decision-making process. However, it lengthens the process because of the time needed to organize the committee.

Staff noted Council's interest in this option. It is certainly more inclusive, but staff would recommend starting this process in the second year of the grant program. This will give staff and Council time to understand and get used to the grant program before effectively engaging the community. It will also allow the City to organize the committee and begin the project decision-making process earlier in the fiscal year to ensure that a strategic project is selected for future years.

This is recommended for Year 2 and onward of the City's CDBG grant program.

Option 4: Council uses one of the decision-making options above. *Additionally*, Council decides that 10-15% of the grant funds (the amount that can go to subgrantees) will be combined with 10-15% from Orem, Provo, and Utah County. The Council appoints a voting representative to sit on this regional committee. Council ratifies the regional committee's decision for the allocation of its 10-15% of CDBG funds.

These pages are intended for you to review side-by-side.

This option allows the City to partner with other cities and the County for the 15% of funds that are allowed to be given to sub-grantees. Given the geographic distance between the Provo/Orem area and Eagle Mountain, staff would not recommend joining this committee. Lehi has not joined this committee because it sees more benefit in keeping the money within the City.

Joining the regional committee could create challenges for Eagle Mountain because it may be difficult to find organizations that serve both Provo/Orem as well as Eagle Mountain. This could be a useful option in the future, but it would be more effective when/if Lehi and/or Saratoga Springs join the committee, giving more regional significance to the northern end of the County.

This option is currently not recommended.



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	UPDATE - General Plan Timeline		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:	City-initiated		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Brandon Larsen, Planning

PRESENTED BY:

Brandon Larsen

RECOMMENDATION:

BACKGROUND:

The Eagle Mountain Planning department is preparing to begin the process of updating the City's General Plan. The current General Plan was adopted in 2018 and the City has experienced tremendous growth during this period. The General Plan is in need of an update. Planning staff has prepared a draft process and timeline for the update and would appreciate feedback from the Council.

This draft process and timeline was presented to the Planning Commission on February 27, 2024. No major comments were received by staff. The Planning Commission asked if zoning or master development plans would be addressed in the plan. Staff suggested those issues were better addressed in an area plan. The General Plan should establish general policies related to land use in the City.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[General Plan Process Outline - Simplified](#)

General Plan Update – Plan and Timeline

- Work with Administration and Council to Begin the Process – **Feb/March 2024**
- Prepare and execute scientific survey with research firm – **early Mar 2024 to mid May 2024**
- Begin water element preparations – **mid Mar 2024**
- Finish Preparing GP Update outline – **late May 2024**
- Present Survey Data and Outline to PC and Council – **early/mid June 2024**
- Prepare Future Land Use Map – **mid June 2024 to late Sept 2024**
- Form Working Advisory Group - **late June to early July 2024**
 - Staff will work with the Working Group throughout the drafting process
- Interview focus groups (i.e., experts in business, transportation, land use, environment, etc., and city departments) – **mid July to mid Aug 2024**
- Prepare Part 1 (*Planning Context, Community Context, Framework for the Future, Decision-making Framework*) – **mid Aug 2024 to mid Oct 2024**
 - Present draft of 1st part to PC – **mid Oct 2024**
 - Present draft of 1st part to Council – **late Oct 2024**
- Work on Part 2 (*Land Use, Transportation, Open Space, Environment*) – **late Oct 2024 to late Jan 2025**
 - Present draft of 2nd part to PC – **early Feb 2025**
 - Present draft of 2nd part to Council – **Feb Feb 2025**
- Work on Part 3 (*Housing, Moderate-Income Housing, Water*) - **late Jan 2025 to late Mar 2025**
 - Present draft of 3rd part to PC – **late Mar 2025**
 - Present draft of 3rd part to Council – **early Apr 2025**
- Work on Part 4 (*Plan Administration, Best Practices*) – **early Apr 2025 to mid May 2025**
 - Present draft of 4th part to PC – **late May 2025**
 - Present draft of 4th part to Council – **early June 2025**
- Present Final Draft to PC – **early Jul 2025**
- Present to Council for Discussion – **mid July 2025**
- Present to Council for Adoption – **early Aug 2025**



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	Purchase Agreement - Land for Right-of-Way - LSC Real Estate		
ITEM TYPE:	Agreement		
FISCAL IMPACT:	\$400,000		
APPLICANT:	LSC Real Estate		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Marcus Draper, Admin

PRESENTED BY:

Marcus Draper

RECOMMENDATION:

Staff recommends the City Council approve the proposed Land and Right-of-Way Acquisition Agreement with LSC Real Estate.

BACKGROUND:

The City and LSC Real Estate have been engaged in negotiations for some time regarding the City's acquisition of land for right of way. The parties have an agreement in principle to resolve the issues relating to the right of way acquisition and are now presenting this agreement to the City Council for approval.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[LSC Agreement - Pony Express Parkway Land - Exhibits](#)

AGREEMENT

This agreement (this “Agreement”) is entered into by and between **LSC Real Estate, LLC**, a Utah limited liability company (“LSC”) and **Eagle Mountain City**, a municipal corporation of the State of Utah (the “City”) effective this ____ day of March, 2024 (the “Effective Date”). LSC and the City may be individually referred to herein as a “Party” and collectively as the “Parties.”

Recitals

A. LSC owns or owned land in Eagle Mountain City along the southern side of Pony Express Parkway as more particularly described on Exhibit A attached hereto and made a part hereof (the “Land”).

B. The City desires or desired the Land for completion of the Pony Express Parkway right-of-way in accordance with its lawfully adopted road standards.

C. LSC is willing to convey the Land to the City and to waive all claims against the City, and the City is willing to purchase the Land and to waive all claims against LSC as set forth herein.

Agreement

NOW, THEREFORE, in consideration of the promises and covenants set forth in this Agreement and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. **Conveyance of Land:** LSC agrees to convey the Land to the City via quitclaim deed.

2. **Payment by City:** The City agrees to pay LSC \$400,000.00 (the “Payment”).

3. **LSC’s Release of Claims:** By this Agreement, and upon the making of the full Payment of \$400,000 from the City to LSC, LSC on its own behalf, and on behalf of any and all of its affiliated entities, successors, predecessors, subsidiaries, owners, managers, members, partners, shareholders, officers, directors, employees, representatives, agents, attorneys, fiduciaries, transferees, and assignees, past and present (collectively, the “LSC Releasors”) shall and do hereby acknowledge full and complete satisfaction of, and do hereby forever release, discharge, and acquit the City together with all of its departments, affiliated entities, managers, elected officials, directors, employees, representatives, agents, attorneys, fiduciaries, transferees, and assignees, past and present (collectively, the “City Releasees”) from any and all past, present, and future actions, causes of action, claims, debts, liabilities, accounts, demands, damages, causes, claims for indemnification or contribution, attorney fees, or any other thing whatsoever whether known or unknown, suspected or unsuspected, certain or speculative, accrued or unaccrued that the LSC Releasors ever had or now have which have been or could be or could have been brought against the City Releasees relating to, arising out of or in any way connected with the Land, including any and all of the various agreements and matters set forth in the Master Development Agreement for Oak Hollow Subdivision (the “MDA”) as Resolution No. R-09-2016 (the “Resolution”) (a copy of the Resolution is attached hereto as Exhibit B, with

the MDA attached as Exhibit A to the Resolution) and as set forth in the Stipulation Regarding Possible Payment for Road Dedication (the “Stipulation”) (a copy of the Stipulation is attached hereto as Exhibit C) provided, however, that this paragraph shall not apply to relieve the City Releasors (as defined the paragraph immediately below) of any duties or obligations owed or imposed under this Agreement, nor shall this paragraph apply to extinguish any rights to which the Parties are entitled under this Agreement. Any doubt as to the scope of this release is to be resolved in favor of including any asserted claim within the subject matter covered by this release.

4. **The City’s Release of Claims:** By this Agreement, and upon the making of the full Payment, the City, on behalf of itself and all of its departments, affiliated entities, managers, elected officials, directors, employees, representatives, agents, attorneys, fiduciaries, transferees, and assignees, past and present (collectively, the “City Releasors”) shall and do hereby acknowledge full and complete satisfaction of, and do hereby forever release, discharge, and acquit LSC with its affiliated entities, successors, predecessors, subsidiaries, owners, managers, members, officers, directors, employees, representatives, agents, attorneys, fiduciaries, transferees and assignees, and heirs, past and present (collectively, the “LSC Releasees”) from any and all past, present, and future actions, causes of action, claims, debts, liabilities, accounts, demands, damages, causes, claims for indemnification or contribution, attorney fees, or any other thing whatsoever whether known or unknown, suspected or unsuspected, certain or speculative, accrued or unaccrued that the City Releasors ever had or now have which have been or could be or could have been brought against LSC Releasees relating to, arising out of or in any way connected with the Land, including any and all of the various agreements and matters set forth in the Resolution, the MDA, and/or the Stipulation ; provided, however, that this paragraph shall not apply to relieve LSC of any duties or obligations owed or imposed under this Agreement, nor shall this paragraph apply to extinguish any rights to which the City Releasors are entitled under this Agreement. Any doubt as to the scope of this release is to be resolved in favor of including any asserted claim within the subject matter covered by this release.

5. **Termination of Agreements between Parties.** Upon (a) full execution of this Agreement, (b) the delivery of the Deed to the City, and (c) the delivery of the Payment to LSC (collectively, the “Closing”) the releases set forth above shall be effective immediately to terminate all agreements between the Parties, and any obligations owed thereunder, including, but not limited to the Resolution, the MDA, and the Stipulation and any obligations with the aforementioned agreements, except for this Agreement. Aside from the terms and obligations set forth in this Agreement, the Parties shall owe no duties or obligations to one another regarding the Land.

6. **Timing:** This Agreement shall be heard by the City Council of the City in a public meeting during March 2024. Closing will occur within three weeks of the City Council approving this Agreement. If the City Council fails to approve this Agreement, then this Agreement will be of no force nor effect and the Parties will retain all claims related to the Land.

7. **Eminent Domain:** LSC conveyance of the Land to the City is under threat of eminent domain. As permitted under Utah Code 78B-6-520.3(9), LSC hereby waives any and all rights to repurchase the Land.

8. **Further Assurances:** Each Party shall take any and all actions as are reasonably requested by another Party and that are reasonably necessary to carry out the purposes, provisions, and intent of this Agreement.

9. **Miscellaneous Provisions:**

(a) Entire Agreement. This Agreement contains the entire understanding between the Parties related to or arising from the issues related to the Land and supersedes any prior understandings, agreements or representations, written or oral, of the Parties.

(b) Counterparts and Facsimile. This Agreement may be executed in separate counterparts and by facsimile or email transmission, each of which will be an original and all of which taken together shall constitute one and the same agreement, and any Party hereto may execute this Agreement by signing any such counterpart.

(c) Severability. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law but if any provision of this Agreement is held to be invalid, illegal or unenforceable under any applicable law or rule, the validity, legality and enforceability of the other provision of this Agreement will not be affected or impaired thereby.

(d) Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective predecessors, heirs, successors, and personal representatives. This Agreement may not be assigned without the prior written consent of the Parties hereto.

(e) Modification, Amendment, Waiver or Termination. No provision of this Agreement may be modified, amended, waived or terminated except by an instrument in writing signed by the Parties.

(f) Applicable Law, Jurisdiction and Venue. This Agreement shall be governed by and construed in accordance with the laws of State of Utah, without regard to the principles of conflicts of laws. By executing this Agreement and with respect to the subject matter hereof, the parties agree to submit to the exclusive jurisdiction of and agree to the venue of the courts located in Utah, whether state courts or federal courts. With respect to the subject matter hereof, the parties hereto agree not to bring an action in any court of law located outside of Utah County, Utah.

(g) Construction. The Parties agree that this Agreement was fully negotiated, the language used in this Agreement shall be deemed to be the language chosen by the Parties to express their mutual intent, and this Agreement shall not be interpreted against either Party as the drafter of this Agreement. The Parties agree and acknowledge that they have had an opportunity to retain separate legal counsel, which legal counsel reviewed this Agreement and provided them with legal advice prior to the execution of this Agreement.

(h) Attorneys' Fees. In the event any claim is filed by a Party against another Party hereunder, the prevailing Party or Parties shall be entitled to recover reasonable attorneys'

fees, costs and disbursements incurred by such Party or Parties, in addition to any other relief to which the prevailing Party or Parties may be entitled.

[Remainder of page intentionally left blank; signature page to follow]

IN WITNESS WHEREOF, the undersigned have executed this Agreement to be effective for all purposes as of the Effective Date.

LSC REAL ESTATE, LLC
a Utah limited liability company

Larry S. Carson, Manager

EAGLE MOUNTAIN CITY
a municipal corporation of the State of Utah

Mayor Tom Westmoreland

Attest:

City Recorder

Approved to Form:

City Attorney

EXHIBIT A
(the Land)

Quitclaim Deed

After Recording Return to:

LSC Real Estate, LLC
Attn: Larry S. Carson
8963 S 6000 W
Payson, UT 84651

LSC Real Estate, LLC, a Utah limited liability company, grantor, hereby quitclaims to **Eagle Mountain City**, a municipal corporation, grantee, of 1650 E Stage Coach Run Eagle Mountain, UT 84005, for the sum of ten dollars, the following described tract of land in Utah County, Utah, to wit:

The northern most 43-foot-wide strip of the following described real property:

A portion of the Northwest Quarter of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian, described by survey as follows:

Beginning at a point located S89°09'18"E along the Section Line 2.06 feet from the Northwest Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence S89°09'18"E along the Section Line 1317.62 feet to the Northwest Corner of Plat "ONE-A", SILVER LAKE Subdivision; thence S0°35'05"W along the westerly line of Plats "ONE-A, ONE-C and TWO-A", SILVER LAKE Subdivisions 1318.59 feet; thence N89°18'28"W 758.75 feet more or less to the center of a wash; thence along the center of said wash the following nine (9) courses: N3°44'29"E 215.14 feet; thence N33°11'28"E 40.34 feet; thence S88°55'22"W 166.94 feet; thence N56°30'19"W 155.18 feet; thence N33°22'13"W 136.30 feet; thence N57°33'20"W 67.83 feet; thence N36°36'24"W 218.46 feet; thence N1°23'59"W 106.51 feet; thence S83°41'52"W 26.55 feet to the east line of that real property described in Deed Entry No. 14863:2009 in the official records of the Utah County Recorder; thence N0°38'21"E along said real property 568.73 feet to the point of beginning.

(Signature and notary blocks on the next page.)

Witness the hand of said grantor this March _____, 2024.

LSC Real Estate, LLC

Larry S. Carson, Manager

State of Utah

County of Utah

Subscribed and sworn to before me _____, on this _____ day
of March, in the year 2024, by Larry S. Carson, the manager of LSC Real Estate, LLC.

EXHIBIT B
The Resolution

RESOLUTION NO. R-09-2016

**A RESOLUTION OF THE CITY COUNCIL OF
EAGLE MOUNTAIN CITY, UTAH,
APPROVING THE OAK HOLLOW
MASTER DEVELOPMENT AGREEMENT**

PREAMBLE

The City Council of Eagle Mountain City, Utah finds that it is in the public interest to approve the Oak Hollow Master Development Agreement as set forth more specifically in Exhibit A.

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

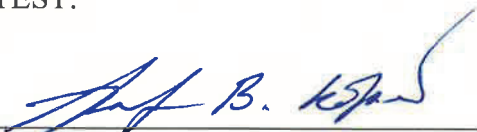
1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the proposed Master Development Agreement as set forth in Exhibit A.
2. The Oak Hollow Master Development Agreement is hereby approved as set forth more specifically in Exhibit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

ADOPTED by the City Council of Eagle Mountain City, Utah, this 3rd day of May, 2016.

EAGLE MOUNTAIN CITY, UTAH


Chris Pengra, Mayor

ATTEST:


Fionnuala B. Kofoed, MMC
City Recorder



CERTIFICATION

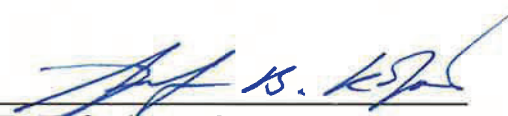
The above resolution was adopted by the City Council of Eagle Mountain City on this 3rd day of May, 2016.

Those voting aye:

- ☒ Adam Bradley
- ☒ Colby Curtis
- ☒ Stephanie Gricius
- ☒ Benjamin Reaves
- ☒ Tom Westmoreland

Those voting nay:

- ☐ Adam Bradley
- ☐ Colby Curtis
- ☐ Stephanie Gricius
- ☐ Benjamin Reaves
- ☐ Tom Westmoreland



Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

MASTER DEVELOPMENT AGREEMENT
FOR OAK HOLLOW SUBDIVISION

This *Master Development Agreement for the Oak Hollow Subdivision* (“**Agreement**”) is entered into between EAGLE MOUNTAIN CITY, a Utah municipal corporation (“**City**”), FIELDSTONE OAK HOLLOW, LLC, a Utah limited liability company (“**Developer**”), and LSC REAL ESTATE, LLC, a Utah limited liability company (“**Owner**”).

RECITALS

A. Owner owns certain real property located in the City consisting of approximately 34.80 acres of the land in the City located at the southeast corner of Pony Express Parkway and Porters Crossing Parkway (the “**Property**” or “**Project**”). A legal description of the Property is attached to this Agreement as **Exhibit A**.

B. Developer has a contractual right to purchase a portion of the Property.

C. Developer has submitted an application to the City for a new residential subdivision on a portion of the Property which will be known as the Oak Hollow subdivision (“**Residential Area**”).

D. Developer has prepared a concept plat for the Property. A copy of the concept plan (“**Plan**”) for the Property is attached to this Agreement as **Exhibit C**.

E. Pursuant to Chapter 16.10 of the Eagle Mountain Municipal Code (“**Code**”), Developer has submitted a Master Development Plan for the Property to the City in connection with the application for the Residential Area. This plan is attached to this Agreement as **Exhibit B**.

F. In connection with the City’s approval of the Master Development Plan and the application for the Project, the City, Developer and Owner wish to define the rights and responsibilities of the parties with respect to the development of the Property, establish vested rights, revise the zoning for the Property and allocate responsibility for funding of certain improvements associated with Property.

G. The parties propose a change to the zoning for the Property from residential to a combination of residential and commercial, as set forth below.

H. Persons and entities hereafter developing the Property or any portions of the Residential Area thereon shall accomplish such development in accordance with the City's Code, other applicable ordinances and regulations, and the provisions of this Agreement. This Agreement contains certain requirements and conditions for development of the Property and the Residential Area in addition to those contained in the City's laws.

AGREEMENT

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

1. **Incorporation of Recitals.** The Recitals stated above are incorporated into this Agreement.
2. **Governing Standards.** Subject to the terms and conditions of this Agreement, development of the Property and the Residential Area shall be governed by the procedures, standards and requirements of the Code in effect as of the date an application for development is filed, subject to the provisions of this Agreement, the approved final plat for each phase of the Residential Area (and any conditions of approval related thereto), and the Master Development Plan for Property approved by the City.
3. **Proposed Property Zoning.** Pursuant to Chapter 16.10.040(A) of the current Code, the parties propose that the Property include both commercial land and residential land. The parties propose that the northernmost portion of the Property consisting of approximately 7.17 acres, as shown on the Plan ("**Commercial Acreage**"), be zoned commercial and be subject to the provisions of Chapter 17.35 of the current Code. The parties propose that the remaining portion of the Property consisting of approximately 27.11 acres, as shown on the Plan and in the application for the Residential Area ("**Residential Acreage**"), be zoned residential and be designated a Tier II residential development subject to Chapter 17.25.130 of the current Code. The following is a summary of the key characteristics of the Property:

Approximate Total Acreage:	34.80 acres
Anticipated Commercial Acreage:	7.17 acres
Total Residential Acreage:	27.11 acres
Buildable Residential Acreage:	25.18 acres
Total Acreage in Residential Lots:	16.24 acres
Total Open Space:	4.86 acres
Improved Open Space:	0.99 acres

Maximum Total Residential Lots:	130 Lots
Average Residential Lot Size:	5,358 sf

4. Approved Residential Area Density, Vested Rights.

4.1. Density. Upon approval of the Master Development Plan for the Property and the execution of this Agreement by the Parties, Developer shall be entitled to develop up to 130 dwelling units in the Residential Area of the Property and the Residential Area will have a maximum vested density of 5.2 dwelling units per acre.

4.2. Vested Rights. To the maximum extent permissible under the laws of the State of Utah and the United States, the parties intend that this Agreement grants to Owner and Developer the right to develop the Property in fulfillment of this Agreement without modification or interference by the City except as specifically provided herein. The Parties intend that the rights granted to Owner and Developer under this Agreement are contractual and, in addition, constitute “vested rights,” as that term is construed in Utah’s common law and pursuant to Utah Code Ann. §10-9a-509 (2016) as to the provisions of this Agreement, including the approved density and number of dwelling units set forth above. Notwithstanding anything to the contrary herein, any City ordinance, amendment to the Code, or other development standard enacted, implemented, regulated and/or enforced by the City on or after the date of this Agreement which has the effect of prohibiting and/or materially and unreasonably restricting Developer’s rights to develop the vested densities set forth in this Agreement and the Master Development Plan for the Property, including but not limited to any ordinance, amendment, or other development standard which increases or otherwise modifies minimum lot size requirements, setbacks, frontage requirements, or other similar standards which relate to or have an effect on densities, shall be inapplicable to the Property (or modified to the extent necessary to permit Developer to develop the vested densities set forth in this Agreement and the Master Development Plan for the Property), unless the City Council, on the record, finds that a compelling, countervailing public interest would be jeopardized without applying such ordinance, amendment or standard to the Property.

4.3 Approvals. The approval processes for development applications for the Project shall be as provided in this Agreement, the Master Development Plan for the Property, and the Code. Development applications shall be approved by the City if they comply with the Applicable provisions Codes in effect on the date of this Agreement. Nothing in this Section 4.3 shall be construed to require Developer to obtain further City

zoning approval with respect to the use or density provided herein. The City and Developer shall cooperate reasonably in promptly and fairly processing applications.

5. Approval of the Master Development Plan. The City's approval of the Master Development Plan and the execution of this Agreement grants the Developer and Owner the right to develop the Property and construct the Project in accordance with the uses, maximum densities, improvements and general configuration of development for the Residential Acreage set forth in this Agreement and the Master Development Plan for the Property. In the event of any conflict between the Code and the express terms of this Agreement or between the Code and the Master Development Plan for the Property, the express terms of this Agreement and the Master Development Plan shall control.

6. Development Standards. Developer and Owner shall comply with the provisions of the Code in developing the Property. In addition, the following provisions shall apply to Developer's development of the Residential Area of the Property.

6.1. Phasing. The City acknowledges that Developer, Owner or future assignees may develop the Project in phases. The parties acknowledge that the most efficient and economic development of the Project depends on numerous factors, such as market conditions and demand, infrastructure planning, competition, the public interest and other similar factors. Subject to the terms and conditions of this Agreement, the timing, sequencing, location and phasing of the Project, including but not limited to construction of roads, water and storm drain systems, and other public infrastructure improvements, including project improvements and off-site improvements, shall be as determined by Developer or Owner in its reasonable business judgment.

6.2. Specific Residential Area Development Elements. Developer acknowledges that in addition to any other provisions of the Code regarding development of the Residential Area, development of the Residential Area shall incorporate the following elements in order to achieve the vested density identified in this Agreement:

- a. The Residential Area shall be planned by professional engineers and professional landscape architects.
- b. The Residential Area shall be subject to recorded covenants, conditions, and restrictions ("CC&Rs") which establish architectural and landscape guidelines and a design review committee.

- c. The Residential Area shall incorporate trees and enlarged park strips (six feet minimum width) as set forth in the approved final plats, masonry fencing separating the development from the commercial property, and street signposts. Decorative fencing shall be installed by Developer around all open spaces, unbuildable lands, and parks, with breaks in the fencing for convenient and safe public access to these spaces.
- d. The dwelling units within the Residential Area shall include 75% masonry on all exterior surfaces. Masonry materials include rock, stucco, masonry siding, brick and stone.
- e. The front and side yard landscaping shall be completed prior to occupancy of each home within the project. Typical landscape plans shall be approved by the Planning Director or designee prior to final plat approval.

7. Improvements within the Residential Area. All portions of the Residential Area on the Property must be developed in compliance with the approved final plat for each phase of the Residential Area and the terms and conditions, if any, of approval related thereto. No amendments or modifications to the approved plat for any portion of the Residential Area shall be made by the Developer, or Developer's successors in interest, without written consent of the City. Subject to the requirements of Section 10, below, Developer will construct the following public improvements within the Residential Area.

7.1. Streets and Related Improvements. Developer will construct and/or improve, and will dedicate to the City the streets shown on the Preliminary Plat and each final plat for the Residential Area. Construction and/or improvement of the streets shall include all curb, gutter, paving, sidewalks, park strips and related utilities as shown on the approved final plat and construction drawings for the Residential Area. All construction and improvement of streets and related improvements shall be in accordance with City-approved design and construction standards and requirements.

7.2. Utilities. Developer shall install or cause to be installed natural gas, underground electrical service, sanitary sewer, culinary water supply systems, and storm drainage facilities as required by the City for the Residential Area up to the boundary lines of the Residential Area and any off-site improvements required to serve the Residential Area. Such installations shall be done according to the reasonable and customary design and construction standards of the utility providers and in accordance with City-approved design and construction standards and requirements.

7.3. Improved Open Space. The total amount of open space to be set aside within the Residential Area is 1,000 square feet per residential lot or 2.98 acres. The Developer will meet this requirement by providing 0.99 acres of Improved Open Space and paying the fee in lieu described in this Section 7.3 for the additional 1.99 acres of required open space, which fee shall be utilized by the City to make park or recreational improvements to certain property owned by the City that is adjacent to the Residential Area. The improved open space within the Residential Area will be owned and maintained by a homeowner's association for the Residential Area ("HOA"). In order to meet the fee in lieu requirement, the Developer will "buy down" the open space acreage requirement in the amount of 1.99 acres as permitted under Chapter 16.35 and 17.30 of the current Code. This buy down will increase the amenity points required of the Developer by 298.5 points. Thus, Developer will be providing 596.5 amenity points in connection with development of the Residential Area. The Developer will provide for 344 of these points by constructing improvements to an onsite park within the Residential Area, trails, and offsite sidewalk improvements as allowed in Chapter 16.35 of the City Development Code. The Developer will pay a fee in lieu for the additional 252.5 points in the amount of \$500.00 per point for a total of \$126,250.00. In any case the number of amenity points and the amount of open space "buy down" will coincide with the actual number of units allowed and the actual acreage of open space improved. The fee in lieu of required open space will be paid as a proportionate share per lot at the time of plat recording. The amount due per lot will be the total fee divided by the number of dwelling units within the Residential Area as shown on the approved final plat.

7.4. Park Improvements. Developer will construct a park within the Residential Area as shown on the Plan and the approved final plats for the Residential Area. In accordance with Section 16.35.105-A10 of the current Code, Developer shall fully complete the park improvements prior to recording the first plat, or a separate cash deposit or cash escrow must be put in place with the City with each plat to cover 150 percent of the pro rata anticipated cost of park improvements.

7.5. Setback Requirements and Fencing. Developer agrees to comply with all setback requirement found in the Code with exception to the three lots along the south side of Bridleway Road which shall be allowed to have reduced frontage of not less than fifty (50) feet as approved by the City Council on April 5, 2016. Developer will construct a masonry six foot fence along the north boundary of the Residential Acreage buffering the single family residential lots from the Commercial Acreage at the northern portion of the Property.

7.6. Trails and Trailheads. Developer will construct an eight (8) foot wide asphalt trail through the park in the Residential Area and a ten (10) foot wide asphalt trail where the trail is adjacent to the off-site sewer improvement and connects the park in the Residential Area to the Evans Ranch subdivision to the south. The trail will be shown on the approved final plats for the Project.

7.7. Sidewalk and Improvements on Porters Crossing Parkway. Developer shall construct an eight foot concrete sidewalk and improved parking strip with grass and irrigation system along Porters Crossing Parkway from the existing trail on the south side of Pony Express Parkway and continuing south until the southern boundary of the City-owned Parcel No. 58:040:0030. The Developer is being credited park amenity points for this sidewalk improvement, as described in Section 7.3, and will be credited a dollar for dollar reduction from the Community Improvement Fund for the actual cost of landscaping the parking strip as described herein. No Community Improvement Fund credit will be given for the park strip that is part of the Residential Area frontage on Porter's Crossing Parkway. The landscaping of the offsite parking strip and the actual cost to the developer will require approval by the City Parks & Recreation Director, which approval shall not be unreasonably withheld.

7.8. Natural Unimproved Open Space. The total amount of land to be designated as unimproved natural open space will be 3.87 acres including 1.93 acres in the area known as Tickville Wash.

7.9 Detention Pond and Drainage. Developer will construct an on-site storm drainage pond for flood control. Prior to Developer recording any final plats in the Residential Area, the City will approve a final master drainage plan for the Residential Area. The City may require that the HOA own and maintain the detention pond; provided, however that the City will take ownership and maintenance responsibility for the detention pond if it is determined that the detention pond is necessary for community flood control.

7.10. Entry Way Monuments. Developer or Owner will construct any entry monuments for the Project required by the Code.

7.11. Traffic Plan. Developer has submitted a traffic plan for the Residential Area to the City. Owner may be required to submit a traffic plan in conjunction with any site plan or preliminary plat for the commercial portion of the Property.

8. Dedication of Right-of-Way for Pony Express Parkway. Owner shall dedicate to the City, in conjunction with the recording of the Commercial Property plat, forty three (43) feet of right-of-way along Pony Express Parkway. If necessary to construct a right-hand turn lane and related improvements, Owner shall dedicate to the City sufficient land along Porter's Crossing Parkway to construct a right-hand turn lane as described in Section 13.2. City and Owner acknowledge and agree that it is the position of Owner that some or all of the dedication of the right-of-way and improvements within the 43' right-of-way for Pony Express Parkway should be considered system improvement and subject to reimbursement through the collection of impact fees. City and Owner shall cooperate in good faith at the time of recording of a site plan or preliminary plat for the Commercial Property, whichever occurs first, as to the reasonable amount of reimbursement for the dedication of right-of-way. In the event the parties are unable to reach an agreement as to the amount of reimbursement or terms of reimbursement, the parties agree to first mediate such dispute through the Office of the Property Rights Ombudsman.

9. Community Improvement Fund. At the recording of the final plat for each phase of the Residential Area, Developer will contribute \$2,000 per buildable acre within the Residential Area to fund construction of community wide improvements, for a total of \$50,360.00 for the entire Residential Area, subject to reductions as provided for herein. Developer agrees that prior to recording each subdivision plat for the Residential Area, Developer shall either place into a community improvement escrow fund for the Residential Area ("**Community Improvement Fund**") sufficient funds to meet the required community improvements, or otherwise demonstrate that the Developer has constructed sufficient community improvements to meet the City's requirements. The amount deposited into the Community Improvement Fund in connection with the recording of each phase shall not exceed \$2,000.00 per buildable acre of the Residential Acreage located within such phase. City and Developer agree that the Community Improvement Fund will be utilized by the City to construct improvements to Parcel No. 58:040:0030 that provide a benefit to the Residential Area.

10. Utility Services and Infrastructure Improvements. The City's utility department has reviewed the Master Development Plan for the Property prepared by LEI. As indicated in the Master Development Plan, at a minimum, Developer must construct an offsite sewer line across Tickville Wash to connect at a point on the north end of the Evans Ranch subdivision, in addition to the Residential Area improvements within each separate plat for the Residential Area, unless such improvements are constructed by the City prior to development of the Residential Area.

11. Funding Improvements. Subject to Section 13 of this Agreement, the parties agree and acknowledge that the Developer will construct all public infrastructure improvements for the Residential Area (“**Improvements**”). All proposed improvements which are to be transferred to the City under the terms of this Agreement must be reviewed and approved by the City and shall be constructed in accordance with the review comments and concept approved by the City. No subdivision plat for the Residential Area will be recorded until improvements required for that particular plat are constructed by Developer, or Developer has placed into escrow adequate funds (whether through cash escrow, letters of credit, or other means reasonably satisfactory to the City Attorney) to construct the Improvements. Developer will be required to construct only that portion of the Improvements for the Residential Area necessary under the Code to service that portion of the Residential Area to be developed as represented by the subdivision plat or site plan under consideration. Funds will be withdrawn from the escrow to construct Improvements after design and review and approval by the City of each facility for which funds are provided. Developer and City do not anticipate that Developer will be required to construct any system improvements or upsize any public infrastructure improvements as part of the Project. However, in the event Developer constructs utilities or other infrastructure in excess of the capacity necessary to provide services to the Property, City shall enter into a reimbursement agreement with Developer for cost of excess capacity. The City may revise and amend the Capital Facilities Plan and Impact Fee Ordinance and payment requirements to collect the amounts required to reimburse Developer for the cost of excess capacity.

12. Dedication of Public Improvements. Except as otherwise provided in this Agreement or as may be provided in a reimbursement agreement between the City and the Developer, the Developer agrees to dedicate and donate to the City all parcels within the Residential Area required by the Code for the location of City-owned utilities, utility facilities and improvements, and any other parcels shown on the approved final plats for the Residential Area as intended for public use, for utilities, roads, and other public purposes.

13. Proportionality of Public Improvements. Subject to any other requirements in this Agreement, the parties agree that for the purpose of avoiding unlawful exactions, all improvements that are constructed by Developer and are intended to be dedicated to, and accepted by, the City in connection with development of the Residential Area shall be governed by the following standards regarding reimbursement.

13.1. Storm Drain and Sewer Improvements. All on-site or off-site storm drain and sewer improvements that are required for the Residential Area and are not “system improvements” will be paid for by Developer without any rights of reimbursement. The City and Developer do not anticipate that the Residential Area will require any storm drain or sewer improvement that would be classified as “system improvement.”

13.2. Developer Roadways. All roadways within the Residential Area shall be paid for by Developer without any rights of reimbursement. In addition, prior to the final plat recording of 50% of the lots in the Residential Area, Developer shall be required to install no greater than a 200' long and twelve (12) foot wide designated right hand turn lane along the commercial portion of Porter's Crossing up to the Pony Express Parkway intersection (the right turn improvements to Porter's Crossing Parkway will include the construction of curb, gutter and sidewalk, as provided for in this Agreement) to be designed by Developer's Engineer and approved by the City Engineer. It is anticipated that the overall design will fit within the current right of way. Developer and Owner acknowledge and agree that the improvements set forth in this paragraph 13.2 are not system improvements and not subject to reimbursement. Subject to the foregoing, in the event other improvements are required that exceed the reasonable impacts of the Development, or if the City requires Developer to further construct, expand or enhance any other off-site roadways or related improvement, or to expand the service capacity of other offsite roadways, the City agrees to reimburse Developer for all costs associated with the same; provided, that to the extent it is possible to offset the impact fees otherwise payable by Developer, the reimbursement provided for in this Section 13.2 may take the form of reimbursement credits. If such credits are not available, Developer may be reimbursed through the City's subsequent collection of impact fees.

13.3. Owner Roadways. Except as provided for in Section 13.2, any roadways designed within the portion of the Property outside the Residential Area shall be paid for by Owner. Subject to Section 8, in the event improvements are required that exceed the reasonable impacts of the Property, or if the City requires Owner to construct, expand or enhance any other off-site roadways or related improvement, or to expand the service capacity of other offsite roadways, the City agrees to reimburse Owner for all costs associated with the same; provided, that to the extent it is possible to offset the impact fees otherwise payable by Developer, the reimbursement provided for in this Section 13.3 may take the form of reimbursement credits. If such credits are not available, Owner may be reimbursed through the City's subsequent collection of impact fees.

13.4. Oversizing. To the extent the City requires Developer or Owner to construct any oversized improvements to meet demands for the Property (such as culinary waterlines or sewer lines with capacity in excess of what is required to provide service to the Residential Area), a proportionality assessment shall be performed by the City's engineer, with approval from the Developer's engineer (which approval shall not be unreasonably withheld), using applicable engineering standards, to determine the proportion of construction costs to be paid by Developer and the proportion of costs to be paid by the City. The City shall be responsible to reimburse the incremental costs of the oversized improvements (e.g., all amounts in excess of what the Developer would pay to construct improvements with capacity sufficient only for the Residential Area).

13.5. System Improvements. To the extent the Developer is required to construct any system improvements (including, without limitation, system improvements

that are identified in an impact fee facilities plan), Developer shall only be required to construct the minimum portion(s) of such system improvements, if any, which may be necessary to provide service for the Residential Area. Developer shall be fully reimbursed by the City for the costs incurred by Developer to construct the City's portion of the system improvements.

13.6. Compliance with Law. The provisions of this Section 13 shall be interpreted and administered in compliance with the standards for lawful exactions as set forth in Utah Code Ann. §10-9a-508 and applicable Utah case law. Nothing in this Agreement shall prohibit the parties from entering into separate reimbursement agreements for each phase, and such reimbursement agreements shall comply with the standards set forth in this Section 13 and applicable Utah law.

14. Development of Commercial Acreage. Any development of the Commercial Acreage within the Property will be made pursuant to the sections of the Code applicable to such parcel at the time the Commercial Acreage is developed.

15. Water Rights. Developer and Owner shall comply with the provisions of the Code related to dedicating water or water rights to the City, or purchasing water from the City, in sufficient quantities for the area being platted.

16. Home Owners Association. Prior to recording any final plat for the Residential Area, the City may require Developer to create an HOA for the Residential Area with legal authority to collect assessments and to maintain any common areas within the Residential Area that will not be dedicated to the public.

17. Reserved Powers. The parties agree that the City reserves certain legislative powers to amend its Code to apply standards for development and construction generally applicable throughout the City. However, it is the intent of the parties to vest the Developer with the specific land uses and maximum densities for the Property specifically identified in this Agreement. Subject to the terms and conditions of this Agreement, Developer shall be required to comply with the Code and all other generally applicable standards, conditions and requirements enacted by the City to protect the safety, health and welfare of the current and future inhabitants of the City.

18. Default.

18.1 Default by Developer or Owner. Upon the occurrence of an event of default by Developer or Owner, the City shall provide not less than thirty (30) days written notice to the Developer of a meeting of the City Council where the Developer's

default shall be heard and reviewed by the City Council. The Developer or Owner shall be entitled to attend the hearing and comment on the evidence presented concerning the default. Notwithstanding the foregoing, no event of default by Owner shall be attributable to Developer and no event of default by Developer shall be attributable to Owner. If an event of default by Developer remains uncured after the hearing provided for in this Section 16.1, the City may thereafter refuse to grant any additional approvals necessary for plats or other applications for the Residential Area until such event of default is cured.

18.2 Default Notice to City. Upon the occurrence of any default by City, the Developer may request in a hearing before the City Council where the City's default shall be heard and reviewed by the City Council. City shall schedule such hearing within thirty (30) days of written request of Developer. In addition, Developer may pursue all rights and remedies available at law, including injunctive relief or, if applicable, specific performance and / or damages.

19. Assignment. Developer may assign any rights or interests under this Agreement by giving written notice to the City. Any assignee shall consent to be bound to the terms of this Agreement as a condition of assignment.

20. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the successors, heirs and assigns of the parties hereto, and to any entities resulting from the reorganization, consolidation, or merger of any party hereto.

21. Integration. This Agreement constitutes the entire understanding and agreement between the parties, and supersedes any previous agreement, representation, or understanding between the parties relating to the subject matter hereof; provided however, that the Development Code of the City shall govern the procedures and standards for approval of each subdivision and public improvement.

22. Notice. Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended, or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To Developer:

Fieldstone Oak Hollow, LLC
Attn: Alan Arthur
12896 S. Pony Express Rd. Ste 400
Draper, UT 84005

To Owner:

LSC Real Estate, LLC
Attn: Larry Carson
8963 S 6000 West
Payson, UT 84651

To the City:

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

23. Severability. The provisions of this Agreement are severable, and should any provision hereof be deemed unenforceable or invalid, such unenforceability or invalidity provision shall not affect the remaining provisions of this Agreement.

24. Waiver. Any waiver by any party hereto of any breach of any kind or character what so ever by the other party, whether such waiver be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement on the part of the other party.

25. No Modification. This Agreement may not be modified except by an instrument in writing signed by the parties hereto.

26. Governing Law. This Agreement shall be interpreted, construed and enforced according to the laws of the State of Utah.

27. Costs of Enforcement. In the event of default on the part of any party to this Agreement, that party shall be liable for all costs and expenses incurred by the other parties enforcing the provisions of this Agreement, whether or not legal action is instituted.

28. Remedies Upon Default. Developer and Owner acknowledge and agree that the sole and exclusive remedy for Developer and Owner, including any successors or assigns of each, under this Agreement shall be specific performance of the development rights granted in this Agreement and City's obligations under this Agreement. IN NO EVENT SHALL CITY BE LIABLE TO DEVELOPERS, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

29. Agreement to Run With the Land. This Agreement, or an abstract of this Agreement, shall be recorded against the Property and shall be deemed to run with the land and shall be binding on the City, Owner, Developer and all successors and assigns of any of the foregoing parties.

Dated this 2nd day of September, 2016.

DEVELOPER

FIELDSTONE OAK HOLLOW, LLC

By: Jason Harris

Printed Name: Jason Harris

Title: Assistant Secretary

STATE OF UTAH)

:SS

COUNTY OF UTAH)

On this 2 day of September, 2016, personally appeared before me, Jason Harris, who being by me duly sworn, did say that he/she is the Assistant Secretary of FIELDSTONE OAK HOLLOW, LLC, a Utah limited liability company authorized to do business in Utah, and that the foregoing instrument was signed on behalf of said limited liability company by authority of its governing body, and he/she acknowledgment to me that said limited liability company executed the same.



Stephanie Talbot

NOTARY PUBLIC

Residing at: Utah County

Dated this 19 day of May, 2016.

OWNER

LSC REAL ESTATE, LLC

By: Larry Carson

Printed Name: LARRY CARSON

Title: MANAGER

STATE OF UTAH)

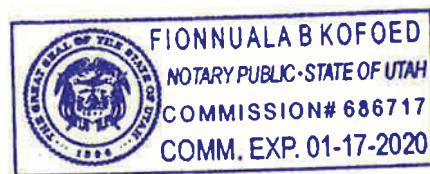
:SS

COUNTY OF UTAH)

On this 19 day of May, 2016, personally appeared before me, Larry Carson, who being by me duly sworn, did say that he/she is the Manager of LSC REAL ESTATE, LLC, a Utah limited liability company authorized to do business in Utah, and that the foregoing instrument was signed on behalf of said limited liability company by authority of its governing body, and he/she acknowledgment to me that said limited liability company executed the same.

[Signature]
NOTARY PUBLIC

Residing at: Utah County



Dated this 3rd day of May, 2016.

ATTEST:

EAGLE MOUNTAIN CITY


Fionnuala B. Kofoed, MMC
City Recorder


Chris Pengra, Mayor

APPROVED AS TO FORM:

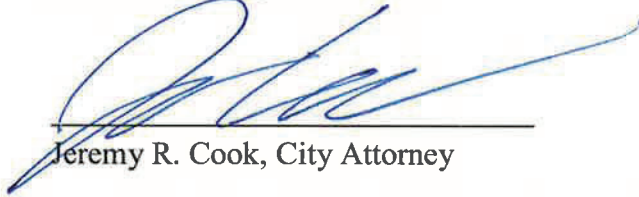

Jeremy R. Cook, City Attorney



EXHIBIT A



Engineers +
Surveyors

**LEGAL DESCRIPTION
PREPARED FOR
FIELDSTONE HOMES
(Oak Hollow)
Job No. 16-0001
(May 16, 2016)**

OVERALL LEGAL DESCRIPTION OF OAK HOLLOW

A portion of the Northwest Quarter of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian, described by survey as follows:

Beginning at a point located S89°09'18"E along the Section Line 2.06 feet from the Northwest Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence S89°09'18"E along the Section Line 1317.62 feet to the Northwest Corner of Plat "ONE-A", SILVER LAKE Subdivision; thence S0°35'05"W along the westerly line of Plats "ONE-A, ONE-C and TWO-A", SILVER LAKE Subdivisions 1318.59 feet; thence N89°18'28"W 758.75 feet more or less to the center of a wash; thence along the center of said wash the following nine (9) courses: N3°44'29"E 215.14 feet; thence N33°11'28"E 40.34 feet; thence S88°55'22"W 166.94 feet; thence N56°30'19"W 155.18 feet; thence N33°22'13"W 136.30 feet; thence N57°33'20"W 67.83 feet; thence N36°36'24"W 218.46 feet; thence N1°23'59"W 106.51 feet; thence S83°41'52"W 26.55 feet to the east line of that real property described in Deed Entry No. 14863:2009 in the official records of the Utah County Recorder; thence N0°38'21"E along said real property 568.73 feet to the point of beginning.

Contains: ±34.80 Acres

Services Include:

- Engineering
 - Civil
 - Structural
- Surveying
- Land Planning

Corporate Office: 3302 N. Main Street • Spanish Fork, UT 84660 • P: 801.798.0555 • F 801.798.9393
Salt Lake Office: 14441 South 980 West • Bluffdale, UT 84065 • P: 801.495.2844 • F801.495.2847
Boise Office: 2040 S. Eagle Road • Meridian, ID 83642 • P: 208.846.9600 • F208.846.9605

EXHIBIT B

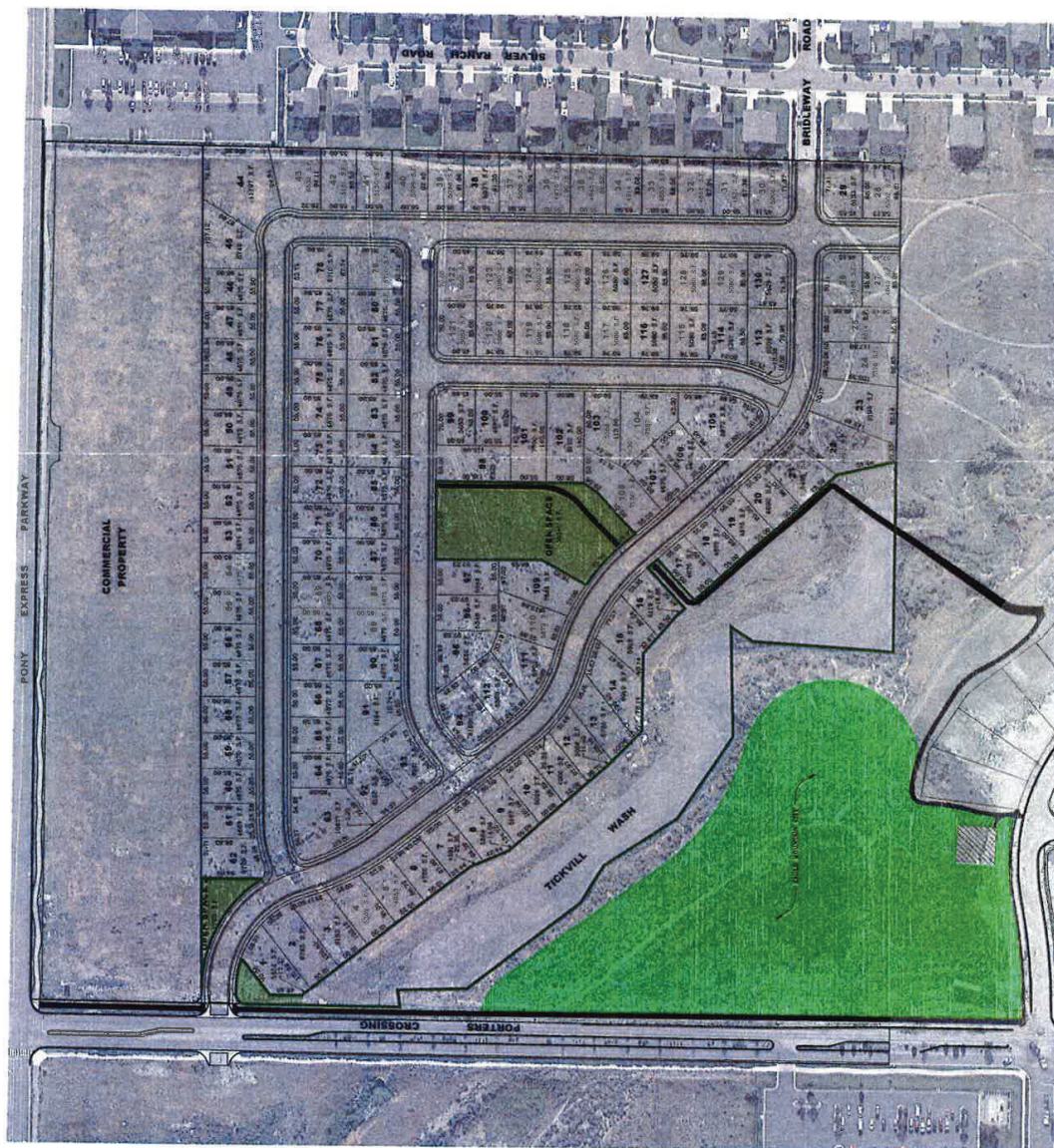


EXHIBIT C

EAGLE MOUNTAIN CITY, UTAH



1	COVER
2	LOT LAYOUT
3	UTILITY PLAN
4	GRADING PLAN
5	SLOPE ANALYSIS
6	OFFSITE POWER

NOTES

1. PIPE EXTENDING 8" BELOW, ON THE SIDES
AND 12" ABOVE THE PIPE (MINIMUM).
2. DEPTH SEWER MAIN/LATERALS TO MAINTAIN 4' OF COVER
(MINIMUM) FROM FINISHED GRADE, 3' MINIMUM FROM TOP OF
PIPE AT TIME OF INSTALLATION.
3. SEPARATION SEWER MAINS & LATERALS TO MAINTAIN 10"
SEPARATION (MINIMUM) FROM COLDWATER MAINS.
4. LATERALS 12" MINIMUM SEPARATION BETWEEN SEWERS, 3"
MINIMUM SEPARATION BETWEEN SEWERS & LATERALS.
5. LATERAL STUBS: A) STUBS MUST EXTEND 10" INTO PROPERTY
AND BE MARKED WITH 2" DIA. PAINTED GROUND. B) ALL LATERALS
MUST BE 6" (MIN) TO 8" (MAX) AND ALL STUBS ALSO SLOPES
DOWN ON 6" DIA. TO BE CHECKED BEFORE ANY EJECT.

OF % CRANFL REQUIRED UNDER MANIFOLDS/DOCKS.

WATER.

1. VALVES 1". VALVES MUST BE PLACED TO TREE'S (FITTINGS).
2. VALVES 12" AND LARGER TO BE INSTALLED IN MAIN.
3. BEHIND SAND MUST MEET ABOVE (A-3) GROUND WITH 12" ABOVE PIPE (MINIMUM).
4. DEPTH WATER MAIN & LATERALS MUST MAINTAIN 4' COVER.
5. FROM FINISHED GRADE (MINIMUM), 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION.
6. SERVICE & FITTINGS SEPARATIONS & FITTINGS TO MAINTAIN 3' MINIMUM SEPARATION FROM PIPE JOINTS AND OTHER FITTINGS.
7. SETTLING ALL SETTLERS TO BE 21" TALL (MINIMUM). HAVE

6. WATER CAN LID: ALL LIDS TO SAY "EAGLE MOUNTAIN" ON THEM RECESSED WITH A HOLE FOR THE EXT AND TO BE SET AT LEVEL TO 1" ABOVE THE PLANE OF THE CUMB & SIDEWALK.
7. HYDRANTS: ALL LATERALS NEED TO BE 5' BURY (MINIMUM).
8. LATERALS: ALL LATERALS NEED TO BE CTS (SHOT IN) AT THE

9. TRACER WIRE: RUN TRACER WIRE ALONG MAIN & EXTEND UP SETBACKS AND HYDRANTS. DO NOT RUN UP VALVE BOXES
10. WATER FITTINGS: ALL WATER FITTINGS TO BE CHECKED FOR THRUST BLOCKS (PRE & POST) AND GAS (SHOT IN) BEFORE

OBSTACLES/UTILITIES
12. WATER LINE FITTINGS. ALL FITTINGS TO HAVE MIDA LUG FOLLOWERS.
STORM DRAIN.
1. BEDDING: $\frac{3}{4}$ " GRAVEL 6" BELOW AND ON SIDES OF PIPE & 12"

CONCRETE, INSPECTION IS NEEDED FOR: 4. POST COLLAR FOUR MANHOLES; MANHOLES TO BE WITHIN 1' OF FINISHED GRADE 12" OF GRADE RINGS (MAX) AND NO FLAT RINGS ALLOWED. 12" OF ¾" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

1. AND STRING LINE REQUIRED FOR SUB-BASE AND ROAD BASE INSPECTION.
2. UTIC: STATE SPEC. ROAD BASE REQUIRED FOR ALL ROAD, COMMERCIAL, BASE ACCEPTABLE FOR THE SIDEWALKS & TRAILS.
3. COLLARS: ALL COLLARS TO BE 1" WIDE BY 1" DEEP WITH A COLLAR: POLYURETHANE NETS, 5.64 METER, LARGE, 5.64 METER, 5.64 METER.

FROM ASPHALT EDGE AND CONCRETE TO BE $\frac{1}{8}$ " TO $\frac{1}{4}$ " DOWN
FROM ASPHALT EDGE.

NOT FOR
CIRCULATION

VER
SUBDIVISION
NTAIN, UTAH

C

REVIEWS

LEI PROJECT #
2016-0001

DRAWN BY:
TJP/MJV

SCALE: 1" = 80'
DATE: 3/30/2016

COVER

EXHIBIT C
The Stipulation

STIPULATION REGARDING POSSIBLE PAYMENT FOR ROAD DEDICATION

This *Stipulation Regarding Possible Payment for Road Dedication* (“**Agreement**”) is entered into between EAGLE MOUNTAIN CITY, a Utah municipal corporation (“**City**”) and LSC REAL ESTATE, LLC, a Utah limited liability company (“**Owner**”).

RECITALS

A. In 2016, Owner and City entered into that certain Master Development Agreement for Oak Hollow Subdivision (the “**MDA**”) related to the development of approximately 34.80 acres of the land in the City located at the southeast corner of Pony Express Parkway and Porters Crossing Parkway (the “**Property**” or “**Project**”).

B. In accordance with paragraph 8 of the MDA, Owner agreed to dedicate to the City, in conjunction with the recording of the Commercial Property plat, forty-three (43) feet of right-of-way along Pony Express Parkway.

C. Owner’s dedication of the right-of-way was subject to the understanding that City and Owner would cooperate in good faith at the time of recording of a site plan or preliminary plat for the Commercial Property, whichever occurred first, as to the reasonable amount of reimbursement, if any, for the dedication of right-of-way.

C. Owner desires to move forward with development of the commercial portion of the Property, but Owner and City are still negotiating the potential amount of reimbursement for the right-of-way or a potential land swap for the right of way.

D. Owner wants to assure that by dedicating the right-of-way to the City in conjunction with the development of a project on the commercial portion of the Property, Owner does not waive or relinquish its right to seek reimbursement from the City for the right-of-way.

AGREEMENT

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

1. **Incorporation of Recitals.** The Recitals stated above are incorporated into this

Agreement.

2. Stipulation. Owner agrees that in conjunction with approval of a site plan or recording of a final plat for the commercial portion of the Property, Owner shall dedicate 43 feet of right-of-way along Pony Express Parkway to the City. City stipulates and agrees that Owner's dedication of the right-of-way shall not limit or waive the right of Owner to seek reimbursement or compensation from the City in accordance with paragraph 8 of the MDA or as otherwise allowed by law.

3. No Integration. Except as to the specific issue addressed herein, this Agreement shall not amend or modify the MDA or any other agreements between Owner and the City.

Dated this 5 day of March 2019.

OWNER
LSC REAL ESTATE, LLC

By: Larry Carson

dotloop verified
03/05/19 2:05 PM MST
V1GS-6YOC-BCNS-YCTA

Printed Name: Larry S Carson

Title: _____

Dated this 31 day of January, 2018. *9 f*

ATTEST: **EAGLE MOUNTAIN CITY**

Jeff B. K...
City Recorder

Paul A. ...
Assistant City Administrator

The seal of Eagle Mountain City, Utah, is circular. It features an eagle with spread wings in the center. The words "CORPORATE SEAL" are at the top, "EAGLE MOUNTAIN" is in the middle, "EST. 1996" is at the bottom, and "STATE OF UTAH" is at the very bottom.



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	Purchase Agreement - WW Arena Equipment - The Days of '47 Rodeo, Salt Lake Inc.		
ITEM TYPE:	Agreement		
FISCAL IMPACT:	\$62,500 from		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Fionnuala Kofoed, Admin

PRESENTED BY:

RECOMMENDATION:

Staff recommends the City Council approve the proposed Purchase Agreement with Days of '47 Rodeo, Salt Lake Inc.

BACKGROUND:

On February 20, 2024 the Eagle Mountain City Council approved a Resolution recognizing the Pony Express Events PRCA Rodeo and Demolition Derby as part of the official Pony Express Days Celebration. Recent discussion has taken place about the need for rodeo arena equipment (fencing, paneling, gates, and chutes) at the Pony Express Arena. The City was able to negotiate purchase of used arena equipment from The Days of '47 Rodeo, Salt Lake City Inc in the amount of \$62,500. This equipment will aid in the the expansion and maintenance of the grounds for the benefit of the residents and the celebrations that are held at that location.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[AGR - Rodeo Arena Equipment](#)

EQUIPMENT SALES AGREEMENT

This Equipment Sales Agreement is made and entered into this _____ day of _____, 2024, by and between Days of 47 Rodeo, Salt Lake Inc. ("Seller") and Eagle Mountain City, a Utah municipal corporation ("Buyer").

Equipment Description: WW Arena Exhibit A

Asset Nos. (if applicable):

Terms and Conditions:

On the terms and subject to the conditions set forth herein, Seller agrees to sell and Buyer agrees to purchase the above equipment "AS-IS, WHERE-IS", and in its present condition without any representations or warranties, expressed or implied, including the implied warranties of fitness for a particular purpose or merchantability. Buyer acknowledges that Seller has made no statements or representations inconsistent with the sale of the equipment on an "AS-IS, WHERE-IS" basis and that Buyer shall receive all rights, titles, and interest in the above equipment. Further, consistent with the sale, Seller shall have no obligations for the repair, maintenance, or for any other obligations with respect to this equipment.

To the extent allowed by State law, the Buyer agrees to indemnify and hold harmless Seller, its agents, servants, and employees, from any and all loss, damage, liability or expense, including attorneys' fees, including but not limited to all claims for damages on account of or by reason of bodily injury, including death, which may be sustained or claimed to be sustained by any person, and all damages to property, caused by or in connection with Buyer's use, possession, ownership, or future sale/disposal of the equipment.

Buyer and/or Buyer's representative(s) entering the premises to inspect and/or remove equipment assumes all risks of damage, injury, or loss to person or property, and agrees to hold Seller free and harmless from any and all claims which may arise from any cause.

Buyer agrees to comply with all Federal, State, and Local regulations governing the use and disposal of this equipment.

Release of Goods:

Equipment will be released to the Buyer only upon Buyer's receipt of Seller's authorized purchase order form. Expenses incurred in connection with the handling and removal of the equipment will be the responsibility of the Buyer.

Purchase Price and Payment:

The purchase price ("Price") of the Equipment is sixty-two thousand five hundred US dollars (\$62,500) and is due to the Seller upon Buyer's receipt of the Seller's invoice and per the following terms. Price is due upon signing of this agreement. A certified check or money order should be made payable to **"Days of 47 Rodeo Salt Lake Inc."**.

If the Buyer fails to pay for and/or remove the property by May 1, 2024, the Seller reserves the right, upon written notice to the Buyer, to sell or otherwise dispose of the equipment and shall consider any deposit submitted by the Buyer forfeited to the Seller as liquidated damages. In addition to the liquidated damages remedy provided for in this paragraph, the Parties acknowledge and agree that their sole and exclusive additional remedy under this Agreement shall be specific performance of the rights granted in this Agreement and the other party's obligations under this Agreement. IN NO EVENT SHALL EITHER PARTY BE LIABLE TO THE OTHER, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

The provisions of this Agreement are severable, and should any provision hereof be void, voidable, unenforceable or invalid, such void, voidable, unenforceable or invalid provision shall not affect the other provisions of this Agreement.

This Agreement may not be modified or amended except by an instrument in writing signed by both Parties.

This Agreement shall be interpreted, construed and enforced according to the substantive laws of the state of Utah.

All exhibits annexed to this Agreement are expressly made a part of this Agreement as though completely set forth herein. All references to this Agreement, either in this Agreement itself or in any of such writings, shall be deemed to refer to and include this Agreement and all such exhibits and writings.

Enforcement of the terms of this Agreement is reserved to the parties hereto and their respective successors and assigns, and nothing contained in this Agreement provides any claim, benefit or right of action for enforcement to any other person or entity not a party hereto.

SIGNATURES ON NEXT PAGE

SELLER: Days of 47 Rodeo Salt Lake Inc.

By: _____

Title: _____

Date: _____

BUYER:

By: _____

Title: _____

Date: _____

Attest:

City Recorder

Approve to Form:

City Attorney

Exhibit A

Herringbone		
Quantity	Measurement	Description
2	156 in	white gates
2	168 in	white leg panels xtra bars on bottom half
2	138 in	white sheeted panel/bow gate
4	168 in	white six gate panels
1	168 in	white leg panel
1	192 in	white leg panel
2	198 in	white legless panels sheeted corner
1	72 in	white bowgate 10 ft tall
6	168 in	white leg panels xtra bars on bottom half
2	24 in	white leg panels xtra bars on bottom half
8	156.5 in	grey classic legless panels
3	186 in	grey classic legless panels
4	69 in	white bowgates 7 ft tall
1	57 in	white bowgate 7 ft tall
1	66 in	grey bowgate 7 ft tall, missing gate pin
1	94 in	white leg panel
1	94 in	grey leg panel
1	91 in	white legless panel
3	120 in	white leg panels
1	120 in	grey leg panel
17	144 in	white leg panels
1	144 in	grey legless panel
1	144 in	white bowgate 93 in tall
2	9.5 in	red legless panels
1	12.5 in	red legless panel
5	120 in	grey bowgates 114 in tall
3	120 in	grey panels w/gate 60 in tall
7	144 in	white leg panels
1	144 in	grey leg panel
1	144 in	grey legless panel
1	48 in	white bowgate
3	36 in	grey alley control
1	36 in	white alley control
1	30 in	white alley control
4	30 in	white gated alley control
1	48 in	white leg
2	42 in	white legless special panels
2	72 in	white leg panels
1	138 in	grey wheeled gate
1		grey loading chute

1	30 in	grey legless panel
1	18 in	grey legless skirted panel
1	42 in	grey legless panel
1	69 in	red gate
1	65 in	red gate
Trailer		
Quantity	Measurement	Description
4	43 in	grey bowgates 86 in tall
13	38 in	grey bowgates 86 in tall
5	30 in	grey gated alley control
27	66 in	grey bowgates 86 in tall
9	90 in	legless grey panels
1	94 in	grey leg panel
7	90 in	grey bowgates 84 in tall
14	120 in	white sheeted panels
14	120 in	white sheeted panels
1	144 in	red legless panel
3	18 in	grey legless panels
1	30 in	grey legless panel
2	30 in	red legless panels
5	42 in	grey legless panels
14	144 in	white leg panels
3	120 in	grey legless panels
1	120 in	grey panel w/gate 84 tall, 53 in gate
1	66 in	grey legless panel
1	72 in	grey leg panel
2	96 in	white leg panels
1	42 in	grey legless panel
42	120 in	white sheeted panels
14	144 in	white leg panels
15	120 in	grey sheeted panels
2	34 in	red alley control
1	90 in	grey bowgate 114 in tall
3	90 in	grey bowgates 84 in tall
6	90 in	grey legless panels
1	66 in	grey legless panel
1	62 in	grey legless panel
16	66 in	grey some skirted, some are not
1	62 in	grey
9	66 in	grey bowgates 84 in tall
75		Posts: 2 way, 3 way, 4 way
2		3 set chutes with slides
1		Roping Chute and lead in



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	Professional Service Agreement - Recruitment Consultants - Jason Walker and David Kitchen		
ITEM TYPE:	Agreement		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Jody Bates, Admin

PRESENTED BY:

RECOMMENDATION:

Staff recommends the City Council approve the proposed Professional Service Agreement with Jason Walker and David Kitchen.

BACKGROUND:

Eagle Mountain City requested bids for Professional Consultant Services to perform a recruitment search for the position of City Administrator. The City received 3 responses as summarized below.

Municipal Solutions - David Evertsen and John F. Hendrickson - \$22,800

Their proposal includes a placement guarantee for two years. The Senior Associate, John Hendrickson was a previous City Administrator for Eagle Mountain City.

GOVHR USA - Michele Morawski - \$21,500

This firm responded they would need additional days to prepare a proposal and provided a flyer regarding their services and rough estimates. The recruitment fee is \$21,500 plus background expenses, which were estimated to be \$400 per final candidate, another \$2,000 in advertising. Travel expenses are not included since they are out of the area.

Jason Walker and David Kitchen - \$16,000

Placement guarantee and a replacement candidate at no additional charge for the same position within the year. Based on the past successful recruitment of a senior staff member, City staff recommends this service agreement be awarded.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.ORG

ENGINEERING

Monday, February 26, 2024

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

SUBJECT: Harmony phase 'A' plat 9 into warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Fionnuala Kofoed, City Recorder



BOND RELEASE REQUEST LETTER
Harmony phase "A" plat 9 Bond
Reduced
Revised

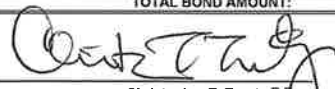
Engineering Division
2565 North Pony Express Parkway
Eagle Mountain City, Utah 84005
(801) 789-8671

1st Bond Release	
Original Bond Amount:	\$ 169,234.92
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 73,015.31
Amount Remaining in Bond:	\$ 96,219.61

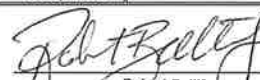
Bond Releases Summary	
#1	\$ 73,015.31
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 73,015.31

2/26/2024

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	SITE PREP.										
a	Mobilization	1	0	LS	\$7,500.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	Clear & grub	155,065	0	SF	\$0.07	\$0.00	0	0	100%	\$0.00	\$0.00
c	Import fill	2605	0	TON	\$14.30	\$0.00	0	0	100%	\$0.00	\$0.00
d	Lot cut/fill	11905	0	CY	\$2.00	\$0.00	0	0	100%	\$0.00	\$0.00
2	ROADWAY IMPROVEMENTS										
a	3" Asphalt Roadway	47200	9440	SF	\$1.51	\$14,254.40	0	47200	100%	\$14,254.40	\$14,254.40
b	6" road base	47200	9440	SF	\$0.75	\$7,080.00	0	47200	100%	\$7,080.00	\$7,080.00
c	9" subbase	59380	11876	SF	\$0.86	\$10,213.36	0	59380	100%	\$10,213.36	\$10,213.36
d	4" sidewalk	17400	3480	SF	\$3.70	\$12,876.00	0	17400	100%	\$12,876.00	\$12,876.00
e	Sidewalk base	18000	3600	SF	\$1.50	\$5,400.00	0	18000	100%	\$5,400.00	\$5,400.00
f	ADA ramps & placards	6	1.2	EA	\$1,400.00	\$1,680.00	0	6	100%	\$1,680.00	\$1,680.00
g	30" Curb & Gutter modified	3480	696	LF	\$23.95	\$16,669.20	0	3480	100%	\$16,669.20	\$16,669.20
h	Rough grade	59380	11876	SF	\$0.14	\$1,662.64	0	59380	100%	\$1,662.64	\$1,662.64
i	8" Asphalt trail w/base	3180	636	SF	\$2.10	\$1,335.60	0	3180	100%	\$1,335.60	\$1,335.60
j	Sawcut	84	16.8	LF	\$3.50	\$58.80	0	84	100%	\$58.80	\$58.80
k	Street Signs	3	0.6	EA	\$300.00	\$180.00	0	3	100%	\$180.00	\$180.00
l	Stop signs	3	0.6	EA	\$300.00	\$180.00	0	3	100%	\$180.00	\$180.00
3	CULINARY WATER										
a	8" C-900 water line	1715	0	LF	\$41.25	\$0.00	0	0	100%	\$0.00	\$0.00
b	8" gate valve	3	0	EA	\$2,250.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	8" bend	3	0	EA	\$735.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	1" service	50	0	EA	\$1,905.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Valve Collars	8	0	EA	\$400.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	2" temp blow off	1	0	EA	\$1,775.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	Water collars	13	0	EA	\$400.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	Fire Hydrant	5	0	EA	\$7,030.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	Loop	1	0	EA	\$4,000.00	\$0.00	0	0	100%	\$0.00	\$0.00
j	Connect to existing	3	0	EA	\$1,325.00	\$0.00	0	0	100%	\$0.00	\$0.00
4	SEWER										
a	8" sewer main	1660	16.6	LF	\$46.85	\$777.71	0	1660	100%	\$777.71	\$777.71
b	48" Sewer manholes	7	0	EA	\$4,600.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	Manhole collars	6	0	EA	\$500.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	4" Sewer services	50	0	EA	\$1,470.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Raise existing manhole	1	0	EA	\$1,800.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	Connect to existing	2	0	EA	\$995.00	\$0.00	0	0	100%	\$0.00	\$0.00
5	STORM DRAIN										
a	15" storm drainpipe	1185	11.85	LF	\$54.65	\$647.60	0	1185	100%	\$647.60	\$647.60
b	60" Storm drain manholes	4	0	EA	\$3,875.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	2'x3' catch basin	4	0	EA	\$2,700.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	3'x6' combo box	2	0	EA	\$4,635.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Storm drain collars	4	0	EA	\$500.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	Connect to existing	2	0	EA	\$1,995.00	\$0.00	0	0	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$73,015.31					
Original 10% Bond Coverage						\$96,219.61					
TOTAL BOND AMOUNT:						\$169,234.92	Released this Period			\$73,015.31	


Christopher T. Trusty P.E.
Engineering Director

2/26/24
Date


Robert Ballif
Engineering Tech II

2/26/24
Date



DATE: Monday, February 26, 2024
TO: Chris Trusty
FROM: Robert Ballif Engineering Assistant
SUBJECT: **Harmony phase "A" plat 9 walk through-Updated**

A walk-thru was performed on the above subdivision. The following were present.

Robert Ballif – EM Engineering Assistant

After performing a walk-through, we have the following comments:

General Notes:

1. ~~As built CAD files.~~
2. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2-inch hole.
3. Remove all the plastic covers off the ADA placards.
4. ~~Place all street signs.~~
5. All storm drain inlet protection needs to be the city spec. which is the D8057 inlet protection.
6. Asphalt trail to be placed in the spring.

Hannah St.:

1. Lot #901 missing the water stamp in the curb, you will need to place a brass pin in the curb with a "W" stamped on the pin.
2. Lot #926 missing the water stamp in the curb, you will need to place a brass pin in the curb with a "W" stamped on the pin.
3. Lot #926 section of curb to be replaced.
4. Lot #902 fire hydrant valve clean.
5. Lot #904 sewer manhole to have a vented lid. SWPPP in the inlets is not correct, see general note #5.
6. Lot #924 storm drain manhole add step. SWPPP in the inlets is not correct, see general note #5.
7. Lot #904 the sewer stamp in the curb cannot be scratched into the curb, a brass pin with a "S" stamped on it will need to be placed in the curb.
8. Lot #921 storm drain manhole add step.
9. Lot #'s 908 & 907 sections of sidewalk to be replaced.
10. Lot #909 sections of sidewalk to be replaced. Sidewalk is thin and will need to be replaced, 2.5" to 3" thick, inspection required before concrete.
11. Lot #910 sewer manhole add step.
12. Lot #'s 912 & 913 fire hydrant needs a 6" riser, too low.
13. Lot #'s 915 & 914 both services have the curb marks scratched in and will need to be fixed with a brass pin a "W" for water and a "S" for sewer stamped on the pin and pin placed in the curb.
14. Lot #'s 914 & 915 sewer manhole clean.

Janie St.:

1. Lot #'s 936 & 935 sewer manhole clean, storm drain manhole add step.
2. Lot #949 section of curb to be replaced.
3. Lot #'s 927 & 950 missing the water stamps on the curb, they will need a brass pin placed in the curb with a "W" stamped on the pin.

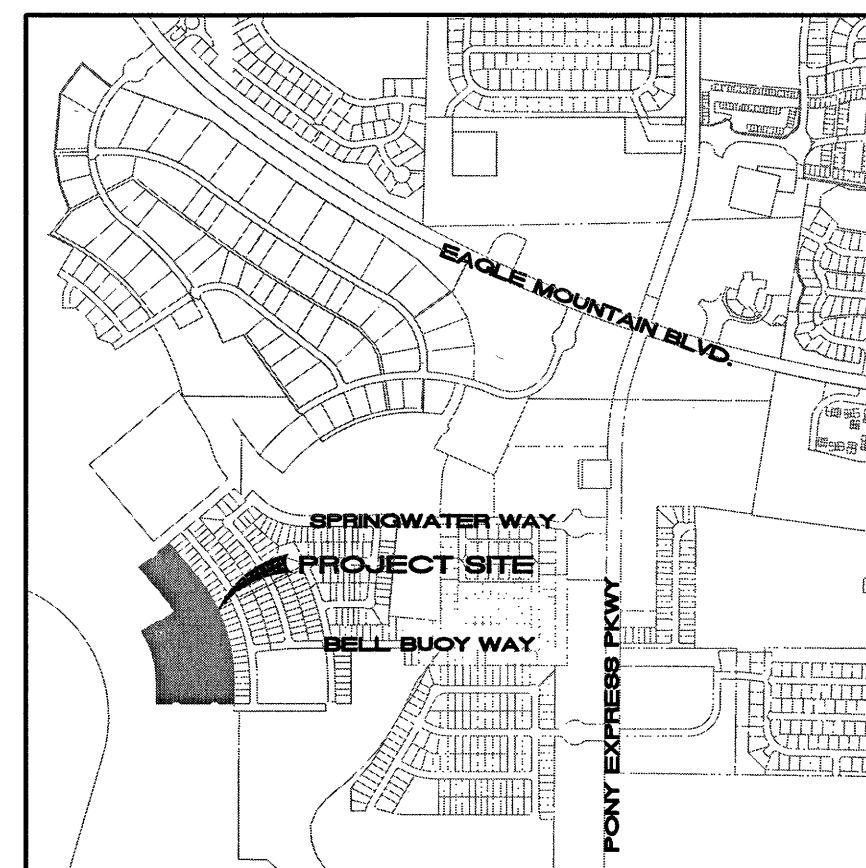
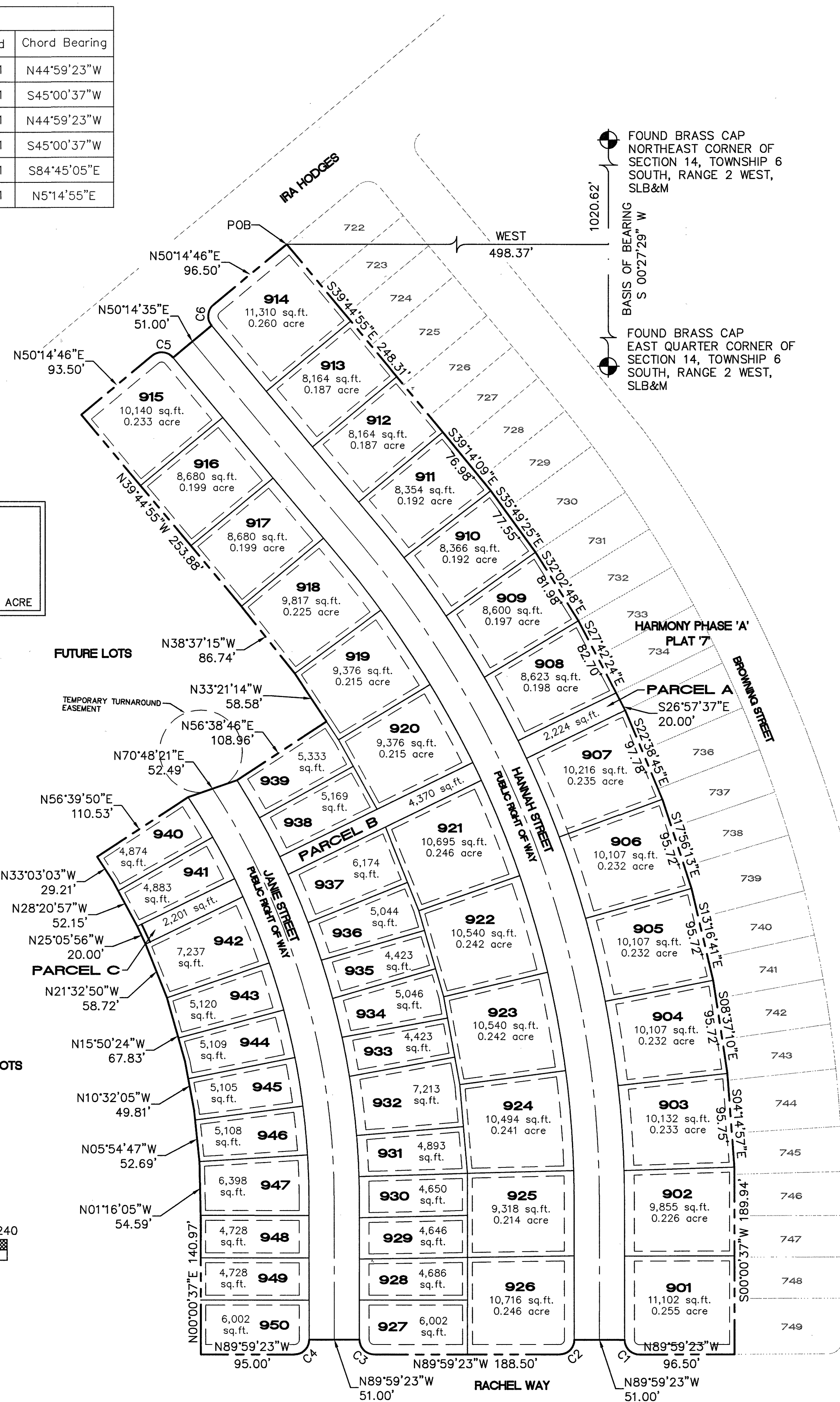
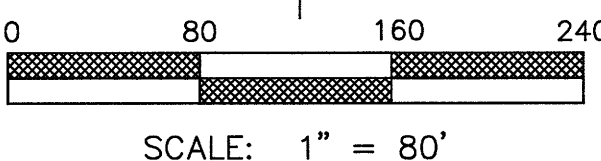
Please provide us with your schedule to correct the above-listed items. Once the punch list items have been verified for completion, the subdivision can be presented to the city for entering warranty.

HARMONY PHASE 'A' PLAT '9'
SITUATED IN SECTION 14, TOWNSHIP 6 SOUTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN, EAGLE MOUNTAIN, UTAH

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	23.56	15.00	90°00'00"	21.21	N44°59'23"W
C2	23.56	15.00	90°00'00"	21.21	S45°00'37"W
C3	23.56	15.00	90°00'00"	21.21	N44°59'23"W
C4	23.56	15.00	90°00'00"	21.21	S45°00'37"W
C5	23.56	15.00	90°00'19"	21.21	S84°45'05"E
C6	23.56	15.00	89°59'41"	21.21	N5°14'55"E

LAND USE	
ACREAGE:	10.903 acres
ACREAGE IN LOTS:	8.69 acres
ACREAGE IN ROADS:	2.01 acres
PAVEMENT:	47,898 SF
OPEN SPACE:	8,795 SF
SINGLE FAMILY LOTS:	50 LOTS
UNIT DENSITY:	4.59 LOTS PER ACRE

NOTE:
1- PARCELS A, B AND C ARE PUBLIC UTILITY EASEMENTS AND DEDICATED TO EAGLE MOUNTAIN CITY AS PUBLIC OPEN SPACE. PARCELS TO BE MAINTAINED BY THE HARMONY HOMEOWNERS ASSOCIATION
2- COLLECTOR ROAD FENCING REQUIRED ALONG LOTS 914, 915



VICINITY MAP

DOMINION ENERGY UTAH
Questar Gas Company, dba Dominion Energy Utah, hereby approves this plat solely for the purpose of confirming that the plat contains public utility easements. Dominion Energy Utah may require additional easements in order to serve this development; this approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities including prescriptive rights and other rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval of acknowledgment of any terms contained in the plat, including those set forth in the Owners Dedication or in the Notes and does not constitute a guarantee of particular terms or conditions of natural gas service. For further information contact Dominion Energy Utah's Right-of-Way Department at 1-800-366-8532

Questar Gas Company
dba Dominion Energy Utah

Approved this 14 day of August 2023

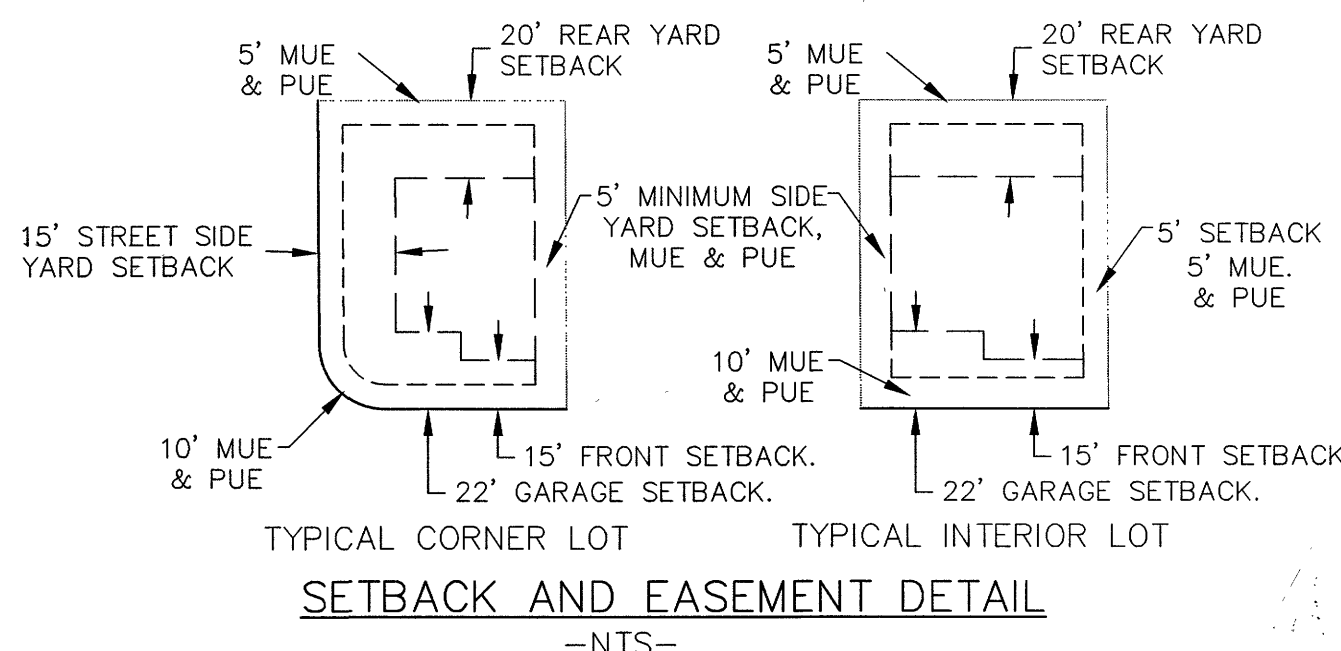
By: [Signature] Title: [Signature] 2023

- ROCKY MOUNTAIN POWER APPROVAL
- 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.
 - Pursuant to Utah Code Ann 10-9a-603 Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under.
 - A recorded easement of right of way
 - The law applicable to prescriptive rights
 - Title 54, Chapter 8a, Damage to Underground Utility Facilities
 - Any other provision of law

[Signature] 8/21/2023
ROCKY MOUNTAIN POWER DATE

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.

[Signature] 8/18/2023
DIRECT COMMUNICATIONS DATE



TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 5152741, IN ACCORDANCE WITH TITLE 58, CHAPTER 22 OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, A SURVEY WAS COMPLETED IN ACCORDANCE WITH SECTION 17-23-17. I FURTHER CERTIFY THAT I HAVE VERIFIED ALL MEASUREMENTS AND THAT MONUMENTS HAVE BEEN PLACED AS SHOWN ON THIS PLAT. I HEREBY STATE THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE, INFORMATION, BELIEF AND IN MY PROFESSIONAL OPINION.

[Signature]
(SURVEYOR), P.L.S.

Aug 11, 2023
DATE

BOUNDARY DESCRIPTION

Beginning at a point which is South 00°27'29" West 1020.62 feet along the section line and West 498.37 feet from the Northeast Corner of Section 14, Township 6 South, Range 2 West, Salt Lake Base and Meridian; thence South 39°44'55" East 248.31 feet; thence South 39°14'09" East 76.98 feet; thence South 35°49'25" East 77.55 feet; thence South 32°02'48" East 81.98 feet; thence South 27°42'24" East 82.70 feet; thence South 26°57'37" East 20.00 feet; thence South 22°38'45" East 97.78 feet; thence South 17°56'13" East 95.72 feet; thence South 13°10'41" East 95.72 feet; thence South 08°37'10" East 95.72 feet; thence South 04°14'57" East 95.75 feet; thence South 00°00'37" West 189.94 feet; thence North 89°59'23" West 96.50 feet; thence Northwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears North 44°59'23" West 21.21 feet; thence North 89°59'23" West 51.00 feet; thence Southwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears North 45°00'37" West 21.21 feet; thence North 89°59'23" West 188.50 feet; thence Northwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears North 44°59'23" West 21.21 feet; thence North 89°59'23" West 51.00 feet; thence Southwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 90°00'00" the chord of which bears North 45°00'37" West 21.21 feet; thence North 89°59'23" West 95.00 feet; thence North 00°00'37" East 140.97 feet; thence North 01°16'05" West 54.59 feet; thence North 05°54'47" West 52.69 feet; thence North 10°32'05" West 49.81 feet; thence North 15°00'24" West 67.83 feet; thence North 21°32'50" West 58.72 feet; thence North 25°05'56" West 20.00 feet; thence North 28°20'57" West 52.15 feet; thence North 33°03'03" West 29.21 feet; thence North 36°37'50" East 110.53 feet; thence North 40°48'21" East 52.49 feet; thence North 44°59'23" East 108.96 feet; thence North 49°19'15" West 58.58 feet; thence North 53°37'15" West 86.74 feet; thence North 58°14'46" East 93.50 feet; thence Southwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 90°00'19" the chord of which bears South 84°45'05" East 21.21 feet; thence North 50°14'35" East 51.00 feet; thence Northwesterly 23.56 feet along the arc of a 15.00 foot radius curve to the right, through a central angle of 89°59'41" the chord of which bears North 05°14'55" East 21.21 feet; thence North 50°14'46" East 96.50 feet to the point of beginning.

Parcel contains: 10.903 acres

Basis of Bearing: the line between the Northeast Corner and the East Quarter Corner of Section 14, Township 6 South, Range 2 West, Salt Lake Base and Meridian which bears South 00°27'29" West (NAD 83).

OWNER'S DEDICATION

We, the undersigned owners of all the real property depicted on this plat and described in the surveyors certificate on this plat, have caused the land described on this plat to be divided into lots, blocks, 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, 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 on the inhabitants thereof.

OWNER(S):
PRINTED BCP Development Inc.
Name Hutchinson, President

AUTHORIZED SIGNATURES
[Signature] 8/17/2023

ACKNOWLEDGEMENT

On the 17th day of August, 2023, 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.

My Commission Expires 6/1/25
718263
COMMISSION NUMBER

NOTARY PUBLIC SIGNATURE
[Signature] NOTARY PUBLIC
PRINTED NAME OF NOTARY 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 this 31 day of August, 2023

APPROVED BY MAYOR
[Signature]
APPROVED BY CITY ENGINEER
(See Seal Below)

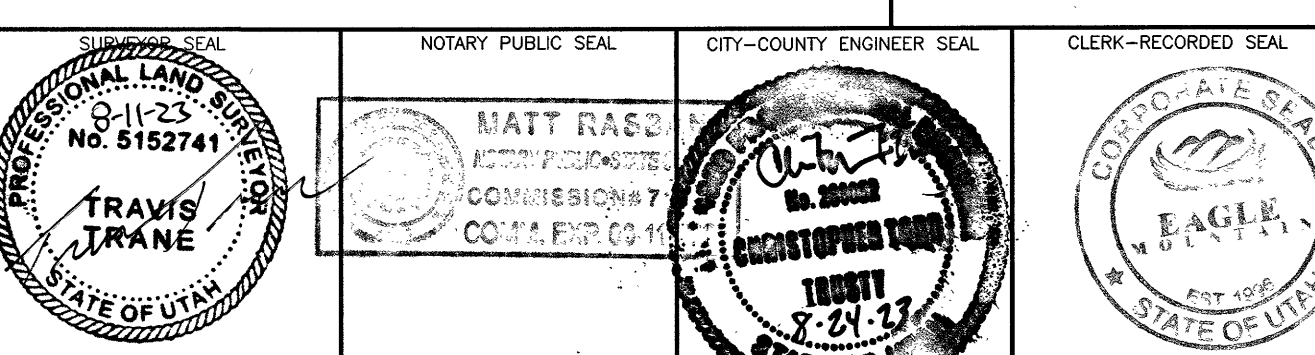
APPROVED BY CITY ATTORNEY
[Signature]
ATTEST BY CITY RECORDER
(See Seal Below)

HARMONY PHASE 'A' PLAT '9'

A RESIDENTIAL SUBDIVISION

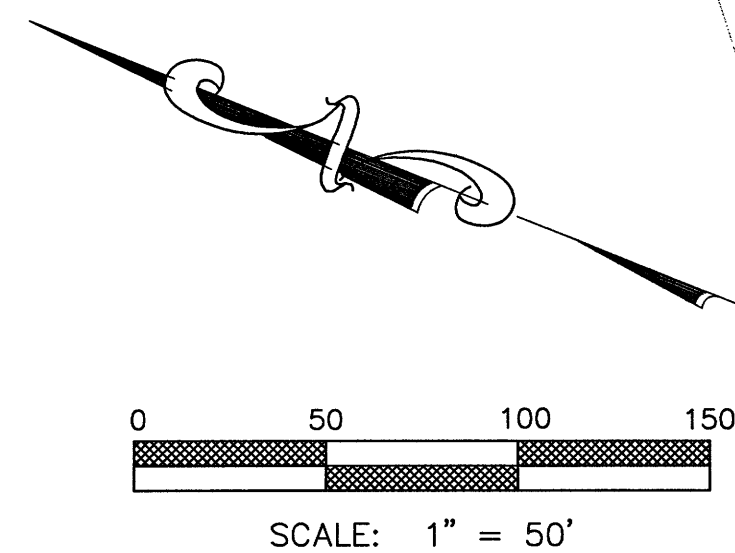
EAGLE MOUNTAIN, UTAH COUNTY, UTAH

RECORDING INFORMATION
ENT 490822-2023 MAP# 15952
ANDREA ALLEN
UTAH COUNTY RECORDER
2023 Oct 16 02:26 PM FEE 206.00 BY MR
RECORDED FOR EAGLE MOUNTAIN CITY



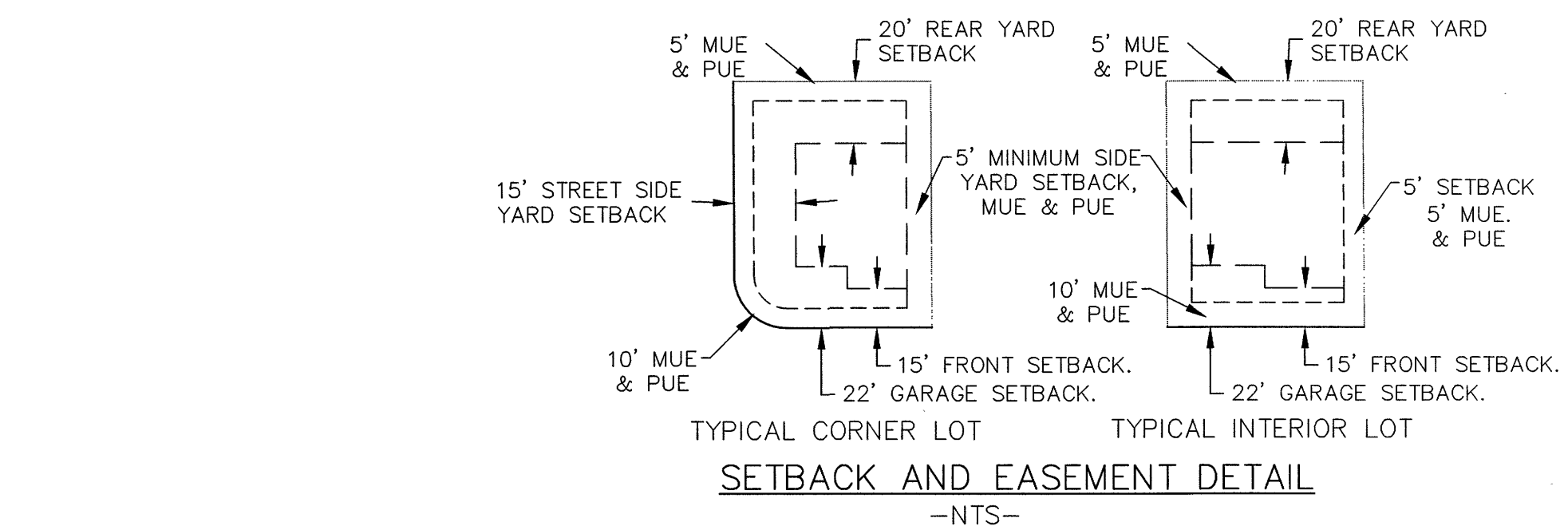
CHRISTOPHER TODD TRUITT
No: 200052

IRA HOGGES



Curve Table				
Curve #	Length	Radius	Delta	Chord
C1	23.56	15.00	90°00'00"	21.21
C2	23.56	15.00	90°00'00"	21.21
C3	23.56	15.00	90°00'00"	21.21
C4	23.56	15.00	90°00'00"	21.21
C5	23.56	15.00	90°00'19"	21.21
C6	23.56	15.00	89°59'41"	21.21
C7	739.72	1066.00	39°45'32"	724.97
C8	722.03	1040.50	39°45'32"	707.63
C9	704.33	1015.00	39°45'32"	690.29
C10	450.74	796.50	32°25'26"	444.75
C11	442.31	771.00	32°52'10"	436.27
C12	433.88	745.50	33°20'47"	427.79
C13	36.47	1066.00	1°57'36"	36.46
C14	73.16	1066.00	3°55'57"	73.15
C15	73.10	1066.00	3°55'45"	73.09
C16	73.09	1066.00	3°55'43"	73.08
C17	20.00	1066.00	1°04'30"	20.00
C18	86.65	1066.00	4°39'26"	86.62
C19	86.68	1066.00	4°39'31"	86.65
C20	86.68	1066.00	4°39'31"	86.65
C21	86.68	1066.00	4°39'31"	86.65
C22	86.69	1066.00	4°39'34"	86.67
C23	30.53	1066.00	1°38'27"	30.53
C24	30.29	1015.00	1°42'36"	30.29
C25	101.95	1015.00	5°45'18"	101.91
C26	101.96	1015.00	5°45'19"	101.91

Curve Table				
Curve #	Length	Radius	Delta	Chord
C27	101.96	1015.00	5°45'19"	101.91
C28	104.59	1015.00	5°54'14"	104.54
C29	20.00	1015.00	1°07'45"	20.00
C30	90.64	1015.00	5°07'00"	90.61
C31	90.64	1015.00	5°07'00"	90.61
C32	62.31	1015.00	3°31'01"	62.30
C33	44.59	796.50	3°12'27"	44.58
C34	44.59	796.50	3°12'27"	44.58
C35	20.00	796.50	1°26'20"	20.00
C36	52.60	796.50	3°47'02"	52.59
C37	40.58	796.50	2°55'09"	40.58
C38	40.60	796.50	2°55'14"	40.60
C39	40.60	796.50	2°55'14"	40.60
C40	40.60	796.50	2°55'14"	40.60
C41	60.59	796.50	4°21'32"	60.58
C42	41.80	796.50	3°00'25"	41.80
C43	24.18	796.50	1°44'23"	24.18
C44	46.16	745.50	3°32'52"	46.15
C45	49.96	745.50	3°50'23"	49.95
C46	49.97	745.50	3°50'27"	49.96
C47	49.97	745.50	3°50'27"	49.96
C48	49.97	745.50	3°50'27"	49.96
C49	72.37	745.50	5°33'43"	72.34
C50	20.00	745.50	1°32'14"	20.00
C51	47.76	745.50	3°40'15"	47.75
C52	47.71	745.50	3°40'00"	47.70



TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

ENT 68082-2023 MAP# 18952
ANDREA ALLEN
UTAH COUNTY RECORDER
2023 Oct 16 02:26 PM FEE 206.00 BY 15
RECORDED FOR EAGLE MOUNTAIN CITY

PHASE 'A' PLAT '9'
SHEET 2
HARMONY
A RESIDENTIAL SUBDIVISION
EAGLE MOUNTAIN UTAH COUNTY, UTAH

NOTARY PUBLIC SEAL

CITY-COUNTY ENGINEER SEAL

CLERK-RECORDED SEAL

STATE OF UTAH
COUNTY OF UTAH
No. 5152741
TRAVERSE
UTAH



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.ORG

ENGINEERING

Monday, February 26, 2024

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

SUBJECT: Silverlake plat 31 into warranty Bond Release

City Recorder:

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

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

Sincerely,

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

Cc: Fionnuala Kofoed, City Recorder



BOND RELEASE REQUEST LETTER
Silverlake plat 31 Bond
Reduced

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

1st Bond Release	
Original Bond Amount:	\$ 54,526.14
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 2,125.00
Amount Remaining in Bond :	\$ 52,401.14

Bond Releases Summary	
#1	\$ 2,125.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 2,125.00

2/26/2024

ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	QUANTITIES COMPLETED			MONIES RELEASED	
							Previous Period	This Period	% to date	This Period	To Date
1	SITE PREP.										
a	SWPPP	1	0.1	LS	\$2,500.00	\$250.00	0	1	100%	\$250.00	\$250.00
b	Site cul/fill	1000	100	CY	\$4.50	\$450.00	0	1000	100%	\$450.00	\$450.00
c	Import fill	1000	100	TON	\$14.25	\$1,425.00	0	1000	100%	\$1,425.00	\$1,425.00
2	ROADWAY IMPROVEMENTS										
a	3" Asphalt Roadway	21700	0	SF	\$1.40	\$0.00	0	0	100%	\$0.00	\$0.00
b	6" road base	21700	0	SF	\$0.85	\$0.00	0	0	100%	\$0.00	\$0.00
c	9" subbase	30553	0	SF	\$0.85	\$0.00	0	0	100%	\$0.00	\$0.00
d	4" Asphalt Roadway (SL PKWY)	8865	0	SF	\$1.94	\$0.00	0	0	100%	\$0.00	\$0.00
e	8" road base (SL PKWY)	8865	0	SF	\$1.11	\$0.00	0	0	100%	\$0.00	\$0.00
f	15" subbase (SL PKWY)	9800	0	SF	\$1.37	\$0.00	0	0	100%	\$0.00	\$0.00
g	4" sidewalk w/6" of compacted base	7900	0	SF	\$5.58	\$0.00	0	0	100%	\$0.00	\$0.00
h	ADA ramps & placards	4	0	EA	\$1,250.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	30" Curb & Gutter modified	1040	0	LF	\$22.83	\$0.00	0	0	100%	\$0.00	\$0.00
j	Rough grade	48101	0	SF	\$0.10	\$0.00	0	0	100%	\$0.00	\$0.00
k	8" Asphalt trail w/base	2600	0	SF	\$3.23	\$0.00	0	0	100%	\$0.00	\$0.00
l	Street Signs	2	0	EA	\$300.00	\$0.00	0	0	100%	\$0.00	\$0.00
m	Stop signs	2	0	EA	\$300.00	\$0.00	0	0	100%	\$0.00	\$0.00
n	Ribbon curb stem roads	822	0	LF	\$21.00	\$0.00	0	0	100%	\$0.00	\$0.00
o	30" high back	385	0	LF	\$22.83	\$0.00	0	0	100%	\$0.00	\$0.00
p	2" concrete waterway	125	0	LF	\$20.05	\$0.00	0	0	100%	\$0.00	\$0.00
q	Cross gutter	800	0	SF	\$14.75	\$0.00	0	0	100%	\$0.00	\$0.00
r	5" concrete trail prep	540	0	SF	\$1.35	\$0.00	0	0	100%	\$0.00	\$0.00
s	4" trail	540	0	LF	\$2.95	\$0.00	0	0	100%	\$0.00	\$0.00
3	CULINARY WATER										
a	8" C-900 water line	800	0	LF	\$35.65	\$0.00	0	0	100%	\$0.00	\$0.00
b	12" C-900 water line	360	0	LF	\$61.50	\$0.00	0	0	100%	\$0.00	\$0.00
c	8" gate valve	6	0	EA	\$2,050.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	12" butterfly valve	5	0	EA	\$2,482.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	8" tee	2	0	EA	\$1,300.00	\$0.00	0	0	100%	\$0.00	\$0.00
f	12" tee	3	0	EA	\$2,625.00	\$0.00	0	0	100%	\$0.00	\$0.00
g	1" service	18	0	EA	\$1,525.00	\$0.00	0	0	100%	\$0.00	\$0.00
h	3/4" service	6	0	EA	\$1,350.00	\$0.00	0	0	100%	\$0.00	\$0.00
i	2" temp blow off	3	0	EA	\$1,275.00	\$0.00	0	0	100%	\$0.00	\$0.00
j	Water collars	14	0	EA	\$400.00	\$0.00	0	0	100%	\$0.00	\$0.00
k	Fire Hydrant	5	0	EA	\$5,950.00	\$0.00	0	0	100%	\$0.00	\$0.00
4	SEWER										
a	8" sewer main	882	0	LF	\$34.50	\$0.00	0	0	100%	\$0.00	\$0.00
b	48" Sewer manholes	3	0	EA	\$3,600.00	\$0.00	0	0	100%	\$0.00	\$0.00
c	60" Sewer manhole	4	0	EA	\$4,475.00	\$0.00	0	0	100%	\$0.00	\$0.00
d	4" Sewer services	24	0	EA	\$1,260.00	\$0.00	0	0	100%	\$0.00	\$0.00
e	Manhole collars	8	0	EA	\$450.00	\$0.00	0	0	100%	\$0.00	\$0.00
5	STORM DRAIN										
a	15" storm drainpipe	32	0	LF	\$50.00	\$0.00	0	0	100%	\$0.00	\$0.00
b	2'x3' catch basin	1	0	EA	\$2,450.00	\$0.00	0	0	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$2,125.00					
Original 10% Bond Coverage						\$52,401.14					
TOTAL BOND AMOUNT:						\$54,526.14	Released this Period			\$2,125.00	

Christopher T. Trusty P.E.
Engineering Director

Date

Robert Ballif
Engineering Tech II

Date



DATE: Monday, February 26, 2024
TO: Bronson Tatton
FROM: Robert Ballif – Engineering Assistant
SUBJECT: Silverlake 31 entering warranty

A walk-thru was performed on the above subdivision. Those in attendance were the following:

Robert Ballif-Engineering Tech. 1

After performing the walk-thru of the subdivision, have the following comments:

General Notes:

1. ~~ACAD as build files.~~
2. All water cans to be checked at time of meter install, the water cans will need to meet Eagle MTN City standards, i.e. level to 1 inch above the plane of the curb & sidewalk and the setters are to be 18 to 22 inches from top of lid to top of setter. Setters to be centered in the can. All water cans to have collar and EM City lid w/2 inch hole.
3. ~~Place the street signs.~~
4. ~~Remove the plastic covers off the ADA placards.~~
5. ~~Back fill the park strip.~~
6. Check asphalt, check at exit warranty.

Silverlake PKWY:

1. ~~The east inlet by the round-a-bout will need the curb support place behind inlet curb.~~
2. ~~Expose the blow off by the valve and places a valve box over it to grade with a hand tight cap.~~
3. Gouges in the road will need surface treatment, check at exit.

Rustic Patch Rd.:

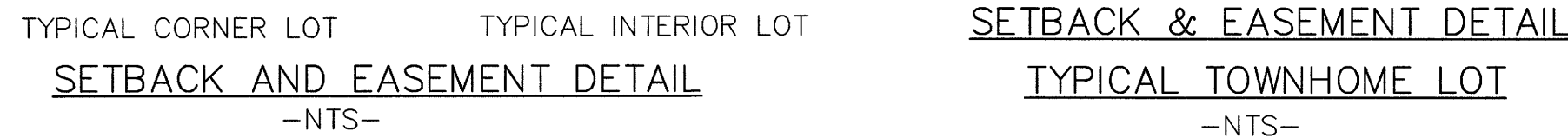
1. ~~Alley way missing the property pins.~~
2. ~~ADA ramp by parking stalls need to be fixed has reverse flow and does not meet ADA standards.~~

Golden Acres Loop:

1. ~~Alley ways missing property pins.~~
2. ~~Lot # 3110 sewer manhole at end of alley way add step.~~
3. ~~Lot # 3109 locate wire in the valve tower to be removed, wire only run up the hydrants.~~
4. ~~Lot # 3116 sewer manhole at end of alley way add step.~~

Please provide us with your schedule to correct the above-listed items. Once the punch list items have been verified for completion, the subdivision can be presented to the city for the entering warranty release amount.

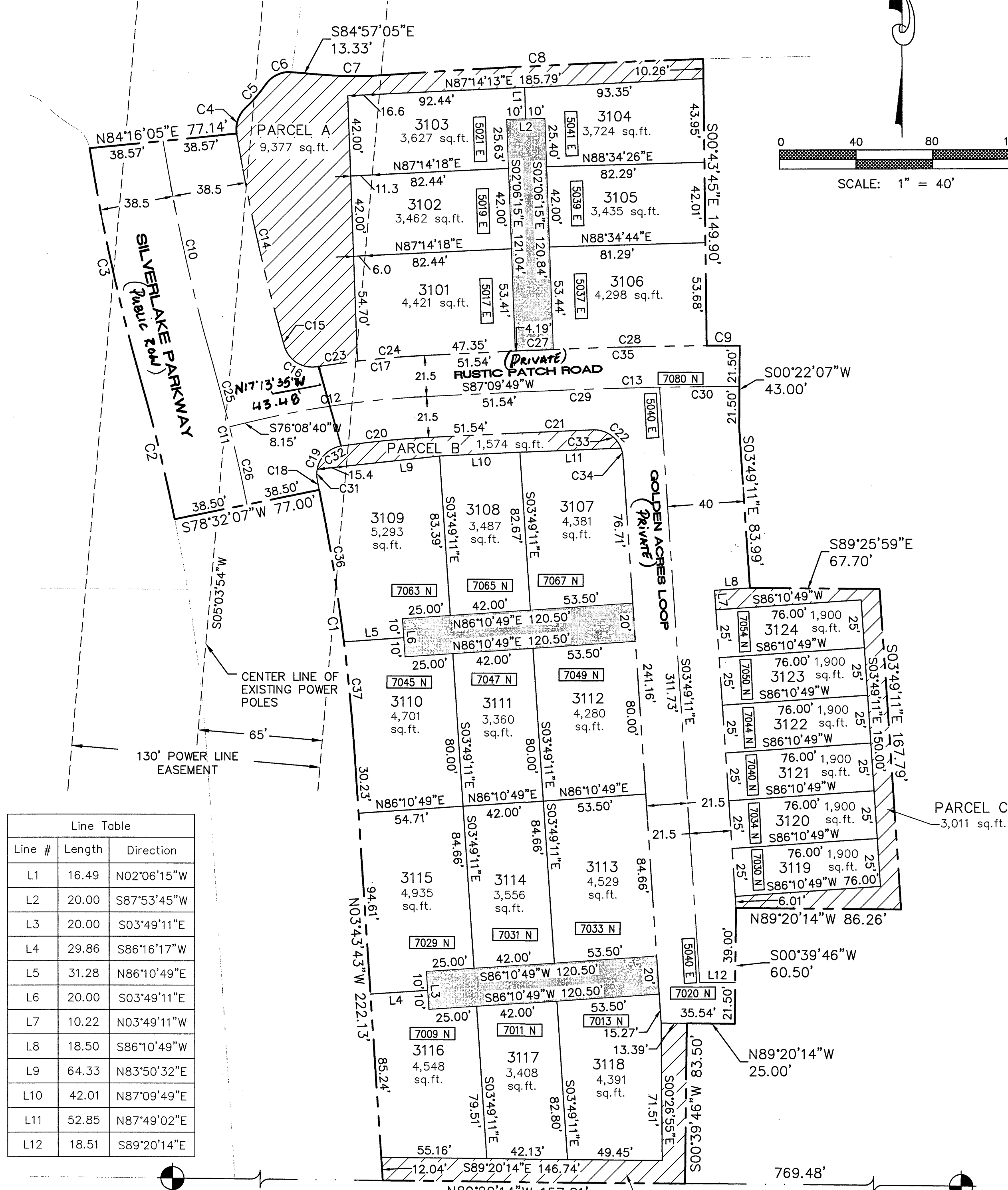
SITUATED IN THE SOUTHEAST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN, EAGLE MOUNTAIN, UTAH



LAND USE	
ACREAGE:	3.423 acres
ACREAGE IN LOTS:	1.957 acres
ACREAGE IN ROADS:	0.915 acres
SINGLE FAMILY LOTS:	18 LOTS
AVE. SINGLE FAMILY LOT:	4.102
TOWNHOME UNITS:	6 LOTS
TOTAL LOTS:	24 LOTS
LARGEST SINGLE FAMILY LOT:	5,293 SF
SMALLEST SINGLE FAMILY LOT:	3,360 SF
UNIT DENSITY:	7.01 LOTS PER ACRE

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	140.08	1037.50	7°44'10"	139.98	N07°35'48"W
C2	74.20	960.50	4°25'33"	74.18	N13°40'39"W
C3	124.79	1039.50	6°52'41"	124.71	N12°27'05"W
C4	14.68	15.00	56°03'43"	14.10	N18°45'21"E
C5	16.29	75.00	12°26'37"	16.26	N40°33'54"W
C6	15.89	15.00	60°42'19"	15.16	N64°41'45"E
C7	36.33	226.50	9°11'26"	36.29	S89°32'48"E
C8	165.30	3765.00	2°30'56"	165.29	N87°06'57"E
C9	17.26	2021.50	0°29'21"	17.26	S89°52'34"E
C10	117.96	1001.00	6°45'07"	117.89	S12°30'53"E
C11	77.17	999.00	4°25'33"	77.15	N13°40'39"W
C12	96.16	500.00	11°01'09"	96.01	S81°39'15"W
C13	111.87	2000.00	3°12'18"	111.86	S88°45'58"W
C14	111.13	962.50	6°36'56"	111.07	S12°34'58"E
C15	2.71	1037.50	0°08'58"	2.71	N15°48'57"W
C16	21.81	15.00	83°19'37"	19.94	S57°24'16"E
C17	56.72	521.50	6°13'54"	56.69	S84°02'52"W
C18	5.18	1037.50	0°17'11"	5.18	N11°36'28"W
C19	24.46	15.00	93°25'19"	21.84	S34°57'36"W
C20	45.87	478.50	5°29'34"	45.85	S84°25'02"W
C21	34.57	1978.50	1°00'04"	34.57	S87°39'51"W
C22	23.04	15.00	88°00'56"	20.84	N47°49'39"W
C23	21.58	521.50	2°22'14"	21.57	S82°07'05"W
C24	35.14	521.50	3°51'37"	35.13	S85°14'01"W
C25	35.48	999.00	2°02'05"	35.48	N14°52'23"W
C26	41.69	999.00	2°23'28"	41.69	N12°39'37"W
C27	15.81	2021.50	0°26'53"	15.81	S87°23'16"W
C28	80.01	2021.50	2°16'03"	80.00	S88°44'44"W
C29	70.22	2000.00	2°00'42"	70.22	S88°10'10"W
C30	41.65	2000.00	1°11'36"	41.65	S89°46'19"W
C31	5.77	15.00	22°01'17"	5.73	S00°44'25"E
C32	18.69	15.00	71°24'02"	17.51	S45°58'14"W
C33	18.52	15.00	70°45'01"	17.37	N56°27'36"W
C34	4.52	15.00	17°15'54"	4.50	N12°27'08"W
C35	113.07	2021.50	3°12'18"	113.06	S88°45'58"W
C36	85.47	1037.50	4°43'13"	85.45	N09°22'27"W
C37	59.80	1037.50	3°18'08"	59.79	N05°22'47"W

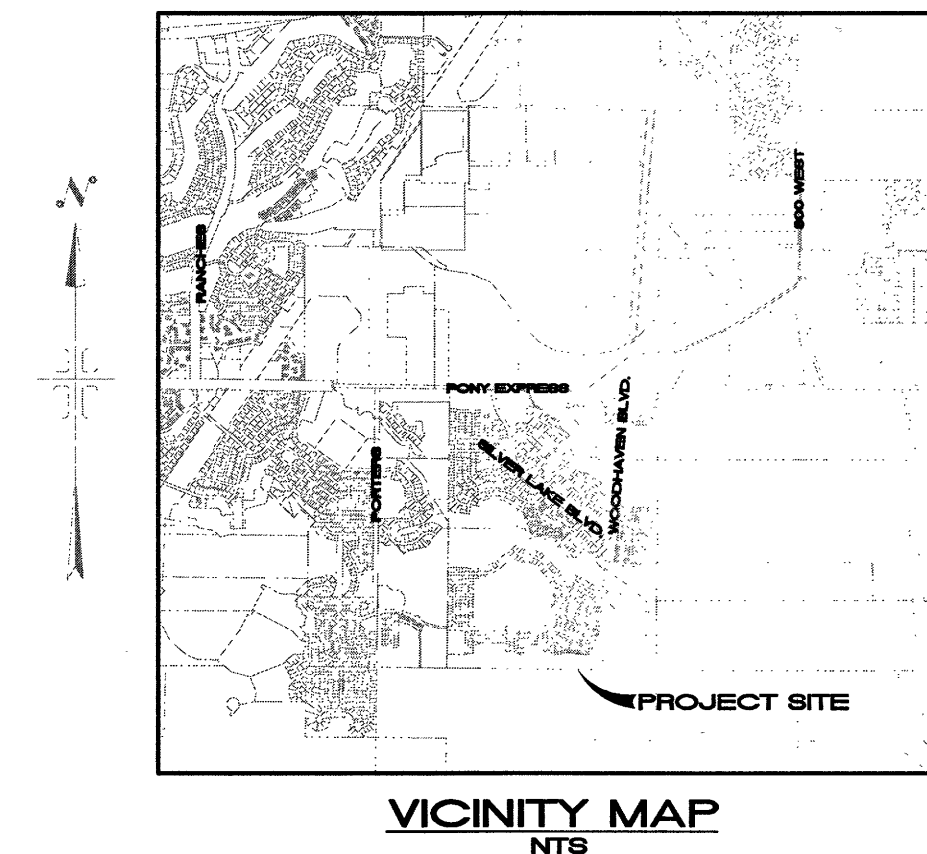
Line Table		
Line #	Length	Direction
L1	16.49	N02°06'15"W
L2	20.00	S87°53'45"W
L3	20.00	S03°49'11"W
L4	29.86	S86°10'17"W
L5	31.28	N86°10'49"E
L6	20.00	S03°49'11"E
L7	10.22	N03°49'11"W
L8	18.50	S86°10'49"W
L9	64.33	N83°50'32"E
L10	42.01	N87°09'49"E
L11	52.85	N87°49'02"E
L12	18.51	S89°20'14"E



FOUND UTAH COUNTY BRASS CAP 1959
SOUTH QUARTER CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.

BASIS OF BEARING: SECTION LINE
N 89°20'14" W MEASURED 2652.73'

FOUND UTAH COUNTY BRASS CAP 1971
SOUTHEAST CORNER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN.



DOMINION GAS COMPANY APPROVAL

Dominion approves this plot solely for the purpose of confirming that the plot contains public utility easements. Dominion may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plot, including those set forth in the Owners Dedication and the Notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Dominion's right-of-way department at 1-800-366-8532

Approved this 27 day of April 20 22 Dominion Gas Company
By: Beverly Edwards Title: Pre-Com

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-603(4)(c)(i) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under.
 - (1). A recorded easement of right of way
 - (2). The law applicable to prescriptive rights
 - (3). Title 54, Chapter 8a, Damage to Underground Utility Facilities
 - (4). Any other provision of law

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.

DIRECT COMMUNICATIONS DATE

	FOUND SECTION CORNER
	COMMON AREA
	LIMITED COMMON (SHARED DRIVEWAY ACCESS, PUE & FIRE LANE WITH NO PARKING SIGNS)
	BOUNDARY
	SECTION LINE
	ROAD CENTER LINE
	EASEMENT LINE

NOTES:

- 1- STUCCO SHALL NOT EXCEED 25% OF ANY FRONT ELEVATION AND ELEVATION FACING A PUBLIC STREET.
- 2- ALL EXTERIOR LIGHTING MUST COMPLY WITH EMMC CHAPTER 17.56 OUTDOOR LIGHTING STANDARDS.
- 3- PRIVACY FENCING FACING SILVERLAKE PARKWAY MUST BE CONSISTENT IN LOOK, MATERIALS, COLOR, AND CONSTRUCTION WITH THE RANCHES FENCING ALONG SILVERLAKE PARKWAY.
- 4- THE LANDSCAPING ALONG SILVERLAKE PARKWAY TO BE MAINTAINED BY SILVERLAKE HOA.
- 5- PARCELS A, B AND C TO BE MAINTAINED BY SILVERLAKE HOA.
- 6- COLLECTOR ROAD FENCING REQUIRED ALONG SILVERLAKE PARKWAY PER AGREEMENT.

TRANE ENGINEERING, P.C.
CONSULTING ENGINEERS AND LAND SURVEYORS
27 EAST MAIN LEHI, UTAH 84043 (801) 768-4544

SURVEYOR'S CERTIFICATE

I, TRAVIS TRANE, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 5152741, as prescribed under the laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as SILVERLAKE PLAT "31" and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

	BOUNDARY DESCRIPTION
1	North boundary of the site
2	East boundary of the site
3	South boundary of the site
4	West boundary of the site

Beginning at a point which is North 89°20'14" West 769.48 feet along the section line from the Southeast Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence North 89°20'14" West 157.81 feet along the section line; thence North 03°43'43" West 222.13 feet; thence Northerly 140.08 feet along the arc of a 1,037.50 foot radius curve to the left, through a central angle of 07°44'10" the chord of which bears North 07°35'48" West 139.98 feet; thence South 78°32'07" West 77.00 feet; thence Northerly 74.20 feet along the arc of a 960.50 foot radius curve to the left, through a central angle of 05°24'11" the chord of which bears North 07°35'48" West 139.98 feet; thence Northerly 124.79 feet along the arc of a 1,039.50 foot radius curve to the right, through a central angle of 06°52'41" the chord of which bears North 12°27'05" West 124.71 feet; thence North 84°16'05" East 77.14 feet; thence Northeasterly 14.68 feet along the arc of a 15 foot radius curve to the right, through a central angle of 56°03'43" the chord of which bears North 18°45'21" East 14.10 feet; thence Northeasterly 16.29 feet along the arc of a 75 foot radius curve to the left, through a central angle of 12°38'37" the chord of which bears North 40°33'54" East 16.29 feet; thence Northeasterly 16.29 feet along the arc of a 15 foot radius curve to the right, through a central angle of 60°42'19" the chord of which bears North 64°41'45" East 15.16 feet; thence South 84°57'05" East 13.33 feet; thence Easterly 36.33 feet along the arc of a 226.50 foot radius curve to the left, through a central angle of 09°11'26" the chord of which bears South 89°32'48" East 36.29 feet; thence Easterly 165.30 feet along the arc of a 3,765 foot radius curve to the right, through a central angle of 02°30'56" the chord of which bears North 87°06'57" East 165.29 feet; thence South 00°43'45" East 149.90 feet; thence Easterly 17.26 feet along the arc of a 2,021.50 foot radius curve to the right, through a central angle of 01°02'02" the chord of which bears North 89°32'48" East 17.26 feet; thence South 00°22'07" West 43.00 feet; thence South 03°49'11" East 83.99 feet; thence South 89°25'59" East 67.70 feet; thence South 03°49'11" East 167.79 feet; thence North 89°20'14" West 86.26 feet; thence South 00°39'46" West 60.50 feet; thence North 89°20'14" West 25.00 feet; thence South 00°39'46" West 83.50 feet to the point of beginning.

Parcel contains: 3.423 acres more or less.

Basis of Bearing: the line between the Southeast Corner and the South Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian which bears North 89°20'14" West taken from the State Plane Coordinate & Dependent Resurvey Plat found at the Utah County Surveyors Office. (NAD 83)

April 22, 2022
DATE

Trans Tene
SURVEYOR
(See Seal Below)

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, 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, RESERVATION OR 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 OF EAGLE MOUNTAIN, UTAH PURSUANT TO UTAH CODE 10A-606(d). THE OWNERS HEREBY CONVEY TO THE COMMON AREA, AS INDICATED HEREON, TO THE SILVERLAKE MASTER HOME OWNERS ASSOCIATION, PO BOX 179, LEHI, UT, 84043

OWNER(S):
PRINTED NAME OF OWNER
Rockness Development Inc.
Nate Hutchinson, President

AUTHORIZED SIGNATURE(S)

04.22.21

ACKNOWLEDGEMENT

STATE OF UTAH)
 : S.S.
COUNTY OF UTAH)

On the 22 day of April, 2021, 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.

My Commission Expires 6/11/05 [Signature]
NOTARY PUBLIC SIGNATURE
718363 Matt Rasband
COMMISSION NUMBER PRINTED NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

The City Council of Eagle Mountain City, County of Utah, Approves this subdivision and hereby accepts the dedication of all streets, easements, and other parcels of land intended for public purposes for the perpetual use of the public this 15 day of March, 2023

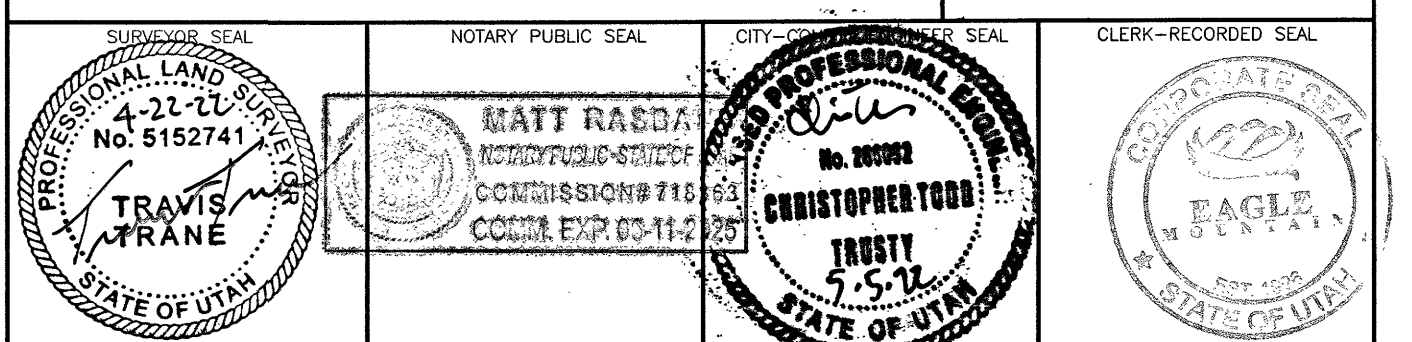
APPROVED BY MAYOR *Christy T. Ford* APPROVED BY CITY ATTORNEY *B. A. [Signature]*
APPROVED BY CITY ENGINEER ATTEST BY CITY RECORDER
(See Seal Below) (See Seal Below)

PLAT "31"

SILVERLAKE
A RESIDENTIAL SUBDIVISION

EAGLE MOUNTAIN UTAH COUNTY, UTAH

RECORDING INFORMATION
ENT 36494:2023 Map & 18787
ANDREA ALLEN
UTAH COUNTY RECORDER
2023 Jun 06 1:00 PM FEE 106.00 BY MG
RECORDED FOR EAGLE MOUNTAIN CITY



DE



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

February 20, 2024 , 2:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

2:00 P.M. WORK SESSION

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Deputy City Administrator/Community Development Director; Fionnuala Kofoed, Assistant City Administrator/City Recorder; Cliff Strachan, Director of Legislative Affairs; Evan Berrett, Economic Development Director; Marcus Draper, City Attorney; Tyler Maffitt, Communications Manager; Angela Valenzuela, Human Resource Manager; Natalie Winterton, Grants Coordinator/Management Analyst; Terrence Dela Pena, Finance/Management Analyst; Brandon Larsen, Planning Director; Todd Black, Wildlife Biologist/Environmental Planner; David Stroud, Senior Planner; Steven Lehmitz, Planner; Jody Bates, Chief Deputy Recorder; Chris Trusty, City Engineer; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager/Parks and Recreation Manager; and Brad Hickman, Public Works Director.

CITY STAFF PRESENT ELECTRONICALLY: Kimberly Ruesch, Finance Director; Michele Graves, Library Director; Laura LaRue, Executive Assistant, and Elizabeth Fewkes, Recording Secretary.

Mayor Pro Tempore Gray called the meeting to order at 2:10 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

This item was presented and discussed after item 1.B.

Community Development

- Through February 20th, the City has issued 58 new residential permits, 40 single-family and 18 multifamily. No commercial permits have been issued. An additional 69 residential permits are in review.
- Roxberry received its certificate of occupancy.
- City building inspectors are busy and the City plans to hire an additional building inspector to assist with the current workload and upcoming data center inspections.
- A Municipal Code Enforcement Hearing will be held on Thursday.
- Mountainland Association of Government (MAG) and Wasatch Front Regional Council (WFRC) are leading a new study, the Fresh Look Transit Study and meetings will begin soon. If interested, a Councilmember can participate on a committee for this study.
- Representatives from the Cedar Valley Highway study, the Utah Department of Transportation (UDOT) and Avenue Consultants, will present their findings to the City Council in March.

Public Works

- Staff had training on the Cartegraph software in February. The event was an extensive two-day training highlighting all the functions and operations of the software. Several department heads, supervisors, and administrative assistants attended the training and will help to train others how to use the software as it is implemented. Currently, staff is finalizing some of the Geographic Information System (GIS) mapping and Supervisory Control and Data Acquisition (SCADA) integrations into Cartegraph. Staff is currently in the implementation and testing phase to make sure all components of the software are working appropriately.

Public Utilities

- Well #1 repairs are still underway.
- The Central Water Project (CWP) system-wide shutdown has been rescheduled for February 23rd to March 3rd. This is for Central Utah Water Conservancy District (CUWCD) to complete repairs and inspections.
- Well house total dissolved solids (TDS) monitors will be calibrated this week.
- Reads are underway for billing.
- Staff completed the annual biosolids report for the State.

Public Services

- Black and McDonald continue installing the new streetlights on Pony Express Parkway and have almost completed the second phase of eight. They have installed 29 of the 77 streetlights.

Communications

- Page layout and content for the new resident magazine are well underway. Tentative delivery to new residents is anticipated for early May of this year. Council will be informed as page layouts are finalized. The cost will be around \$7,000 a year to provide the magazine to all new residents.

Engineering

- The Municipal Separate Storm Sewer System (MS4s) Audit Action Plan has been completed and officially accepted by the State Department of Environmental Quality. This completes a nearly two-year process.
- Old Airport Road property appraisals are in and being reviewed by property owners.
- Well #7 is currently drilled to 65 feet with the 36-inch diameter hole. There have been issues keeping the hole open and a gravel and hole plug mixture have been placed in the well a few times to stabilize the hole. Drilling is expected to be to a depth of 105 feet by the end of the week and the surface casing will be set. Once this is completed, drilling will go faster.

1.B. DISCUSSION – Community Development Block Grant

This item was presented and discussed prior to item 1.A.

The City Council officially accepted entitlement status with the Department of Housing and Urban Development (HUD) during the August 15, 2023 City Council meeting. Mountainland Association of Governments (MAG) representatives Debby Lauret and Taylor Draney spoke about the progress of program implementation for the Community Development Block Grant (CDBG) program. They discussed with the City Council and staff the timeline and process options to select projects, the allocation of funds criteria, and the possible future creation of an advisory committee.

The City Council provided feedback regarding the community's greatest needs among the eligible CDBG activities.

Councilmember Wood requested to have public transit added to the list.

Councilmember Gray suggested soliciting information from staff to better understand the needs in the City.

Councilmember Clark recommended identifying projects eligible for parallel funding through CDBG and other programs. She suggested assisting low-income families in accessing the internet especially to assist students in completing computer-based schoolwork.

Staff requested that the City Council consider the utility billing assistance program for those in need.

Management Analyst/Grants Coordinator Natalie Winterton stated that her memo agenda attachment has background information about the program. She will have additional information, including a list from department heads regarding City needs, and will address Council questions at the March 6, 2024 City Council meeting.

1.C. DISCUSSION – Old Airport Road Northern Alignment

City Engineer Chris Trusty presented three options for the Old Airport Road realignment for City Council consideration. Staff felt that Option 3 was most in line with improvements anticipated for that area of the city as it is more difficult to develop around a curved road. Option 3 was used to calculate quantities in the request for additional funding through MAG. UDOT had asked the city to include a traffic signal as a part of the City's project that they would later refund. The approval of change orders for the project should not cause significant delays and the road should be able to be completed prior to the middle school opening in Fall 2025.

Discussion ensued regarding the following:

- Increasing the pipe size and upgrading the system to accommodate the existing wash for flood mitigation;
- Possibly converting the abandoned south portion of Belle Street into a pedestrian trailway;
- Traffic flow and pattern options;
- Efforts, studies, and possible sources to secure funding for a tunnel under or a walkway over Cory B. Wride Memorial Highway for students and wildlife;
- Plans by the County to put road base and gravel on their road to the west;
- Contemplation for road width and turn radiuses to accommodate trucks with trailers on the side streets; and
- Addressing concerns raised by Sage Valley residents.

Councilmembers Burnham and Gray stated their preference for Option 3. Councilmember Wood said that he is amenable to Option 3 if stacking and traffic flow for the school are addressed. Councilmembers Clark and Wright concurred.

2. AGENDA REVIEW

9. AGREEMENTS

9.B. Firefly – First Amendment to Water Purchase Agreement – Oquirrh Wood Ranch, LLC

Councilmember Wright expressed concern with the adjustments to the take down schedule.

City Attorney Marcus Draper explained that this agreement was amended to mirror the City's updated take down schedule with CUWCD. Previously, the City entered into a water purchase agreement with Oquirrh Wood Ranch for the Firefly development. The agreement contemplated selling 1,000-acre feet of water from existing contracts with CUWCD and an additional 3,000-acre feet that the City had applied for from CUWCD. The amendment is being proposed to recognize that CUWCD awarded the City 2,000-acre feet, not 3,000-acre feet. The City is ahead of schedule with the number of acre-feet takedown and is not concerned about meeting the contract requirements. It was previously agreed that the 1,000 acre-feet of water from existing City contracts would be added to the tail end of this agreement for the 2,000-acre feet of CUWCD water.

11.C. Change Order #2 – Smith Ranch Community Park – CXT Restroom

Councilmember Wright stated that he researched his concerns with the amount allocated for the crane and verified that the cost falls within a fair range for the service.

Councilmember Gray raised the concern that it could have been less expensive to construct a higher-quality restroom on-site that would not require crane services. He recommended considering both prefabricated and constructed restrooms in the future.

Public Works Director Brad Hickman explained that the original scope of the project included crane services to place the restroom within two feet of the trailer. It was later determined that the placement would exceed the allotted distance. The bathroom is to be moved approximately 70 feet. This restroom is larger than the restrooms with two unisex bathrooms at some of the City's other parks. The CXT model has male and female restrooms with three stalls each and a unisex, family restroom. It is also insulated to be able to be used year-round. He supported considering both a prefabricated and built on-site option in the future, especially for larger restrooms as the cost is likely to be comparable.

Mayor Westmoreland joined the meeting at 3:20 p.m.

13. RESOLUTIONS

13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the First Amendment to the Amended and Restated Master Development Agreement for the Firefly Master Planned Community

Mr. Draper clarified that the item is correcting an exhibit to reflect the density and residential connections per the terms of the original Amended and Restated Master Development Agreement.

13.D. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Recognizing the Pony Express PRCA Rodeo Events as part of the Pony Express Days Celebration

Councilmember Wood suggested adding the demolition derby to the resolution.

Councilmember Gray stated that he is concerned about derby funding and attendance. Nevertheless, Pony Express Events plans to move forward with the derby this year.

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Adopting an Official Zoning Map

Deputy City Administrator/Community Development Director Steve Mumford presented the item. The City is adopting an official, updated, City-wide zoning map, which will be an interactive digital online map. Properties are not being rezoned with this approval. Rather, the City is clarifying the zoning and creating a user-friendly map. The map has the disclaimer that Eagle Mountain City makes no warranty with respect to the accuracy, completeness, or usefulness of the map and that the data is for reference only. The City assumes no liability for direct, indirect, special, or consequential damages resulting from the use or misuse of the map, or the information contained therein.

He reviewed the map and map functions. The map will still require some final adjustments and minor fixes before being published for use by the public. Some areas are designated under review. The City has met with representatives from Cedar Pass Ranch along with other areas and is in the process of drafting zoning specific to the subdivisions to ensure the retention of the uses and rights the properties had through the County prior to incorporation. The map reflects individual zoning based on master development plans (MDPs) and master development agreements (MDAs). Staff is working on a historical zoning Municipal Code amendment.

On December 12, 2023, the Planning Commission recommended approval with a vote of 4 to 1 of the proposed zoning map as Eagle Mountain City's Official Zoning Map, allowing staff to make edits to colors, labels, links to MDPs and MDAs, links to Municipal Code, and to fix any identified minor mistakes to zoning boundaries or zoning names.

Councilmember Gray commented that Cedar Pass Ranch is not subject to the same standards as other areas in the City, stipulated in EMMC 6.10.080 Residential Livestock Requirements. He feels that the standards exclude properties exceeding three acres. The table should be amended to clarify that only properties with residential zoning are governed by the restrictions.

15. PONY EXPRESS 27

15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two

15.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Rezoning Parcel Number 58:040:0326 and a portion of 58:040:0228 from Village Core Commercial and Community Open Space to RC

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

Planner Steve Lehmitz presented the item. The Ranches MDP zoned the property, located across Pony Express Parkway from Hidden Hollow Elementary, Village Core Commercial, and Community

Open Space. The applicants are seeking to develop the subject property with residential lots. To do so, they are seeking a General Plan amendment, updating the Future Land Use & Transportation Map designation from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two. A rezone would also be required, and the applicant is proposing the RC Zone. Part of the applicant's proposal is purchasing a portion of City property to the west (about one acre worth). The property owned by the City includes a well and pumphouse that would not be included in the proposed land disposal.

Staff has concerns with the proposal. The concept plan proposed 69 units on 27.67 acres. The rights-of-way are shown at 51 feet rather than the required 59 feet. Widening the roads would reduce the lot sizes, likely making them under the required acreage and the grading of many of the lots would render them unbuildable.

Wildlife Biologist/Environmental Planner Todd Black said the wildlife corridor indicated on the concept plan does not align with nor connect to the City's planned wildlife corridor and the development would limit access to the City's water tank.

Planning Director Brandon Larsen presented maps indicating the location of the wildlife corridor through the City and the corridor's intersection with this property.

Discussion ensued regarding the wildlife corridor and unbuildable areas on the property.

Councilmember Burnham stated that she is struggling with concerns with the proposal. Nevertheless, she desires to communicate a willingness to work with the developer to find a compromise to determine a feasible project that incorporates the wildlife corridor.

Councilmember Wood voiced objections to rezoning a commercial area to residential.

Councilmember Wright advocated negotiating with the developer to secure the wildlife corridor regardless of whether the Council determines to allow the rezoning of the property.

16. ORDINANCE

- 16.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code to Repeal and Replace Chapter 2.16 City Administrator

This item has been removed from the agenda.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

MOTION: *Councilmember Gray moved to adjourn to a closed session for the purpose of discussing reasonably imminent litigation; the character, professional competence, or physical or mental health of an individual; and/or the purchase, lease, or exchange of real property, pursuant to Section 52-4-205(1) of the Utah Code, Annotated. Councilmember Wood seconded the motion.*

Those Voting Yes

☒ Donna Burnham

☒ Melissa Clark

Those Voting No

☐ Donna Burnham

☐ Melissa Clark

Those Abstaining

☐ Donna Burnham

☐ Melissa Clark

Those Absent

☐ Donna Burnham

☐ Melissa Clark

☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

The meeting was adjourned at 3:55 p.m.

7:00 P.M. POLICY SESSION

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Jared Gray, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Deputy City Administrator/Community Development Director; Fionnuala Kofoed, Assistant City Administrator/City Recorder; Cliff Strachan, Director of Legislative Affairs; Marcus Draper, City Attorney; Brandon Larsen, Planning Director; Todd Black, Wildlife Biologist/Environmental Planner; Steven Lehmitz, Planner; Jody Bates, Chief Deputy Recorder; Chris Trusty, City Engineer; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager/Parks and Recreation Manager; Brad Hickman, Public Works Director; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Kimberly Ruesch, Finance Director; Angela Valenzuela, Human Resource Manager; and Elizabeth Fewkes, Recording Secretary.

4. CALL TO ORDER

Mayor Westmoreland called the policy session to order at 7:01 p.m.

5. PLEDGE OF ALLEGIANCE

Councilmember Wood led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- The City's annual Easter Egg Hunt will take place Saturday, March 23rd at 10:00 a.m. at Cory B. Wride Memorial Park. The City's events webpage has additional details.
- Mountainland Association of Governments is seeking residents' input on the use of funds through HUD. Residents can take the survey at eaglemountaincity.com, or through Eagle Mountain City social media.
- Vendor registration is now open for Pony Express Days. The City is looking for vendors for Family Fun Night, informational vendors, carnival boutique sales vendors, and food truck vendors. Register through social media, or on the Eagle Mountain City website.
- Residents can purchase Eagle Mountain City branded apparel through its online shop by visiting eaglemountaincity.com/shop.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:06 p.m.

Jeff Ruth expressed frustration with parking violation enforcement and advocated for amending Municipal Code to empower Code Enforcement to penalize repeat offenders or for the creation of an Eagle Mountain City Police Department.

Nora Pena asked the city for assistance with resolving violation notices she received for parking her food truck in her driveway.

Mayor Westmoreland closed public comment at 7:15 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Clark

Councilmember Clark welcomed the public in attendance and thanked residents for voicing their concerns. She feels that spring is a time of planting and hope. She is grateful for the people in the community who plant seeds to help make Eagle Mountain City a better community.

Councilmember Burnham

Councilmember Burnham wished her daughter a happy birthday.

Councilmember Wood

Councilmember Wood thanked the participants for joining the meeting and thanked them for participating in the process. He is grateful for the work of staff in preparing the agenda items.

Councilmember Wright

Councilmember Wright expressed gratitude to the residents of Eagle Mountain, particularly those who take the time to be involved in the community. The City is better because of this engagement, which assists the Council in identifying and addressing issues, and working together to find the middle ground.

Councilmember Gray

Councilmember Gray said he is excited to be able to participate in person. He echoed the appreciation expressed to the public for their involvement and participation.

CONSENT AGENDA

9. AGREEMENTS

- 9.A. Purchase and Sale Agreement – Old Airport Road Right of Way – The Church of Jesus Christ of Latter-day Saints c/o Property Reserve, Inc
- 9.B. Firefly – First Amendment to Water Purchase Agreement – Oquirrh Wood Ranch, LLC
- 9.C. Separation Agreement

10. BOND RELEASES

- 10.A. Brylee Farms Phase A, Plat 4 – Out of Warranty

11. CHANGE ORDERS

- 11.A. Change Order #1 – Cory B. Wride Memorial Park and Pony Express Booster Pumps - VanCon, Inc
- 11.B. Change Order #4 – Wastewater Treatment Plant Headworks Facility – VanCon Inc
- 11.C. Change Order #2 – Smith Ranch Community Park – CXT Restroom

12. MINUTES

- 12.A. February 6, 2024 Minutes – Regular City Council Meeting

13. RESOLUTIONS

- 13.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving the First Amendment to the Amended and Restated Master Development Agreement for the Firefly Master Planned Community
- 13.B. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Authorizing Staff to Vacate an Easement recorded with the Utah County Recorder's Office on August 22, 2000, Entry #56814:2000 upon approval of the Final Plat
- 13.C. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving a Letter of Support for the Tickville Gulch Grant
- 13.D. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Recognizing the Pony Express PRCA Rodeo Events as part of the Pony Express Days Celebration

MOTION: *Councilmember Wood moved to approve the consent agenda with a correction to 9.B. to change the dates on the Takedown Scheduled in Section 1.2.12 to January 2, 2034 and 12.2.13 to January 2, 2035. Councilmember Gray seconded the motion.*

AMENDED MOTION: *Councilmember Wood moved to approve the consent agenda with a correction to 9.B. to change the dates on the Takedown Scheduled in Section 1.2.12 to January 2, 2034 and 12.2.13 to January 2, 2035 and adding the demolition derby to item 13.D. Councilmember Gray seconded the motion.*

Those Voting Yes	Those Voting No	Those Abstaining	Those Absent
☒ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☒ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

Jim Smith representing Pony Express Events expressed appreciation for the passing of the resolution recognizing the Pony Express PRCA Rodeo Events and Demolition Derby as a part of the Pony Express Days Celebration. They appreciate the opportunity to serve and be a part of the community celebration.

Councilmember Clark thanked Pony Express Events for their dedication and service and advocated for government to support residents with talent and passion in bettering the community.

Councilmember Wood welcomed Pony Express Events as official members of the celebration.

SCHEDULED ITEMS

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Adopting an Official Zoning Map

Deputy City Administrator/Community Development Director Steve Mumford reviewed the item as presented during the work session.

Mayor Westmoreland opened the public hearing at 7:36 p.m. Hearing no comments, he closed the public hearing.

MOTION: *Councilmember Gray moved to adopt an ordinance of Eagle Mountain City, Utah, adopting an Official Zoning Map allowing staff to make edits to colors, labels, links to master development plans and master development agreements, links to Municipal Code, and to fix any identified minor mistakes to zoning boundaries or zoning names. Councilmember Burnham seconded the motion.*

Those Voting Yes

☒ Donna Burnham
☒ Melissa Clark
☒ Jared Gray
☒ Rich Wood
☒ Brett Wright

Those Voting No

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

Those Abstaining

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

Those Absent

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

The motion passed with a unanimous vote.

15. PONY EXPRESS 27

15.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two

This item was removed from the agenda.

- 15.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Rezoning Parcel Number 58:040:0326 and a portion of 58:040:0228 from Village Core Commercial and Community Open Space to RC

This item was removed from the agenda.

16. ORDINANCE

- 16.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code to Repeal and Replace Chapter 2.16 City Administrator

This item was removed from the agenda.

17. LEGISLATIVE ITEMS

- 17.A. UPDATE – Legislative Priorities List

Director of Legislative Affairs Cliff Strachan updated the City Council on the status of items on the Legislative Priorities List and the Legislative bills of interest to the Utah League of Cities and Towns (ULCT).

18. CITY COUNCIL/MAYOR’S BUSINESS

The Mayor and City Council thanked City Administrator Paul Jerome for his sixteen years of service with Eagle Mountain City.

19. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Wood

Councilmember Wood announced the demolition derby will be on June 1st, the Pony Express Rodeo will be June 6th through the 8th, and the queens' contest will be on April 20th beginning at 9:30 a.m. The rodeo grounds need maintenance, equipment, and updated colors, flags, and branding. He proposed that the City Council approve a budget amendment to cover the fees for the rodeo events. The Chamber of Commerce Awards Gala will be on February 21st at 6:30 p.m. and Councilmembers will be presenting awards.

Councilmember Wright

Councilmember Wright expressed appreciation and lauded the importance of City participation with the ULCT and the results of those efforts. He commented that the Planning Commission has a vacancy that needs to be filled.

Councilmember Clark

Councilmember Clark stated the library needs business support for the summer reading program and is seeking funding to purchase privacy pods to provide spaces for the public to hold meetings. A board member has created an app for the library and desires information about the approval process to implement it. The Senior Citizen Advisory Council will hold internet literacy and safety workshops at the Eagle Mountain Chamber of Commerce building.

20. COMMUNICATION ITEMS

21. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn at 8:26 p.m. Councilmember Wood seconded the motion.*

Those Voting Yes

☒ Donna Burnham
☒ Melissa Clark
☒ Jared Gray
☒ Rich Wood
☒ Brett Wright

Those Voting No

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

Those Abstaining

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

Those Absent

☐ Donna Burnham
☐ Melissa Clark
☐ Jared Gray
☐ Rich Wood
☐ Brett Wright

The motion passed with a unanimous vote.

The meeting was adjourned at 8:26 p.m.

Approved by the City Council on March 6, 2023.

Fionnuala B. Kofoed, MMC
City Recorder



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE: RESOLUTION - A Resolution of Eagle Mountain City, Utah,
Appointing Kimberly Ruesch as the Eagle Mountain Interim City
Treasurer

ITEM TYPE: Appointment

FISCAL IMPACT:

APPLICANT:

**GENERAL PLAN
DESIGNATION**

CURRENT ZONE

ACREAGE

COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Jody Bates, Admin

PRESENTED BY:

RECOMMENDATION:

Staff recommends the City Council approve the proposed Resolution
of Eagle Mountain City, Utah Appointing Kimberly Ruesch as the
Eagle Mountain Interim City Treasurer.

BACKGROUND:

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[RES--Appointment of Interim Treasurer](#)

RESOLUTION NO. R- -2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPOINTING KIMBERLY RUESCH AS THE
EAGLE MOUNTAIN INTERIM CITY TREASURER

PREAMBLE

WHEREAS, Eagle Mountain Municipal Code Chapter 2.17.010 Appointed Officers provides for a Treasurer to perform the duties listed within the Chapter; and

WHEREAS, the Treasurer is appointed by the Mayor, with the advice and consent of the City Council, and serves in office until his successor is appointed and qualified; and

WHEREAS, Kimberly Ruesch is a qualified and suitable person to serve as the Eagle Mountain Interim City Treasurer.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that Kimberly Ruesch is hereby appointed Eagle Mountain Interim City Treasurer.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 6th day of March 2024.

Those voting yes: Those voting no: Those excused: Those abstaining:

☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE: RESOLUTION - A Resolution of Eagle Mountain City, Utah Appointing Paula Buck as the Eagle Mountain City Deputy Treasurer

ITEM TYPE: Appointment

FISCAL IMPACT:

APPLICANT:

**GENERAL PLAN
DESIGNATION**

CURRENT ZONE

ACREAGE

COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Jody Bates, Admin

PRESENTED BY:

RECOMMENDATION:

Staff recommends the City Council approve the proposed Resolution of Eagle Mountain City, Utah, Appointing Paula Buck as the Eagle Mountain City Deputy Treasurer.

BACKGROUND:

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[RES--Appointment of Deputy Treasurer](#)

RESOLUTION NO. R- -2024

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPOINTING PAULA BUCK AS THE
EAGLE MOUNTAIN CITY DEPUTY TREASURER**

PREAMBLE

WHEREAS, Utah State Code Annotated Section 10-6-143 City Treasurer or Deputy provides for a Deputy Treasurer to perform the duties listed within the Section; and

WHEREAS, the Deputy Treasurer is appointed by the Mayor, with the advice and consent of the City Council, and serves in office until his successor is appointed and qualified; and

WHEREAS, Paula Buck is a qualified and suitable person to serve as the Eagle Mountain City Deputy Treasurer.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that Paula Buck is hereby appointed Eagle Mountain City Deputy Treasurer.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 6th day of March 2024.

Those voting yes: Those voting no: Those excused: Those abstaining:

☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah Altering Reporting Structure while Kimberly Ruesch serves as the Eagle Mountain Interim City Treasurer		
ITEM TYPE:	Resolution		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY
PUBLIC HEARING: No PREPARED BY: Marcus Draper, Admin PRESENTED BY: Marcus Draper	RECOMMENDATION: Staff recommends the City Council approve the proposed Resolution of Eagle Mountain City, Utah Altering Reporting Structure while Kimberly Ruesch serves as the Eagle Mountain Interim City Treasurer. BACKGROUND: Utah State Code requires a strict separation between City Auditor duties and City Treasurer duties. Currently, the Eagle Mountain City finance division performs many of the City Auditor duties and reports to the Director of Administrative Services. The Director of Administrative Services reports to the Assistant City Administrator / City Recorder. Pursuant to the Utah State Code, the City Recorder is ex officio the City Auditor. With the Director of Administrative Services' appointment as the Interim City Treasurer, this reporting structure is potentially problematic. To insure compliance with state law, it is necessary to alter the reporting structure on a temporary basis during Kimberly Ruesch's service as Interim City Treasurer. This is a transitory resolution and the reporting structure will only be in effect until the City completes its search for a qualified City Treasurer. ITEMS FOR CONSIDERATION: REQUIRED FINDINGS:		

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[RES--Altering Reporting Structure](#)

RESOLUTION NO. R- -2024

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
ALTERING THE REPORTING STRUCTURE WHILE KIMBERLY RUESCH
SERVES AS THE EAGLE MOUNTAIN INTERIM CITY TREASURER**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain Appointed Kimberly Ruesch, Director of Administrator Services, as the Interim City Treasurer; and

WHEREAS, the Utah State Code prohibits anyone with the duties of the City Auditor from simultaneously performing the duties of the City Treasurer; and

WHEREAS, Eagle Mountain City employees in the finance division who have auditing responsibilities currently report to Kimberly Ruesch; and

WHEREAS, Kimberly Ruesch currently reports to someone with auditing responsibilities;
and

WHEREAS, the City Council of Eagle Mountain desires to alter the reporting structure during Kimberly Ruesch's interim service as City Treasurer.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, that the finance division shall temporarily report to the City Recorder and the Director of Administrative Services shall temporarily report to the Deputy City Administrator during Kimberly Ruesch's interim service as Eagle Mountain City Treasurer.

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of March 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	SITE PLAN - Eagle Vision Building Two at 4416 E. Pony Express Parkway (Utah County Parcel #38:674:0002)		
ITEM TYPE:	Site Plan		
FISCAL IMPACT:	N/A		
APPLICANT:	Bluemark Construction		
GENERAL PLAN DESIGNATION Community Commercial	CURRENT ZONE Commercial	ACREAGE 0.45 Acres	COMMUNITY Oak Hollow

PUBLIC HEARING:

No

PREPARED BY:

Steven Lehmitz, Planning

PRESENTED BY:

Steven Lehmitz

RECOMMENDATION:

Staff recommends the City Council approve the proposed site plan for Eagle Vision Two with the following conditions:

1. Site plan approval is contingent on the proposed Plat Amendment being approved by staff;
2. Awnings are added over the doors on the east elevation;
3. Landscaping around the dumpster (southwest corner of site) is added to the landscape plan and installed; and
4. An irrigation plan is submitted and approved by staff.

BACKGROUND:

On December 4, 2018, the City Council approved the Eagle Vision preliminary plat and site plan, which is generally located along Pony Express Parkway, north of Oak Hollow and west of Silverlake. On November 19, 2019, the Council approved an amended preliminary plat preparatory to a final plat being recorded that divided the original lot into two. This was done to make an additional building pad that would be utilized in the future. The applicant is now petitioning for site plan approval for the second building.

ITEMS FOR CONSIDERATION:

The property is zoned Commercial (an old zone) and was done so through the Oak Hollow MDA/MDP.

When the first Eagle Vision site plan was approved, there was additional parking added to ensure that when the second building came there would be enough parking. The current recorded plat

includes a cross access easement that covers the entirety of the shared parking lot.

Staff worked with the applicant on the placement of the building. The Commercial zoning standards required buildings to be located at least 10 feet away from parking stalls. On the south side, the distance is only 8 feet. Staff felt that this was acceptable as it kept the building far enough away from the existing building to the north to meet Building and Fire regulations. Building regulations require that structures be at least 5 feet away from property lines or have a fully fire-rated wall. To address this, the applicants are working with staff on a proposed Plat Amendment that will remove the property line, again making the two Eagle Vision lots into one. All other setback requirements are met.

The proposed building materials for the second building match what was used on the existing building. Based on past site plan approvals, Staff recommends that awnings be added over the doors on the east elevation.

The proposed landscaping meets the City's standards and at maturity, will screen mechanical equipment from view of Pony Express Parkway. An irrigation plan will be submitted once it is determined if the proposed Plat Amendment is approved, allowing the irrigation to tie into what is already existing.

No additional lighting is being added to the site other than on the new building, which will not significantly add to the total light output. All fixtures on the building will be Dark Sky compliant.

REQUIRED FINDINGS:

This site plan approval is based upon compliance with City Code requirements. The approval criteria of a Site Plan can be found in EMMC 17.100.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Eagle Mountain Planning Commission voted 2-1 to recommend approval of the proposal according to the conditions above. However, in failing to get 3 votes (for or against the proposal), the motion is forwarded as a recommendation of denial.

ATTACHMENTS:

[Eagle Vision Building 2 Site Plan](#)

[Eagle Vision Building 2 Elevations](#)

[Eagle Vision Building 2 Landscaping.pdf](#)



EAGLE VISION
APPROX 4490 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN UTAH

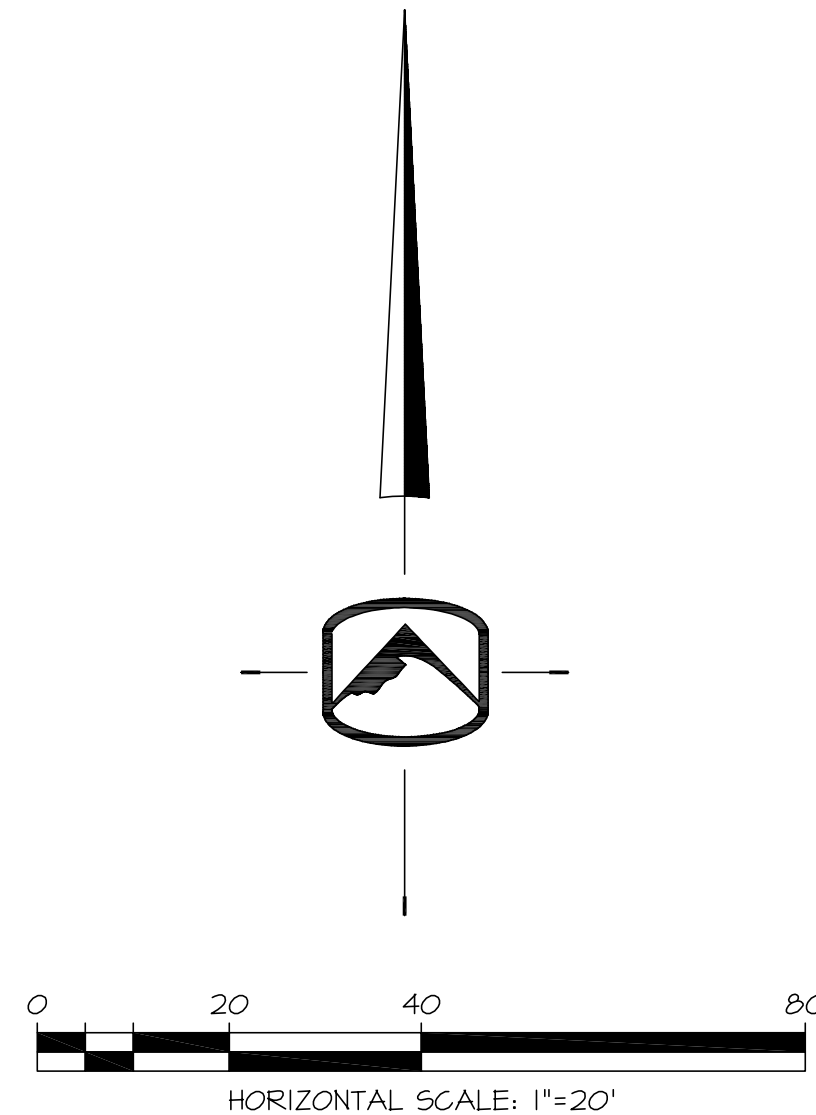
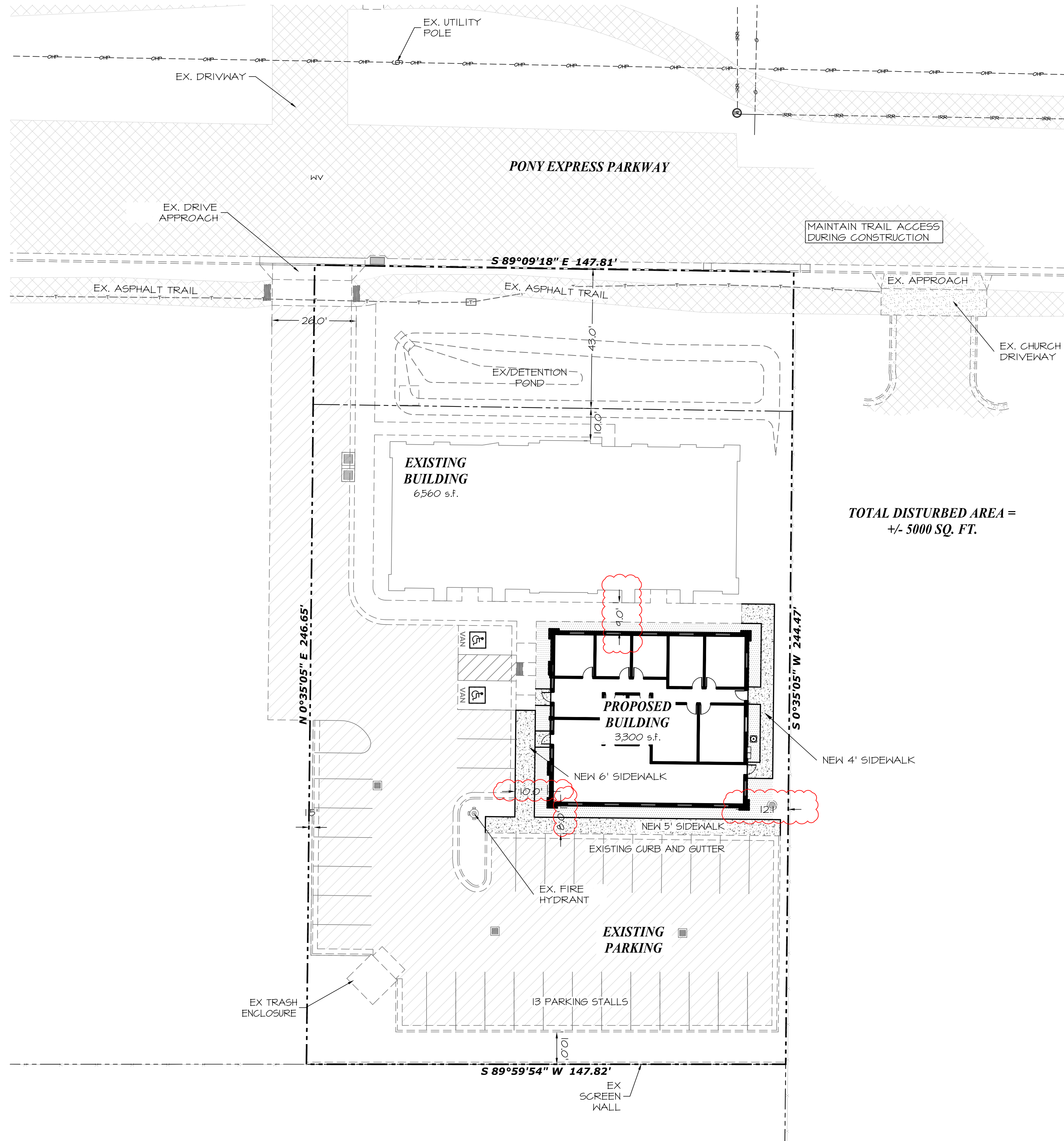
DATE: 2-13-2024
PROJECT: 18-047.01
DRAWN BY: JRJ

REVISIONS:

SITE PLAN

SHEET NUMBER:
C200

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



EXISTING SITE PLAN





ENERGY ANALYSIS

(PRESCRIPTIVE METHOD)

CLIMATE ZONE: 5B

(R-VALUE METHOD)

BUILDING ELEMENT	REQUIRED	PROVIDED
ROOFS	R-49	R-49
WALLS, ABOVE GRADE	R-20-R3.8ci	R-20-R3.8ci
SLAB ON GRADE FLOORS	R-15	R-15
OPAQUE DOORS	U-0.37	U-0.37

FENESTRATION REQUIREMENTS

ELEVATION	TOTAL SF	GLAZING SF	GLAZING%(MAX 30%)
NORTH	620 SF	125 SF	20%
EAST	550 SF	50 SF	9%
SOUTH	620 SF	125 SF	20%
WEST	550 SF	139 SF	25%

U-FACTOR

FIXED	U-0.36
OPERABLE	U-0.45
ENTRANCE DOORS	U-0.63

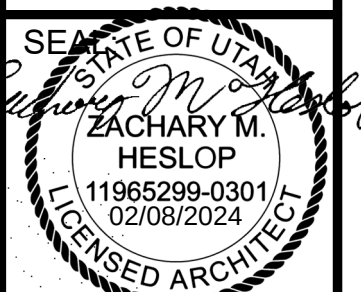
SHGC (PF-0.2)

FIXED	.38
OPERABLE	.33

EXTERIOR MATERIAL SCHEDULE

MARK	DESCRIPTION	MANUFACTURER
001	30 YEAR ARCHITECTURAL ASPHALT SHINGLES	
002	PRE FINISH ALUMINUM FASCIA	
003	STUCCO - MATCH EXISTING BLDG.	
004	CULTURED STONE - MATCH EXISTING BLDG.	
005	BRICK VENEER - MATCH EXISTING BLDG.	
006	BRICK WATER TABLE	
007	EXPOSED CONCRETE FOUNDATION	

EAGLE VISION BUILDING 2
APPROX. 4490 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005



DATE: 10/27/2023

PROJECT: 18-047.03

MANAGER: ZH

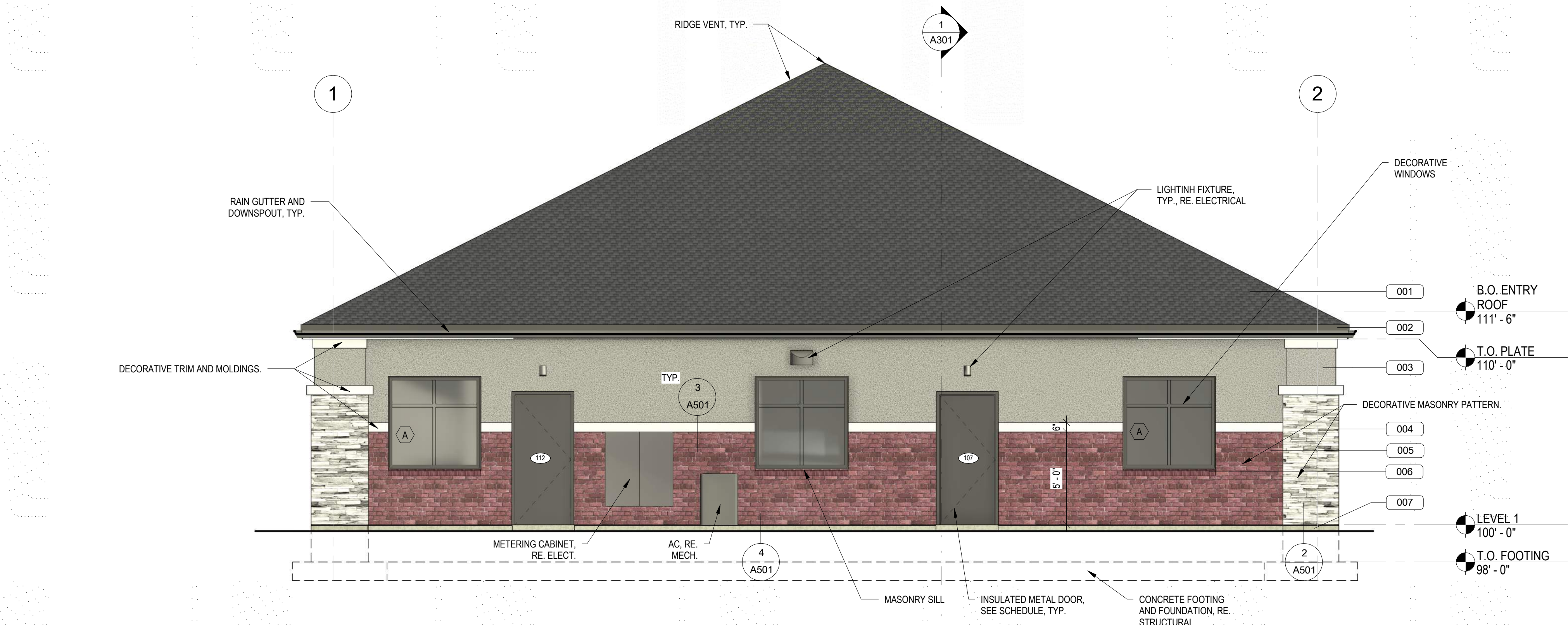
REVISIONS

DATE DESCRIPTION

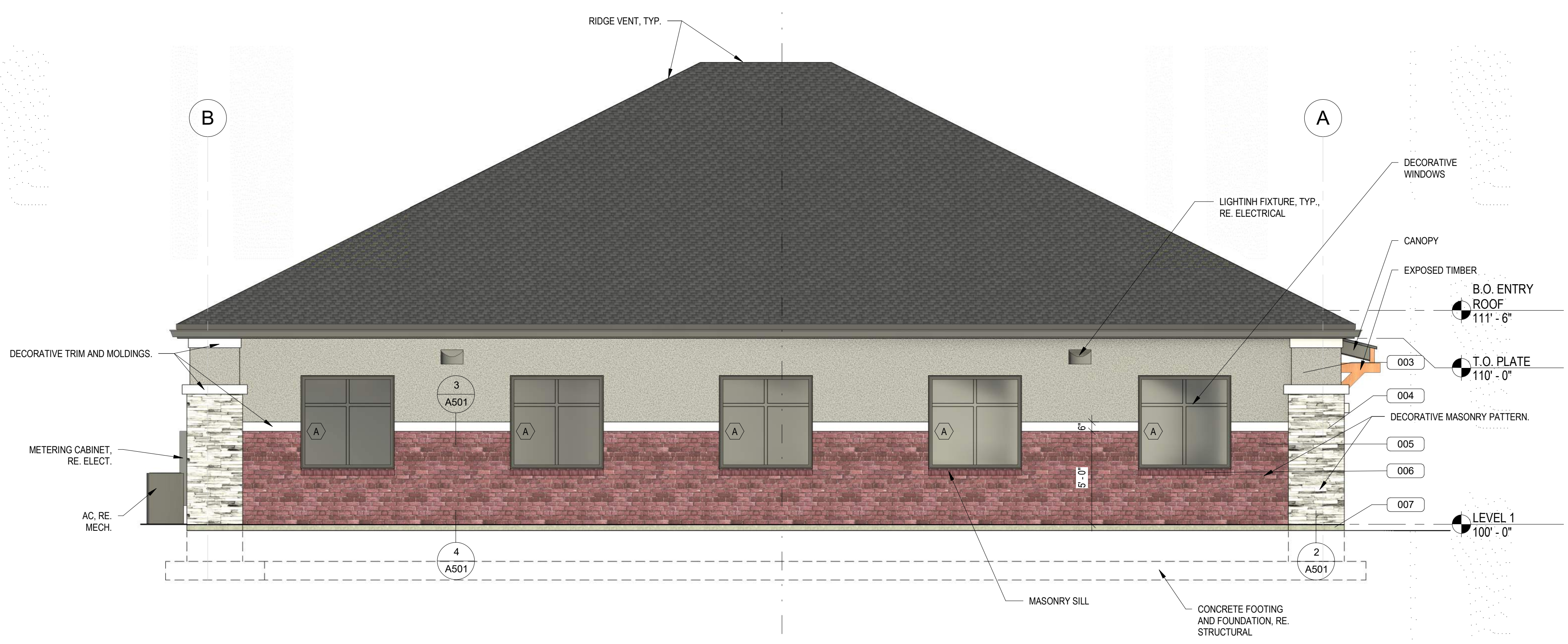
ELEVATIONS

SHEET NUMBER:

A201



EAST ELEVATION
1/4" = 1'-0"



NORTH ELEVATION
1/4" = 1'-0"

ENERGY ANALYSIS (PRESCRIPTIVE METHOD)

CLIMATE ZONE: 5B		
(R-VALUE METHOD)		
BUILDING ELEMENT	REQUIRED	PROVIDED
ROOFS	R-49	R-49
WALLS, ABOVE GRADE	R-20-R3.8ci	R-20-R3.8ci
SLAB ON GRADE FLOORS	R-15	R-15
OPAQUE DOORS	U-0.37	U-0.37
FENESTRATION REQUIREMENTS		
ELEVATION	TOTAL SF	GLAZING SF
NORTH	620 SF	125 SF
EAST	550 SF	50 SF
SOUTH	620 SF	125 SF
WEST	550 SF	139 SF
GLAZING%(MAX 30%)		
		20%
		9%
		20%
		25%
U-FACTOR		
FIXED	U-0.36	
OPERABLE	U-0.45	
ENTRANCE DOORS	U-0.63	
SHGC (PF=0.2)		
FIXED	.38	
OPERABLE	.33	

EXTERIOR MATERIAL SCHEDULE

MARK	DESCRIPTION	MANUFACTURER
001	30 YEAR ARCHITECTURAL ASPHALT SHINGLES	
002	PRE FINISH ALUMINUM FASCIA	
003	STUCCO - MATCH EXISTING BLDG.	
004	CULTURED STONE - MATCH EXISTING BLDG.	
005	BRICK VENEER - MATCH EXISTING BLDG.	
006	BRICK WATER TABLE	
007	EXPOSED CONCRETE FOUNDATION	

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

SILVERPEAK
ENGINEERING

STRUCTURAL CIVIL SURVEY

WWW.SILVERPEAKENGINEERING.COM

EAGLE VISION BUILDING 2
APPROX. 4490 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

STATE OF UTAH
ZACHARY M. HESLOP
11965299-0301
02/08/2024
LICENSED ARCHITECT

DATE: 10/27/2023
PROJECT: 18-047.03
MANAGER: ZH

REVISIONS
DATE DESCRIPTION

ELEVATIONS

SHEET NUMBER:
A202

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.

PLANTING NOTES

- The planting plan is diagrammatic, and all plant locations are approximate. Plant symbols take precedence over plant quantities shown on the plans and in the Plant Material Schedule. The Contractor shall verify all plant quantities and notify the Landscape Architect of any discrepancies between the quantities and the symbols shown. The Plant Materials Schedule is for the Contractor's convenience only.
- Prior to any planting operations, the existing and new irrigation systems shall be fully operational and all planting areas shall be thoroughly moistened.
- All turf planting areas shall receive a minimum of three (3) inches of stockpiled or imported topsoil and twelve (12) inches in planting beds.
- The following procedure shall be followed in placing all topsoil:
 - All areas to receive topsoil which have a slope of less than ten (10) percent shall be cross-sloped to a depth of four (4) to six (6) inches.
 - The subgrade material shall be rough graded to plus or minus one tenth (0.1) foot of the final rough grade, which will allow the Contractor to achieve final finished grade through the placement of the topsoil.
 - The surface of the subgrade shall be scarified to a depth of two (2) inches to provide a transition zone between the subgrade and the topsoil. Place the topsoil on the subgrade and fine grade to the final finished grade and topsoil depths as indicated on the drawings and in these specifications.
 - Granular fertilizer is to be added, it may be applied to the surface and raked in during the fine grading process.
- The Contractor shall maintain a minimum of two (2) percent drainage away from all buildings, structures, and walls. Finished grades shall be smoothed to eliminate puddling or standing water.
- All plants used for this project shall conform to the following:
 - Plants shall be fresh and vigorous, of normal habit and growth, and free of disease, insects and insect eggs and insect larvae, weeds and weed seed. No heeled-in plants from cold storage shall be accepted except on approval by the Landscape Architect prior to installation.
 - Plants shall be subject to inspection and approval at the place of growth or upon delivery to the site for their quality, size, species, and variety. Such approval shall not impair the right of inspection and rejection at the site or during progress of work for size and condition of the plants, latent defects, or injuries. Any and all rejected plants shall be removed immediately from the premises by the Contractor.
- All plants shall be installed using the following procedures:
 - Plants shall be generally located as indicated by the drawing. The Contractor shall stake out the location of all plants and planting areas, and no excavation or installation shall commence until such locations have been approved by the Landscape Architect.
 - All trees and shrubs shall be planted in pits as detailed in the planting details contained herein or as noted on the drawings. Tree and shrub pits shall be circular in outline. They shall be one to two and one half (1 - 2 1/2) inches shallower than the rootball depth. When the plant is properly placed in the plant pit, the root collar shall be approximately one (1) inch above finished grade. The sides of the plant pit shall be roughened, and not smooth or sculpted.
 - Plant backfill mix shall be one hundred (100) percent native site soil.
 - For container grown plants, remove the container and place the plant vertically in the plant pit, directly on undisturbed soil. The root crown or collar shall be at or just above the finished grade.
 - For balled and burlapped plants, place the plant vertically in the center of the pit, with the rootball resting on undisturbed soil. Cut and remove the wire basket and burlap or other wrapping material from the rootball. This may be done with the rootball in the pit. Any burlap or wire pieces underneath the rootball may be left in place if they cannot be removed. Do not fold the burlap over, but cut away as much as possible without disturbing the rootball. No burlap shall be pulled from under the rootball. Backfill the bottom one third (1/3) of the pit as the wire and burlap are removed. In all cases,

- maintain the integrity of the rootball.
 - The plant pit shall then be completely backfilled with native soil and tamped well. A shallow watering basin or rain cup shall be formed around each plant. This basin will be equal in diameter to that of the original planting pit.
 - After planting, the following operations shall be performed:
 - Stake and mulch all trees per installation details.
- A. Remove all nursery stakes ties, and tags from all plants. Prune and remove any dead, damaged, or broken branches. Maintain side growth on all trees.

- Staking shall be performed as follows:
 - Two (2) 2"x 2" square or 2" diameter round wood stakes, minimum eight (8) feet in length, shall be used to support each tree planted under this contract unless otherwise indicated. Metal t-posts shall not be used.
 - Tree ties shall conform to the staking detail shown on the planting detail sheet. Wire and vinyl hose shall not be used.
 - Each stake will be located adjacent to the rootball, on opposing sides, to provide maximum support to the trunk. Do not penetrate the rootball with the stake.
 - The stakes will be driven into the pit bottom after the tree has been placed in the pit, but before backfilling begins so as to avoid damage to the roots.
 - Stakes and ties shall be removed after one (1) full growing season from the time the tree was installed.
 - All plants shall be thoroughly watered immediately after planting. This shall mean full and thorough saturation of all backfill in the pits and beds during the same day of planting. Water shall be applied only by open end hose at very low pressure to avoid air pockets, injury to the plant, or washing away of backfill. When installed, watered, and fully settled, the plants shall be vertical. Subsequent watering shall be provided by the site's irrigation system.
10. NOT USED

- All sod used for this project shall be free of grassy and broad-leaf weeds, contain no bare or burned spots, and be clean and strongly rooted. It shall be of the varieties noted in the plans and notes. The sod shall be cut using approved methods and equipment. It shall be cut in pieces not exceeding one (1) square yard, with a minimum of one (1) inch and maximum one and one half (1 1/2) inch thickness. The Contractor shall notify the Landscape Architect of the source of the sod prior to placement. The sod shall be striped and delivered to the site not more than twenty four (24) hours prior to laying. It shall be maintained in a moist and healthy condition to encourage immediate growth.

- The following procedure shall be followed when installing the sod:
 - Lay the sod on smooth, moist topsoil, working off planks if required.
 - Rake the topsoil to loosen and level prior to placing each course of sod.
 - Lay strips perpendicular to the direction of the slope. Strips shall be parallel to each other, with their end seams staggered. The sod shall be neither stretched nor overlapped, and all joints shall be butted tightly together.
 - Roll the sod immediately after placing and thoroughly water with a fine spray to a depth sufficient that the underside of the new sod and the soil immediately below the sod are thoroughly wet.
 - On slopes two (2) horizontal to one (1) vertical or steeper, lay the sod perpendicular to the slope and secure every row with wooden pegs at two (2) feet maximum on center. Drive the pegs flush with the soil portion of the sod.
- Throughout the course of planting, excess and waste material as well as excavated subsoil shall be continuously and promptly removed. All areas shall be kept clear and all reasonable precautions taken to avoid damage to existing structures, plants, and grass.

- Substantial Completion shall be defined as the complete installation of all plant materials, staking, mulching, and other work on the project in its entirety. Substantial completion shall not be given on designated portions of a project.
 - At substantial completion of all planting work outlined in these plans, the Contractor shall contact the Landscape Architect to arrange for a walk through to verify that all aspects of the work have been completed. Work must be fully completed (except for final clean-up) according to all plans, notes, and specifications and exhibit professional workmanship.

- Notice by the Contractor shall be given, in writing, at least three (3) days in advance to the Landscape Architect so that proper scheduling can be made for those who are to attend.
- At the appointed time, an inspection of all plant materials, including staking and mulching, shall be made.
- A list of uncompleted items (punch list) shall be generated by the Project Manager and distributed to the Contractor and other involved parties within three (3) days of the substantial completion inspection. Each item on the punch list shall be corrected before the project will be approved and accepted by the Project Manager. The Contractor will be back charged for time spent by the City and any consultants who have been brought to the site for a final inspection when the project is not ready for said inspection.

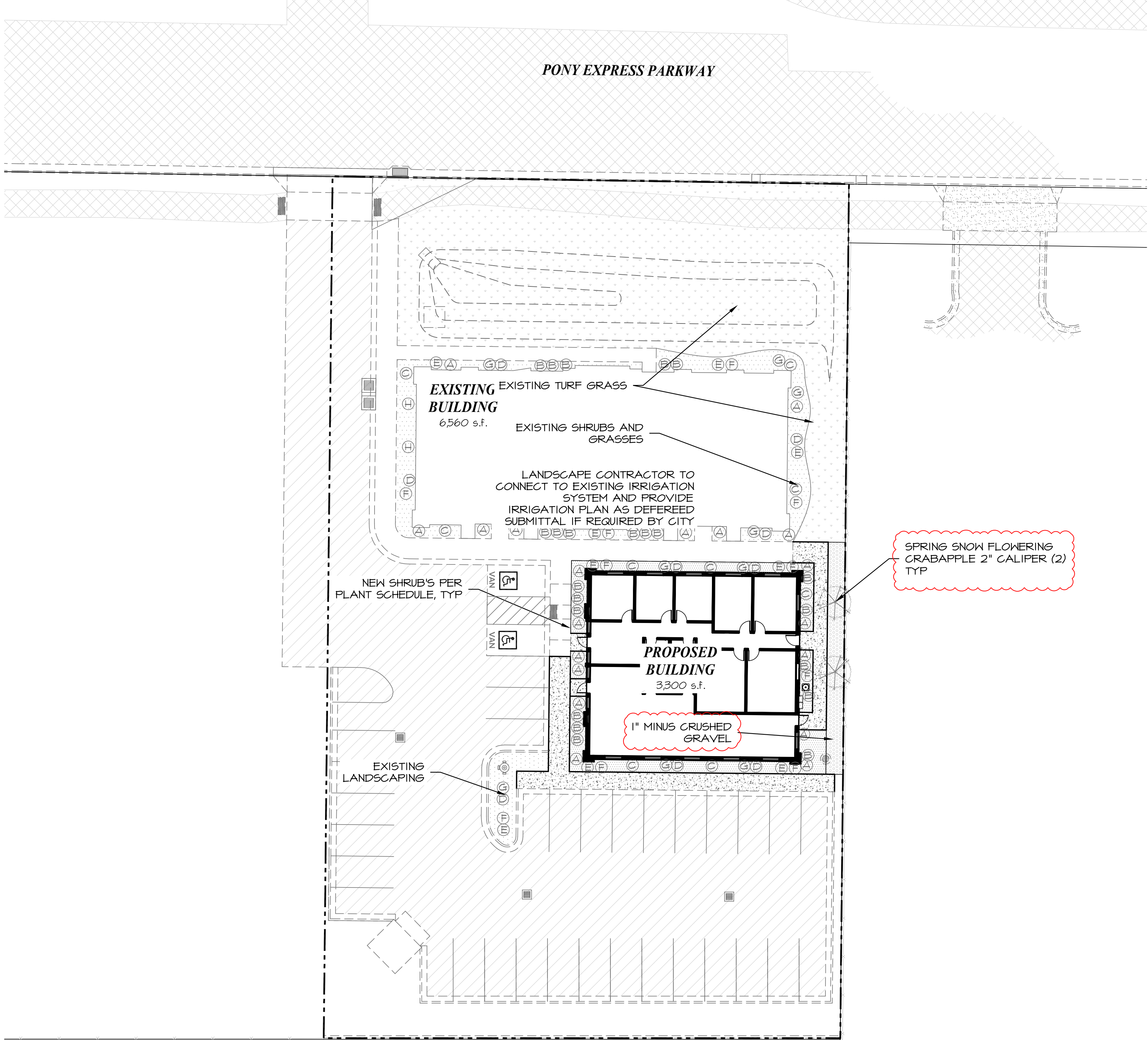
- The maintenance/establishment period shall begin one (1) day after the substantial completion inspection. The Contractor shall complete all punch list items during this period, as well as maintain and operate the entire irrigation system. The Contractor shall maintain all plantings until the turf is fully established. The turf shall be considered fully established when grass stands come in uniform and thick, with no bare or thin spots, and roots have begun to spread and knit together. No weeds shall be allowed in the grass. This shall be a minimum period of sixty (60) days. The maintenance work required shall include but not be limited to the following:

- Appropriate watering of all plant materials.
- Weeding and removal of all weeds from groundcover and planting areas.
- Replacement of any dead, dying, or damaged trees, shrubs, perennials, or groundcover.
- Filling and replanting of any low areas which may cause standing water.
- Adjusting or sprinkler head heights and watering patterns.
- Filling and recompaction of eroded areas, along with any required reseeding and/or replanting.
- The grass shall be mowed when the blades reach three (3) inches tall and maintained to a minimum height of two (2) inches. No more than one third (1/3) of the blade shall be removed per cutting. The cutting frequency shall be once every five (5) to seven (7) days depending upon grass height and growth rate.
- At thirty (30) days after planting, a balanced fertilizer (16-16-16) shall be applied to the grass areas at a rate of one half (1/2) pound of nitrogen per one thousand (1,000) square feet.
- At intervals of thirty (30) days after the first application of fertilizer to the grass, apply a balanced fertilizer (16-16-16) at a rate of one half (1/2) pound of nitrogen per one thousand (1,000) square feet until the grass is established.

- A final inspection shall be held prior to the end of the maintenance period to insure that all punch list items have been completed and the entire project is ready for acceptance by the Owner. Upon satisfaction that the Contractor has completed all punch list items, the irrigation system is fully and completely functional, and the required As-Built drawings, manuals and maintenance manuals have been submitted, the Owner shall accept the project. An official letter of final acceptance shall be prepared and issued to the Contractor, Landscape Architect, and the Owner. Upon final acceptance of the project by the Owner, the Owner shall assume full responsibility for the project, and the guarantee period shall begin.

- Upon final acceptance of the project as being properly installed, the Contractor shall guarantee the plant materials as follows:
 - All shrubs and groundcovers shall be guaranteed by the Contractor as to growth and health for a period of sixty (60) days after completion of the maintenance period and final acceptance.
 - All trees shall be guaranteed by the contractor to live and grow in an acceptable upright position for a period of one (1) year after completion of the maintenance period and final acceptance.

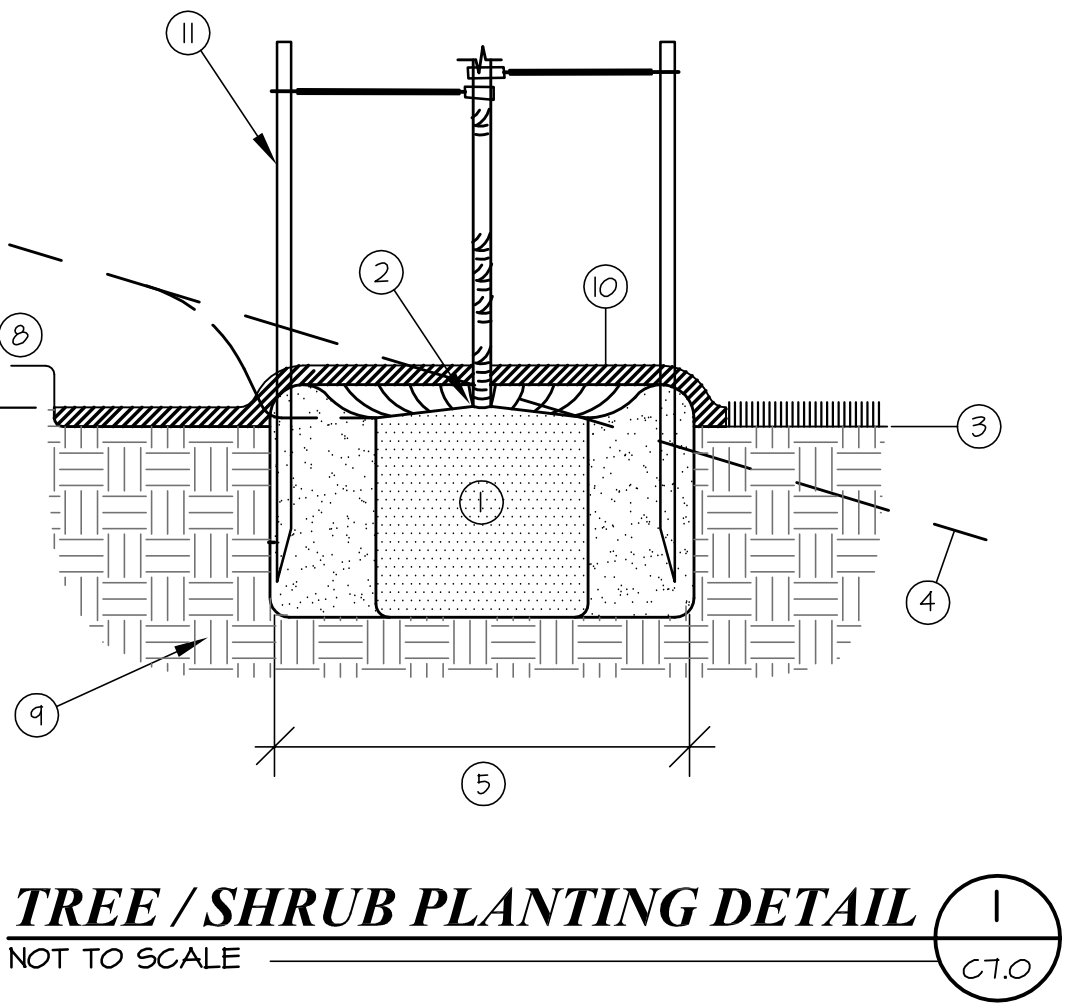
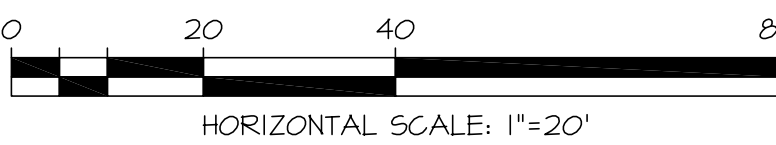
- The Contractor shall, within fifteen (15) days after receiving written notification by the Landscape Architect, remove and replace all guaranteed plant materials which die or become unhealthy or appear to be in a badly impaired condition at any time during the guarantee period. Any plants that settle below or rise above the desired finished grade shall also be reset to the proper grade.



PLANT SCHEDULE

SYM.	QTY.	BOTANICAL NAME	COMMON NAME
SHRUBS			
A	8	RHUS AROMATICA 'GROW LOW'	GROW LOW SUMAC
B	11	RHAMNUS FRANGULA 'RON WILLIAMS'	FINE LINE BUCKTHORN
GRASSES			
C	4	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS
D	4	PENNISETUM ALOPECUROIDES	HAMELN FOUNTAIN GRASS
PERENNIALS			
E	4	GAILLARDIA GRANDIFLORA	BURGUNDY BLANKET FLOWER
F	4	RUDBECKIA FULGIDA 'GOLDSRUM'	BLACK EYED SUSAN
G	4	SALVIA SUPERBANEMOROSA 'CARADONNA'	CARADONNA SALVIA
H	2	LONICERA JAPONICA	HONEYSUCKLE, HALLS JAPANESE
GROUND COVER			
WEED BARRIED WITH 3-4" OF BARK MULCH			
SOD PER OWNER			

- NOTES:
- ALL SHRUBS SHALL BE A MINIMUM OF ONE-GALLON CONTAINERIZED PLANTED STOCK, THAT WILL ATTAIN A HEIGHT OF AT LEAST TWO FEET.
 - LANDSCAPE AREA = 1,178 SQ. FT. PLANTED COVER AREA = 853 SQ. FT. = 72%



TREE / SHRUB PLANTING DETAIL 1 C.T.O. NOT TO SCALE

LANDSCAPE PLAN



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	SITE PLAN - Wendy's Ranches at 4302 Pony Express Parkway (Utah County Parcel #65:645:0004)		
ITEM TYPE:	Site Plan		
FISCAL IMPACT:	n/a		
APPLICANT:	Andrew Horne		
GENERAL PLAN DESIGNATION Community Commercial	CURRENT ZONE Commercial	ACREAGE 0.95 acres	COMMUNITY Oak Hollow

PUBLIC HEARING:

No

PREPARED BY:

Caden Lyon, Planning

PRESENTED BY:

Caden Lyon

RECOMMENDATION:

Staff recommends the City Council approve the proposed Site Plan for the Wendy's Ranches with the following conditions of approval:

1. that the pedestrian crosswalk is sufficiently illuminated to comply with EMMC 17.75.069 to promote safer and more efficient on-site vehicular and pedestrian circulation; and
2. that lighting on the building is found to be compliant with Chapter EMMC 17.56. Outdoor Lighting Standards.

BACKGROUND:

This request is for site plan approval of a restaurant chain building to be used by Wendy's restaurant. The subject property is platted as Lot 4, Plat 3 of Carson Commercial Subdivision which was recorded November 2020. The site address is 4302 Pony Express Parkway and is 0.95 acres.

ITEMS FOR CONSIDERATION:

Site Plan Development Standards: The following are standards required of all site plans in any zoning district (17.100.050):

A. Use of Property: The entire parcel is to be built, landscaped, or paved, thus the proposal complies with 17.100.050.A.

B. Screening Requirements: The project is located within a commercial district, and although it abuts residential properties, has provided sufficient screening to prevent light from passing into

adjacent properties. Therefore it complies with 17.100.050.B.

C. Access Requirements: The building is accessed via Pony Express Pkwy, public right-of-way, and complies with 17.100.050.C.

D. Off-Street Truck Loading Space: This use requires unloading/loading of building supplies and will be done on-site.

E. Utilities: All utilities are shown as being underground and in proper easements, in compliance with 17.100.050 E.

F. Grading and Drainage: The applicant has provided grading and draining plans that have been reviewed by the City Engineer.

Commercial Design Standards: The following are design standards for the site and building design of commercial developments:

17.72.030.A requires buildings be located at or near the front setback with pedestrian access leading to the primary entrance and with landscaping between the building and the street. **Complies.**

17.72.030.A.1 requires the primary entrance of a commercial building to orient toward the street and the sidewalk. Orienting the primary entrance to a parking area without addressing the street-facing facade with entrances, display windows, awnings, increased architectural elements, increased landscaping, and/or other pedestrian-oriented features is prohibited. **Complies.**

17.72.030.B requires surface parking to be located to the rear or side of the building and that parking should not be located between any commercial building and the street. **Complies.**

Architectural Standards:

It is the opinion of staff that the elevations comply with code and are in harmony with approved existing building architecture. All architectural requirements of the building found in Chapter 17.72.040, such as building articulation, etc., are also code compliant

All outdoor lighting shall comply with Chapter 17.56 EMMC. Complies except for a few situations that will be addressed as conditions of approval.

Parking for each site plan shall comply with Chapter 17.55 EMMC. Complies.

REQUIRED FINDINGS:

This site plan approval is based upon compliance with City Code requirements which can be found in EMMC 17.100 with other chapters referenced therein.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission voted 3-0 to recommend approval of the proposal with the conditions noted in the staff report, along with the additional condition (at the request of the applicant) that staff re-review the landscape plan to see if the proposed vegetation could be thinned out along and near the north end of the property (near Pony Express Parkway) to better harmonize with the amount of vegetation on adjacent commercial properties.

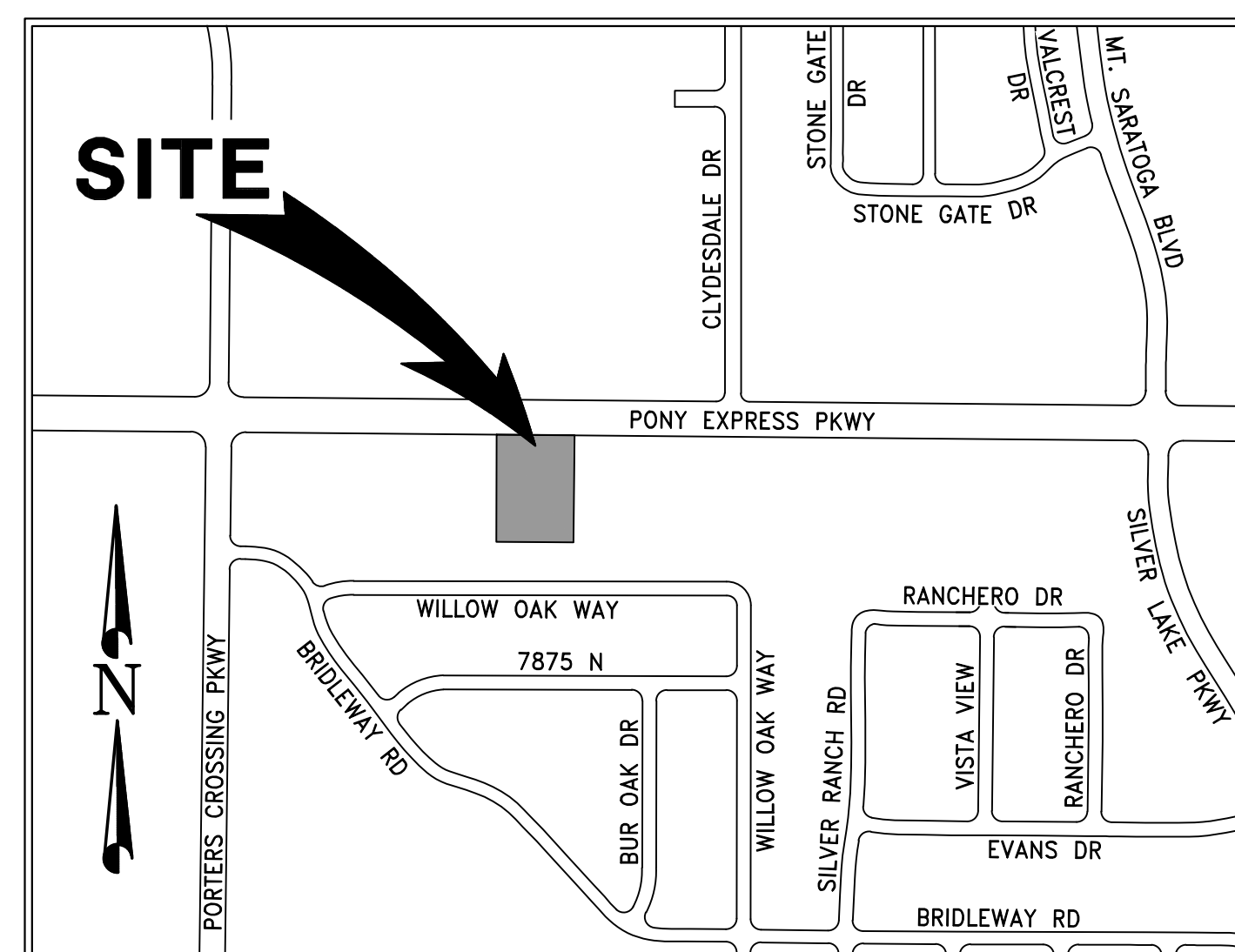
ATTACHMENTS:

[Wendy's Site Plan](#)



4302 E PONY EXPRESS PKWY
EAGLE MOUNTAIN, UTAH

SITE IMPROVEMENT PLANS (CIVIL PACKAGE)



VICINITY
MAP
N.T.S.

ISSUE DATE	DESCRIPTION	REVISION
01/22/24	CITY SUBMITTAL #1	
02/14/24	CITY SUBMITTAL #2	A

INDEX OF SHEETS						
REVISION					SHEET NO.	SHEET
	D	C	B	A		
				A	C0.0	COVER SHEET
				A	1 of 1	ALTA/ACSM LAND TITLE SURVEY
				A	C0.1	GENERAL NOTES
				A	C0.2	CIVIL SPECIFICATIONS
				A	C0.3	EAGLE MOUNTAIN GENERAL NOTES
				A	C1.0	SITE PLAN
				A	C2.0	GRADING PLAN
				A	C3.0	UTILITY PLAN
				A	C4.0	EROSION CONTROL PLAN
				A	C4.1	EROSION CONTROL DETAILS
				A	C5.0	SITE PAVING DETAILS
				A	C5.1	TRASH ENCLOSURE DETAILS
				A	C5.2	DRIVE THRU DETAILS
				A	C5.3	MISCELLANEOUS DETAILS
				A	C5.4	EAGLE MOUNTAIN STANDARD DETAILS
				A	C6.0	PHOTOMETRIC DETAILS
				A	L1.1	LANDSCAPE PLAN
				A	L1.2	IRRIGATION PLAN
				A	A1.0	BUILDING RENDERINGS
				A	A2.1	BUILDING ELEVATIONS
				A	A2.2	BUILDING ELEVATIONS
				A	-	PHOTOMETRIC PLAN

FOR
FLYNN RESTAURANT GROUP LLC

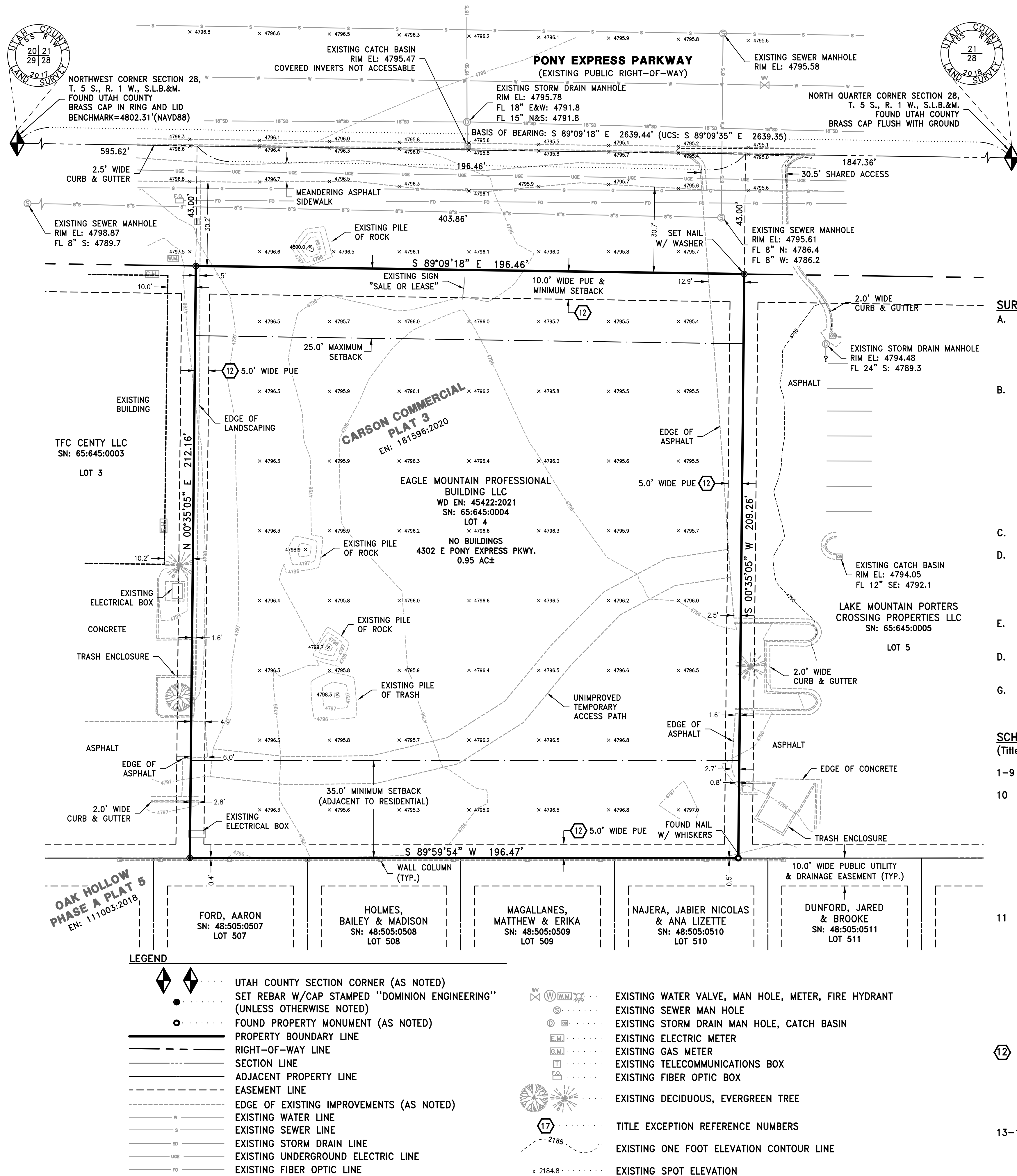
225 Bush Street, Suite 1800
San Francisco, CA 94104

PREPARED BY



Dominion
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

Path: P:\E\LYNN - WENDY'S EAGLE MOUNTAIN 3738\SURVEY\DRAWINGS\WENDY'S EAGLE MOUNTAIN ALTA.dwg | Plot date: November 20, 2023 | plotted by: breitt



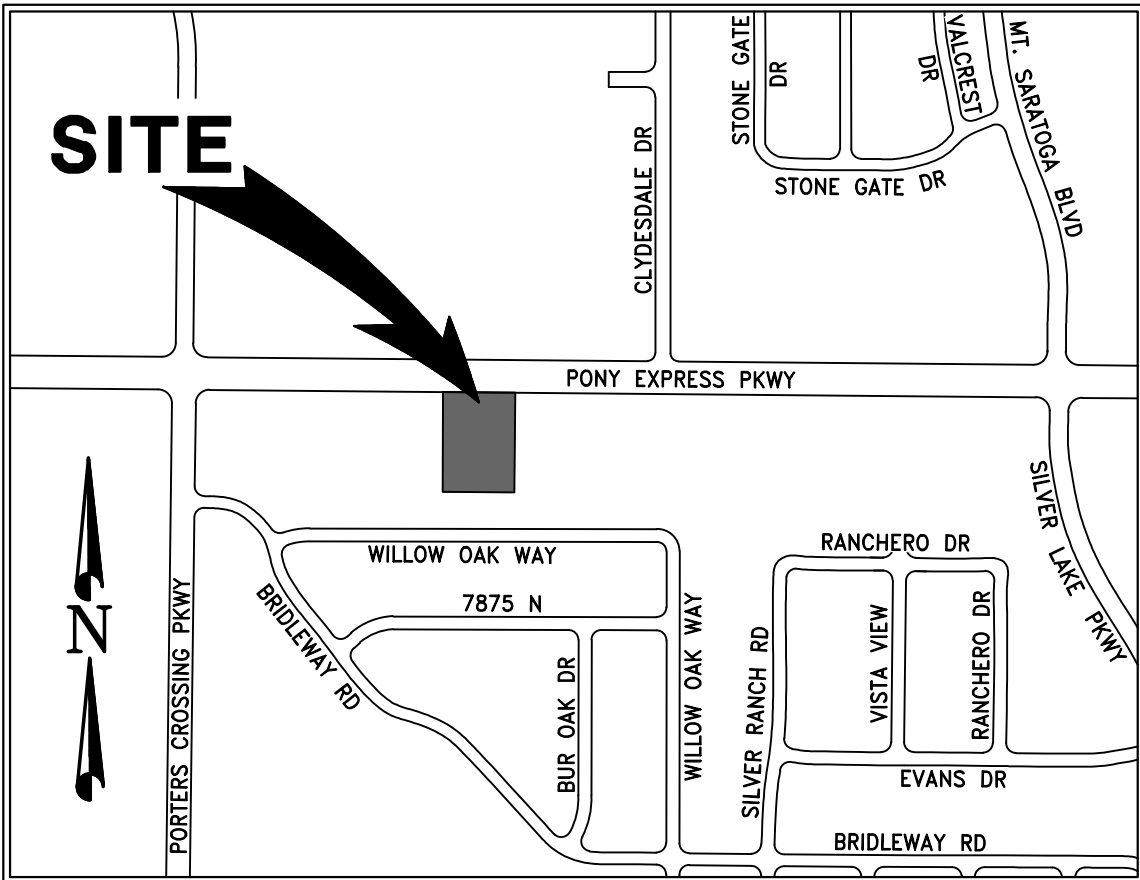
SURVEYOR'S NOTES

- A. The subject property is located within an area identified as Zone "X" (Areas determined to be outside the 0.2% annual chance floodplain) per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 49049C0300F (Not Printed), Effective Date: June 19, 2020, for Community No. 490258, City of Eagle Mountain.
- B. A Zoning report or letter was not provided. The current zone from Eagle Mountain City's Zoning Lookup Map indicates the subject property lies within the Community Commercial (CC) District. Section 17.35.040 of the Eagle Mountain City Code discloses the following Setback Requirements: 1. Front Yard - 10' Minimum/25' Maximum, 2. Side Yard - None (Equal to building height if adjacent to residential), 3. Rear Yard - 20' (35' if adjacent to residential). Maximum Height: 50' (Measured from the average of the highest finished grade and the lowest finished grade of the structure to the highest point of the roof, excluding ancillary structures). Section 17.55.110 of the Eagle Mountain City Code indicates 1 parking stall is required per 125 sq. ft. of gross floor area for fast food/drive-thru restaurants.
- C. No clearly identifiable parking spaces were observed.
- D. Utilities shown have been located from visible indications surveyed on the subject property and from information provided. The surveyor has not physically located the underground utilities and makes no guarantees that the utilities shown hereon compromise all such utilities in the area either in service or abandoned.
- E. Subject property has an existing 30.5' wide shared driveway access to Pony Express Parkway.
- D. No evidence of recent earth moving work, building construction, or building additions were observed.
- G. No evidence of proposed changes in street right of way lines or recent street or sidewalk construction or repairs were observed.

SCHEDULE B, PART II EXCEPTIONS

(Title Commitment No. NCS-1199181-OMHA, Dated: October 30, 2023)

- 1-9 Standard exceptions, not matters of survey and are not shown or addressed.
- 10 Vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs, used in connection with such water rights, as maybe recognized and acknowledged by the local customs, laws, and decisions of courts and there is reserved from the lands hereby granted, a right of way thereon for ditches and canals constructed by the authority of the United States, as disclosed within that certain Patent recorded May 11, 1921 as Entry No. 2880 in Book 212 at Page 94 of Official Records.
Survey Findings: The surveyed property lies within the area described in the exception document.
- 11 Reserving and Excepting unto Jacob Investment Company, its successors and assigns forever, all interest in and to all oil, gas petroleum, naphtha, other hydrocarbon substances and minerals of whatsoever kind and nature in, upon or beneath the subject property, together with the right of entry and all other rights, including all rights of way and easements which may be necessary for the development, production and removal of all such substances and minerals and the full enjoyment of the interests so reserved, as disclosed in that certain Warranty Deed recorded May 9, 1955 as Entry No. 6025 in Book 680 at Page 251 of Official records.
Survey Findings: The surveyed property lies within the area described in the exception document.
- 12 Easements, notes and restrictions as shown on Carson Commercial Plat 3 subdivision plat recorded November 16, 2020 as Entry No. 181596:2020 in Book 65 of Plats at Page 645.
Survey Findings: Plat depicts 10' wide public utility easements along the front of the lots and 5' wide public utility easements along the sides and rear of the lots and are shown.
- 13-17 Not matters of survey and are not shown or addressed.



Vicinity Map
Not to Scale

SURVEYOR'S CERTIFICATE:

To Wend Salt Lake, LLC;; FRG Group; First American Title Insurance Company; First American Title Insurance Company National Commercial Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11, 13, 14, 16, 17, 18 & 19 of Table A thereof. The fieldwork for this survey was completed on October 17, 2023.

RECORD DESCRIPTION:

(Title Commitment No. NCS-1199181-OMHA, Dated: October 30, 2023)

LOT 4, CARSON COMMERCIAL PLAT 3, A SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE UTAH COUNTY RECORDER'S OFFICE.

Parcel Serial No. 65:645:0004

Date: November 20, 2023



Don K. Roundy, PLS
License No. 501180

NARRATIVE:

An ALTA/NSPS Land Title Survey was requested by Wend Salt Lake LLC as a part of future design considerations.

A commitment for title insurance prepared by First American Title Insurance Company (Commitment No. NCS-1199181-OMHA, Dated: October 30, 2023) was provided and relied upon for the preparation of this survey.

The monuments shown on the Official Plat of Carson Commercial Plat 3 Subdivision, recorded on November 16, 2020 as Entry No. 181596:2020 as Map No. 17373 have been used to control the location of the subject property.

The vertical benchmark for this survey is the Utah County Monument found marking the Northwest corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian, having a G.P.S. R.T.K. NAVD88 elevation of 4802.31, using the U.G.R.C. V.R.S. Solution.

BASIS OF BEARING:

The Basis of Bearing for this survey is S 89°09'18" E measured between the Northwest Corner and North Quarter Corner of Section 28, Township 5 South, Range 1 West, Salt Lake Base and Meridian as shown on the Official Plat of Carson Commercial Plat 3 Subdivision, recorded on November 16, 2020 as Entry No. 181596:2020 as Map No. 17373.

REFERENCES INCLUDE:

- Commitment for title insurance prepared by First American Title Insurance Company (Commitment No. NCS-1199181-OMHA, dated: October 30, 2023) & associated documents.
- Carson Commercial Plat 3 Subdivision, recorded on November 16, 2020 as Entry No. 181596:2020 as Map No. 17373.
- Oak Hollow Phase A Plat 5 Subdivision, recorded on November 20, 2018 as Entry No. 111003:2018 as Map No. 16338.
- Record of Survey 16-233 prepared by Chad Poulsen with LEI dated January 18, 2016.
- Record of Survey 96-232 prepared by Dennis Jensen dated July 5, 1996.

DRAWN BCD 11.20.23 DATE	CHECKED DKR 11.20.23 DATE
DESIGNED DATE	PROJECT ENGINEER DATE
APPROVED DATE	PROJECT MANAGER DATE

WEND SALT LAKE LLC

EAGLE MOUNTAIN, UTAH COUNTY, UTAH



Dominion
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

ALTA/NSPS LAND TITLE SURVEY
4302 PONY EXPRESS PARKWAY

LOCATED IN THE NORTHWEST QUARTER OF SECTION 28,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN

PROJECT NO.

3738

SHEET NO.

1 of 1

FILE NAME: WENDY'S.EM

SCALE: 1"=20'

0	DRAWING RELEASED FOR REVIEW	DKR	11.20.23
NO.	REVISIONS	BY	DATE

GENERAL NOTES:

- CLEARING AND GRADING NOTES:

1. CONTRACTOR SHALL PERFORM EARTHWORK IN ACCORDANCE WITH THE EAGLE MOUNTAIN CITY STANDARD SPECIFICATIONS.
2. THE EXISTING TOPOGRAPHY SHOWN ON THESE PLANS IS BASED ON TOPO SURVEY PERFORMED BY DOMINION ENGINEERING.
3. CONTRACTOR SHALL TAKE NECESSARY MEASURES TO PREVENT EROSION ONTO ADJACENT PROPERTY AND IN DRAINAGE FACILITIES. CONTRACTOR RESPONSIBLE TO CONTROL DUST AND MUD ON SURROUNDING STREETS.

DEWATERING NOTES:

1. THE CONTRACTOR SHALL FURNISH, INSTALL, OPERATE AND MAINTAIN ALL MACHINERY, APPLIANCES, AND EQUIPMENT TO MAINTAIN ALL EXCAVATIONS FREE FROM WATER DURING CONSTRUCTION. THE CONTRACTOR SHALL DISPOSE OF THE WATER SO AS NOT TO CAUSE DAMAGE TO PUBLIC OR PRIVATE PROPERTY, OR TO CAUSE A NUISANCE OR MENACE TO THE PUBLIC OR VIOLATE THE LAW. THE DEWATERING SYSTEM SHALL BE INSTALLED AND OPERATED SO THAT THE GROUND WATER LEVEL OUTSIDE THE EXCAVATION IS NOT REDUCED TO THE EXTENT WHICH WOULD CAUSE DAMAGE OR ENDANGER ADJACENT STRUCTURES OR PROPERTY. ALL COST FOR DEWATERING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ALL PIPE CONSTRUCTION. THE STATIC WATER LEVEL SHALL BE DRAWN DOWN A MINIMUM OF 2 FEET BELOW THE BOTTOM OF THE EXCAVATION TO MAINTAIN THE UNDISTURBED STATE OF NATURAL SOILS AND ALLOW THE PLACEMENT OF ANY FILL TO THE SPECIFIED ELEVATION. THE CONTRACTOR SHALL HAVE ON HAND, PUMPING EQUIPMENT AND MACHINERY IN GOOD WORKING CONDITION FOR EMERGENCIES AND SHALL HAVE WORKMEN AVAILABLE FOR ITS OPERATION. DEWATERING SYSTEMS SHALL OPERATE CONTINUOUSLY UNTIL BACKFILL HAS BEEN COMPLETED TO 1 FOOT ABOVE THE NORMAL STATIC GROUNDWATER LEVEL.

UNDERGROUND UTILITIES:

1. THE INFORMATION SHOWN ON THE PLANS WITH REGARD TO THE EXISTING UTILITIES AND/OR IMPROVEMENTS WAS DERIVED FROM FIELD INVESTIGATIONS AND/OR RECORD INFORMATION. THE ENGINEER DOES NOT GUARANTEE THESE LOCATIONS TO BE EITHER TRUE OR EXACT. PRIOR TO CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY ALL EXISTING IMPROVEMENTS AND TO EXPOSE ALL EXISTING UNDERGROUND UTILITIES RELATED TO THE PROJECT. INCLUDING BUT NOT LIMITED TO SEWER, STORM DRAIN, WATER, IRRIGATION, GAS, ELECTRICAL, ETC. AND SHALL NOTIFY THE ENGINEER FORTY-EIGHT (48) HOURS IN ADVANCE OF EXPOSING THE UTILITIES, SO THAT THE EXACT LOCATION AND ELEVATION CAN BE VERIFIED AND DOCUMENTED. THE COST ASSOCIATED TO PERFORM THIS WORK SHALL BE INCLUDED IN EITHER THE LUMP SUM CLEARING COST OR IN THE VARIOUS ITEMS OR WORK. IF LOCATION AND/OR ELEVATION DIFFERS FROM THAT SHOWN ON THE DESIGN PLANS, PROVISIONS TO ACCOMMODATE NEW LOCATION/ELEVATION MUST BE MADE PRIOR TO CONSTRUCTION.
2. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1-800-662-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGE UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
3. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SLOPING OR OTHER PROVISIONS NECESSARY TO PROTECT WORKMEN FOR ALL AREAS TO BE EXCAVATED TO A DEPTH OF 4 FEET OR MORE. FOR EXCAVATIONS 4 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL COMPLY WITH OSHA STANDARDS AND REQUIREMENTS.

4. PRIOR TO OPENING AN EXCAVATION, CONTRACTOR SHALL ENDEAVOR TO DETERMINE WHETHER UNDERGROUND INSTALLATIONS; I.E. SEWER, WATER, FUEL, ELECTRIC LINES, ETC. WILL BE ENCOUNTERED AND IF SO, WHERE SUCH UNDERGROUND INSTALLATIONS ARE LOCATED. WHEN THE EXCAVATION APPROACHES THE APPROXIMATE LOCATION OF SUCH AN INSTALLATION, THE EXACT LOCATION SHALL BE DETERMINED BY CAREFUL PROBING OR HAND DIGGING; AND, WHEN IT IS UNCOVERED, ADEQUATE PROTECTION SHALL BE PROVIDED FOR THE EXISTING INSTALLATION. ALL KNOWN OWNERS OF UNDERGROUND FACILITIES IN THE AREA CONCERNED SHALL BE ADVISED OF PROPOSED WORK AT LEAST 48 HOURS PRIOR TO THE START OF ACTUAL EXCAVATION.
5. IN CASES OF HIGH GROUNDWATER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE RUBBER GASKET JOINTS ON ALL PRE CAST PIPES. THE COST FOR RUBBER GASKET JOINTS SHALL BE INCLUDED IN THE UNIT PRICES OF PIPE.
6. THE CONTRACTOR SHALL PROVIDE CLAY DAMS IN UTILITY TRENCHES TO PREVENT CHANNELING OF SUBSURFACE WATER, DURING AND AFTER CONSTRUCTION. CONSTRUCT CLAY DAMS AT THE TOP OF GRADE BREAKS AND AT THE FOLLOWING INTERVALS:
TRENCHES WITH SLOPES < 10% = DAMS AT 500' INTERVALS
TRENCHES WITH SLOPES $\geq$ 10% = DAMS AT 100' INTERVALS
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL PIPE OF ADEQUATE CLASSIFICATION WITH SUFFICIENT BEDDING TO MEET ALL REQUIREMENTS AND RECOMMENDATIONS OF EAGLE MOUNTAIN CITY FOR H-20 LOAD REQUIREMENTS.
8. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER AND STREET PAVING.

GENERAL EROSION CONTROL NOTES

1. PRE CONSTRUCTION MEETING IS REQUIRED WITH THE CITY PRIOR TO DISTURBANCE.
2. IN THE EVENT A CHANGE OCCURS ON THIS APPROVED SITE PLAN WHICH INVOLVES ENLARGING THE AREA OF DISTURBANCE, THE CONTRACTOR SHALL CONTACT THE EAGLE MOUNTAIN CITY EROSION CONTROL INSPECTOR PRIOR TO THE DISTURBANCE.
3. THE CONTRACTOR WILL FILL OUT "EROSION AND SEDIMENT CONTROL PLAN" INSPECTION AND MAINTENANCE FORM EVERY SEVEN DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT AND/OR A HEAVY SNOW MELT. PROVIDE COPIES OF MAINTENANCE FORM TO THE EAGLE MOUNTAIN CITY EROSION CONTROL INSPECTOR AND OWNER AT WEEKLY CONSTRUCTION MEETINGS.
4. THE CONTRACTOR WILL COMPLY WITH THE INSTALLATION AND MAINTENANCE OF THE "BEST MANAGEMENT PRACTICE" (BMP) USED ON THE EROSION AND SEDIMENT CONTROL PLANS UNTIL THE REVEGETATION BOND HAS BEEN 100% RELEASED.
5. THE CONTRACTOR SHALL OBTAIN THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY AND PROVIDE EVIDENCE TO THE CITY AT THE PRE CONSTRUCTION MEETING.
6. THE CONTRACTOR WILL MAINTAIN STREETS TO BE FREE FROM SOIL AND DEBRIS 24 HOURS PER DAY, SEVEN DAYS A WEEK.
7. THE CONTRACTOR WILL MAINTAIN THE EROSION CONTROL DEVICES UNTIL THE GROUND COVER HAS BEEN ESTABLISHED.
8. DUST CONTROL MEASURES WILL BE ON SITE AND IN WORKING ORDER WHEN SOIL IS DISTURBED. DUST CONTROL WILL BE USED 24 HOURS, SEVEN DAYS PER WEEK AS CONDITIONS DICTATE. THE CONTRACTOR WILL INCREASE EQUIPMENT AS NEEDED TO CONTROL DUST.
9. THE CONTRACTOR WILL PREVENT SEDIMENTS FROM ENTERING UTILITIES BY INSTALLING FILTER FABRIC AROUND STRUCTURES.
10. VEGETATION WILL BE DISPOSED OF IN ONE OR MORE OF THE FOLLOWING WAYS:

HAULING TO APPROVED LAND FILL
SHREDDING
CHIPPING
BURNING WITH APPROVED PERMIT

BRUSH MAY BE STOCKPILED AT TOES OF FILLS FOR TEMPORARY EROSION CONTROL.

11. REMOVE NATIVE TREES WITHIN AREAS OF DISTURBANCE ONLY.
12. ALL EXCAVATED MATERIAL MUST BE KEPT WITHIN THE "LIMITS OF MASS GRADING DISTURBANCE".
13. PLACE GEOTEXTILE STYLE SILT FENCES PRIOR TO ANY EXCAVATIONS INDICATED BY THE EROSION CONTROL DRAWINGS. THE EROSION/SEDIMENTATION CONTROL (E.S.C.) MEASURES SHOWN ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED



DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PROJECT TYPE: CIVIL/SITE
PROTOTYPE

Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION
1	2/14/24	CITY REVIEW COMMENTS #1

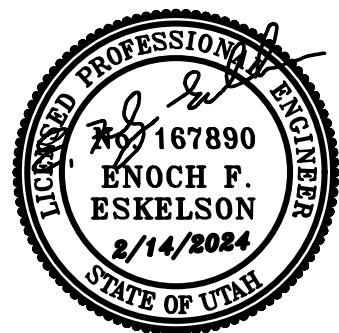
ISSUE DATE: 02/14/2024

PROJECT NUMBER: 3738

DRAWN BY: AGE

CHECKED BY: EF

SEA



SHEET NAME

GENERAL NOTES

SHEET NUMBER

CO.1

PART 1 - GENERAL

1.1 PROJECT RECORD DOCUMENTS

A. Submit record documents indicating location and depth for water, sanitary sewer and storm sewer pipes, gages, and electric lines, and storm water detention (if required). Dimensions to the building exterior. Locations shall be shown on a Site Plan Drawing with an accuracy of ±1 foot horizontal and 3" vertical. Record plans should also indicate pipe material and joints used.

1.2 PERMITS AND INSPECTIONS

A. All permits required by laws, ordinances and building codes having jurisdiction shall be obtained at the proper time by and at the expense of the Contractor.

B. Contractor shall obtain all inspections required by all laws, ordinances and public authority having jurisdiction.

1.3 SHOP DRAWINGS

A. Submit Shop Drawings for the following items:

1. Import fill, bedding and trench backfill.
2. Asphalt paving materials.
3. Sanitary sewer, water, storm sewer pipe materials.
4. Concrete mix design.
5. Stormwater detention materials (if required).

B. Contractor shall obtain all inspections required by all laws, ordinances and public authority having jurisdiction and shall obtain certificates of such inspections and submit same to the Architect and shall pay all fees, charges, assessment and other expenses in connection therewith.

C. Piping and equipment layout is schematic. Exact locations are determined by structural and other conditions. Design of system may not be changed. Only exact location of piping may be revised to suit construction condition and aid in coordination with work of other Contractors.

D. The materials and equipment installed in the work shall meet the requirements of the Contract Documents and no materials or equipment shall be ordered until reviewed by the Engineer and/or Architect.

E. When submitted for the Engineer and/or Architect's review, shop drawing shall bear the Contractor's certification that they have reviewed, checked and approved the Shop Drawings, that they are in harmony with the requirements of the Project and with the provisions of the Contract Documents and that they have verified all field measurements and construction criteria, materials, catalog number and similar data. Contractor shall also certify that the work represented by the Shop Drawings is recommended by the Contractor and the Contractor's guarantee will fully apply.

F. All Contractors submitting proposals for this Work shall be first examine the Site and all conditions therein. All proposals shall take into consideration all such conditions as may affect the Work under Contract. The submitting of a bid automatically implies that this examination of Site has been done.

G. Contractor shall verify location of utilities and note conditions which would affect the Work. All discrepancies shall then be reported prior to construction.

1.4 TESTING SERVICES

A. Testing services shall be performed by an independent testing agency selected by the General Contractor. Testing Agency Qualifications:

1. Approved by authorities having jurisdiction.
2. Agency whose primary business is materials and construction testing.
3. Objective, competent and independent from the Contractor performing the work to be inspected.
4. Having adequate equipment, periodically calibrated as required, to perform the special inspections.
5. Employing experienced personnel educated in conducting, supervising and evaluating special inspections similar in complexity to that required for the Project.

B. Testing services are required to verify compliance with requirements specified or indicated. These services do not relieve Contractor's responsibility for verification of compliance with Contract Document requirements.

C. General Contractor to coordinate and schedule the work of the independent testing agency. Notify the independent testing agency 48 hours prior to the expected time when testing services will be required. Establish schedule by advance discussion with the independent testing agency, determine the time required to perform tests and to issue findings.

D. Testing Agency to provide the General Contractor's superintendent with a draft copy of the daily report prior to leaving the Project Site each day. Provide typed copies of testing agency reports, inspections, and certifications within 5 business days to the Architect/Engineer's Office and General Contractor's Office by email.

1.5 TESTING REQUIREMENTS

A. Fine and Coarse Aggregates, Bedding and Backfilling Materials:

1. Sieve test to ensure compliance with the materials specifications.
2. Provide 1 test for each source of imported materials as directed by the Engineer.

B. Soil Compaction:

1. Minimum Frequency of Testing:
 - a. Within the Building Footprint: Four tests of subgrade for each layer of fill
 - b. Outside a Building Footprint: One test per 2,500 square feet of subgrade for each layer of fill
 - c. Utility Trenches: One test for every 50 linear feet of trench length at each lift.
 - d. Curb and Gutter: One test for every 100 linear feet.
2. Pavement Subgrade, Base Course: One test for every 2,500 square feet for parking lot construction. One test at every driveway or curb cut location.

2. Predominately Granular Soils:

- a. Perform necessary laboratory and field testing required to verify compaction of fill, bedding, trench backfill and structure backfill in accordance with ASTM D1557.
- b. Verify the compaction of the first 12 inches of the existing subgrade below structures, utility structures, paved areas, and areas to be filled in accordance with ASTM D1557.
3. Predominately Cohesive Soils:
 - a. Perform necessary laboratory and field testing required to verify compaction of fill trench backfill and structure backfill in accordance with ASTM D698.
 - b. Verify the compaction of the first 12 inches of the existing subgrade below structures, utility structures, paved areas, and areas to be filled in accordance with ASTM D698.
4. Place no additional fill in areas where compaction results do not meet Specification requirements.

C. Bituminous Pavement Testing:

1. The Contractor shall have the testing agency's density technician and a density gage available whenever paving is occurring. This technician and gage shall monitor placement and compaction of asphalt to verify the maximum density possible is being achieved.
2. The testing agency shall take 1 core of new parking lot in a location to be determined by the General Contractor. The daily average in place density shall be 95.0% of the mixture's TMD or greater with a minimum density of 93% of TMD. Areas that are not compacted to the specified daily average will be evaluated by the GC and may either be removed or subject to a price reduction.
3. Thickness: In place compacted thickness tested in accordance with ASTM D3549.
4. Surface Smoothness: Test finished surface of each hot mix asphalt course for smoothness, using 10 foot straightedge applied parallel with and at right angles to centerline of paved area, or by measuring depths of bird baths immediately after a rain.
5. Workmanship: Finished Surfaces, Especially in High Visibility Areas: Smooth, free of cracks, raveling or spalling holes, roke or roller marks and depressions, or bird baths. Problem Areas Identified: Correct by removing, paving or reheating and re-rolling if possible.
6. Bird baths exceeding 1/4 inch deep and 10 sft shall be remedied by the Contractor.

D. Concrete Testing:

1. Point of sampling and the method of securing the Samples to be determined by the independent testing agency in accordance with ASTM C172.
2. Perform 1 slump test in accordance with ASTM C143 for each truckload of concrete.
3. Perform 1 air-entraining test in accordance with ASTM C231 or C173 for each truckload of concrete.
4. Test the concrete unit weight in accordance with ASTM C138 or C567, as applicable.
5. Test the air content and fresh concrete temperature of each set of concrete cylinders.
 - a. Concrete Cylinder Testing to be in accordance with ASTM C31 and C39. Perform one test for each 150 cubic yards (or fraction thereof) of each class of concrete placed each day.
 - b. Concrete Cylinder shall consist of 4 inch standard cylinders.
 - c. Test one of the cylinders at 7 days and second cylinders at 28 days. Save third cylinder as a spare if needed.
 - d. Acceptance and evaluation of the concrete shall be based on ACI 301.

6. Workmanship: Finished surface free of cracks, stone holes, chips, footprints, graffiti, animal tracks or bird baths.

PART 2 - EARTHWORK

2.1 Imported Fill, Bedding, and Trench Backfill

A. Imported Fill:

1. Exclusive of rubble of gray or blue clay, peat, organic matter, frozen lumps, stone due, limestone, or slag.
2. Have a moisture content such that material is capable of being compacted to 95% maximum density.
3. Grading requirements:

Sieve Size	Total % Passing
3/4 inch	100%
1/2 inch	75 – 95%
3/8 inch	60 – 90%
#4	45 – 80%
#8	30 – 60%
#16	20 – 50%
#30	15 – 40%
#50	10 – 25%
#100	5 – 15%
#200	3 – 6%

B. Imported Pavement Aggregate:

1. DOT approved supplier and material.
2. 90% minimum crushed material.
3. Slog not allowed.

4. Grading requirements:

Sieve Size	Total % Passing
3/4 inch	100%
1/2 inch	50 – 75%
#8	20 – 45%
#200	4 – 8%

C. Imported drainage stone:

1. DOT approved supplier and material.
2. Grading requirements:

Sieve Size	Total % Passing
3/4 inch	100%
3/8 inch	90 – 100%
#8	0 – 5%
#200	0 – 30%

D. Imported bedding and trench backfill:

1. Exclusive of rubble of gray or blue clay, peat, organic matter, frozen lumps, stone due, limestone, or slag.
2. Have a moisture content such that material is capable of being compacted to 95% maximum density.
3. Grading requirements:

Sieve Size	Total % Passing
3/8 inch	100%
#4	50 – 100%
#100	0 – 30%

E. Native material used as fill, bedding, or trench backfill.

1. Exclusive of rubble of gray or blue clay, peat, organic matter, frozen lumps, stone due, limestone, or slag.
2. Have a moisture content such that material is capable of being compacted to 95% maximum density.
3. No rocks or lumps over 2 inch in greatest dimension.

F. Imported Soil:

1. Topsoil shall consist of friable surface soil reasonably free of grass, roots, weeds, sticks, stones, or other foreign materials.
2. The topsoil shall consist of sandy loam, with soil particles within the following percentages: clay, 0–25; silt; 25–50; sand; 50–70; decomposed organic matter; 5–10.
3. The clay content is optional.
4. The soil shall have a soil acidity range between a pH 5.0 to pH 7.0. The soil salinity shall not exceed 3 millimhos per centimeter at 25oC (as described by USDA Circular No. 982).

PART 3 - UTILITIES

3.1 WATER SERVICE MATERIALS

A. Pipes: Copper:

1. B 88, Type K, soft–temper.
2. Lay water service below local frost depth (if applicable).

3.2 STORM SEWER PIPE MATERIALS

A. Concrete Pipe (RCP):

1. Reinforced concrete: ASTM C76, Class III (unless otherwise indicated on Drawings).
2. Manufacturers: DOT approved manufacturer.
3. Joints: Rubber gasket, ASTM C443.

B. PVC Profile (corrugated PVC):

1. PVC ASTM F949 and F794.
2. Manufacturers: Contec, A–2000; or approved equal.
3. Joints: ASTM F477 double gasket, ASTM D3212.

C. PVC Closed Profile:

1. PVC ASTM F1804.
2. Manufacturers: Vylon pipe; or approved equal.
3. Joints: ASTM F477 gasket, ASTM D3212.

D. Corrugated Polyethylene (HDPE):

1. Pipe shall have smooth interior, annular exterior corrugations, per AASHTO M294, Type S.
2. Virgin pipe resin, cell classification 424420C or 435400C per ASTM D3350.
3. Joints shall be water tight per ASTM D3212 and ASTM F1417.
4. Gaskets shall be polyisoprene per ASTM F477.
5. Fittings shall conform to ASTM F2306 N–12 Mega Green WT 1B.
6. Manufacturers: Advanced Drainage Systems, Inc.; or Hancor–Blue seal WT 1B.

E. Aluminized Steel, Type 2 (Aluminum):

1. Aluminized Steel, Type 2 (Aluminum):
2. Aluminum material ASTM A929, ASTM B745, ASTM B790.
3. 16 gage (18 to 30 inch diameter). Asphalt–coated.
4. Manufacturers: CONTEC ULTRA FLOW; or approved equal.
5. Joints: Bell and spigot, gasketed joint, QUICK STAB.

F. Transation Fittings:

1. Duplex adapter and ring similar to Certainited Catalog No. 58433 or approved equal.
2. Rubber or elastomeric sleeve and stainless steel band assembly fabricated to match outside diameters of pipes to be joined. Sleeves for cast iron pipe shall conform to ASTM C564. Sleeves for PVC pipe shall conform to ASTM C443.

3.3 SANITARY SEWER PIPE

A. Polyvinyl Chloride (PVC), Schedule 40 in conformance with ASTM D1785. Pipe joints shall be the same as the sewer. Service lead connections shall incorporate the use of "wee" branches. Tee branches are not permitted for onsite service leads.

3.4 MANHOLES

- A. Precast Concrete reinforced concrete in conformance with ASTM C478. Joints shall be rubber gasket per ASTM C443. Base Section: 6–inch minimum thickness for floor slab and 5–inch minimum thickness for walls and base riser section. Base section may be separate or integral with side walls. Riser Sections to be 5–inch minimum wall thickness, minimum 48–inch diameter, and lengths to provide depth indicated. Top Section to be eccentric cone type, unless concentric cone or flat top is indicated. Top of cone to match grade ring diameter. Grade Rings to be 4–inch minimum thickness, minimum 24–inch internal diameter to match flange and cover. Steps to be modular iron reinforced propylene or aluminum and integrally cast into base, riser, and top sections sidewall at intervals in conformance with OSHA requirements. Frames and Covers to be ASTM A48–83, Class 35, heavy-duty, gray iron, 24–inch inside diameter by 7 to 9 inch riser with 4–inch minimum wall thickness, in compliance with local agency requirements or as indicated on Drawings.

3.5 CATCH BASIN AND CURB INLETS

A. Precast reinforced concrete shall conform to the requirements specified for manholes, depth as indicated on Drawings.

PART 4 - PAVING

4.1 ASPHALT MATERIALS

A. Supplied by a DOT Approved supplier.

B. All mixtures to be:

1. DOT approved mix designs for 20–year, 300,000 ESAL's (equivalent single axle load) design.
2. Utilize a minimum of 50% crushed stone.
3. Aggregate gradation requirements:

Sieve Size	Total % Passing
3/4 inch	100%
1/2 inch	75 – 95%
3/8 inch	60 – 90%
#4	45 – 80%
#8	30 – 60%
#16	20 – 50%
#30	15 – 40%
#50	10 – 25%
#100	5 – 15%
#200	3 – 6%
4. Air voids modified to 4% using regression for light traffic applications (if necessary).
5. Asphalt Cement: 5.5% to 6.5%.
6. PG: DOT approved for geographic region of project
7. Reclaimed Asphalt Pavement (RAP) as percent of total weight of the mixture:
 - a. HMA Base: Maximum 35%. State DOT blending requirements; AASHTO M323.
 - b. HMA Binder/Leveling: Maximum 25%. Use virgin binder one grade softer, for both high and low temperature, than specified if RAP greater than 20%.
 - c. HMA Surface: Maximum 20%. No change in binder selection.
 - d. HMA Mixtures with Polymer Asphalt: Maximum 10%.
8. Greater than 25% RAP or Combination: Use virgin asphalt binder grade in accordance with State DOT blending requirements and AASHTO M 323.
8. Bond Coat: RS–2.

A. Air voids modified to 4% using regression for light traffic applications (if necessary).

5. Asphalt Cement: 5.5% to 6.5%.
6. PG: DOT approved for geographic region of project
7. Reclaimed Asphalt Pavement (RAP) as percent of total weight of the mixture:
 - a. HMA Base: Maximum 35%. State DOT blending requirements; AASHTO M323.
 - b. HMA Binder/Leveling: Maximum 25%. Use virgin binder one grade softer, for both high and low temperature, than specified if RAP greater than 20%.
 - c. HMA Surface: Maximum 20%. No change in binder selection.
 - d. HMA Mixtures with Polymer Asphalt: Maximum 10%.
8. Greater than 25% RAP or Combination: Use virgin asphalt binder grade in accordance with State DOT blending requirements and AASHTO M 323.
8. Bond Coat: RS–2.

4.2 CONCRETE MATERIALS

A. Concrete: Ready Mix Concrete conforming to ASTM C–94.

1. Design mix to project normal–weight concrete consisting of Portland cement, aggregate, air entraining admixture and water to produce the following properties:
 2. Compressive Strength: 3,500 psi, minimum at 28 days, unless otherwise indicated.
 3. Air Content: 6 percent ±1 percent.
 4. Slump: 1–4 inch maximum.
 5. Water/Cement Ratio: 0.5 maximum.

B. Portland Cement: ASTM C 150, Type I.: Use same brand of cement throughout project.

C. Fly Ash: ASTM C618, Type F.

- D. Aggregates: Grade aggregates according to ASTM C136 Class M, Exposure 4:
 1. Coarse aggregate ASTM C33–55, Number 57.
 2. Fine aggregate ASTM C33.

E. Water: Potable.

- F. Admixtures:
 1. Air Entraining Admixture: ASTM C 260, certified by manufacturer to be compatible with other required admixtures.
 2. Calcium Chloride: Do not use calcium chloride in concrete. Do not use admixtures containing calcium chloride in concrete mixes.

G. Fiber:

1. Polypropylene, ASTM C1116 Type III.
2. Fiber mesh 300 ±3, or equal.
3. Graded Length (3/4" – 2 1/2").
4. 1.5 lbs per cubic yard in dumpster pad slab area.

H. Expansion Joint Materials: Joint Filler: shall be a preformed fiber joint material composed of blended, bonded, flexible and waterproof fiber meeting the requirements of AASHTO M213, or approved equal.

I. Liquid–Membrane Forming Curing Compound: Complying with ASTM C 309, Type I, Class A. Moisture loss not more than 0.055 gr./sq. cm. when applied at 200 square feet per gallon. Color shall be Clear or White.

J. Bonding Compound: Acrylic base, rewettable type.

1. Dayton Superior: Product – Superior Concrete Bonder (J–41).
2. Euclid Chemical: Product – Eucop–Weld.
3. L & M Chemicals: Product – Everweld.

K. Joint Sealant Materials: Joint sealant shall be a gray elastomeric silicone or polyurethane sealant designed for concrete expansion and control joints conforming to ASTM C920, or approved equal.

L. Concrete Sealer: 'Scaffold' cementone clear sealer. Apply per manufacturer's recommendations.

M. Optional Concrete Color Hardener: 'Scaffold' Lithochrome, A33 'Classic Grey', apply per manufacturer's recommendations.

4.3 PAVEMENT MARKINGS

H. Marking paint shall meet Federal Specification GSA–FSSIT–P–115E Type 1.

- I. Size and Color: 4–inch width, white, yellow, blue or other color depending on intended use. Color as indicated on the Drawings.
- J. Traffic paint shall be spray type for stripe marking. Contractor may use one of the following:
 1. Repcoite 47610 Traffic Marking Paint: – white and 47660 Traffic Marking Paint – yellow.
 2. Sherwin–Williams – Selfast Low VOC Acrylic Traffic Marking Point TM 5623 (White), TM 5627 (Yellow).
 3. See site plan and details for specific colors for different elements.

K. Thermoplastic Marking system: 90 mil thickness (minimum), continuous heat applied, double dry reflective media, 3M (or approved equal) All Weather.

4.4 ADA TRUNCATED DOMES

A. Install at all sidewalk ramps in public right of way, or as required by municipality. Materials shall comply with current ADA accessibility guidelines specifications.

B. Approved manufacturers:

1. Armor–tile, vitrified polymer composite (VPC).
2. East Jordan Iron Works (EJIW), Series 7005 cast–iron warning plate. Color: Brick Red, Federal Color No. Z2144.
3. ADA Solutions, Inc. tactile warning surface, glass and carbons reinforced composite.
4. Duralast, detectable warning, cast iron plates.

C. Cleanouts: Provide cast iron ferrule and countersunk brass cleanout plug, with round cast iron access dome and heavy duty, secured, scoriated cast iron cover. Pipe to be schedule 40 PVC.

3.4 MANHOLES

- A. Precast Concrete reinforced concrete in conformance with ASTM C478. Joints shall be rubber gasket per ASTM C443. Base Section: 6–inch minimum thickness for floor slab and 5–inch minimum thickness for walls and base riser section. Base section may be separate or integral with side walls. Riser Sections to be 5–inch minimum wall thickness, minimum 48–inch diameter, and lengths to provide depth indicated. Top Section to be eccentric cone type, unless concentric cone or flat top is indicated. Top of cone to match grade ring diameter. Grade Rings to be 4–inch minimum thickness, minimum 24–inch internal diameter to match flange and cover. Steps to be modular iron reinforced propylene or aluminum and integrally cast into base, riser, and top sections sidewall at intervals in conformance with OSHA requirements. Frames and Covers to be ASTM A48–83, Class 35, heavy-duty, gray iron, 24–inch inside diameter by 7 to 9 inch riser with 4–inch minimum wall thickness, in compliance with local agency requirements or as indicated on Drawings.

3.5 CATCH BASIN AND CURB INLETS

A. Precast reinforced concrete shall conform to the requirements specified for manholes, depth as indicated on Drawings.

PART 5 - LANDSCAPING MATERIALS

5.1 Plant Materials: Certified by state Department of Agriculture, described by ANSI Z60.1, and free of disease or hazardous insects. Nursery stock shall meet the USA Standards of Nursery Stock (USA Standard Z60.1, latest edition) as published by the American Association of Nurserymen.

5.2 MISCELLANEOUS LANDSCAPE MATERIALS

A. Slow Release Fertilizer for Trees and Shrubs: Slow release plant food tablets with a guaranteed analysis of 14–3–3, 17 grams with a 2 to 3 year duration, Woodace Briquets as manufactured by Vigoro Industries, Fairview Heights, IL, or approved equal. Install at rate of 8 tablets per 1–inch caliper of trunk. Install for shrubs per manufacturer's recommendations.

B. Wrapping Materials: Burlap or arboricultural tree wrapping paper of 40–pound weight or greater with crepe surface. Wrap shall be secured with twine or weather–tolerant tape or equal as approved by Civil Engineer.

C. Stakes: New 2 inch by 2–inch hardwood lumber stakes, cedar or galvanized steel posts, 6 feet in length minimum, pointed end. Only 1 type, wood or metal, shall be used.

D. Tree Supports: Noncorrosive, of sufficient strength to withstand wind pressure and resultant movement of plant life, minimum 12–gauge wire or flexible 2 to 3–inch–wide nylon or plastic straps.

E. Plant Protectors: Rubber sleeves of suitable length over cable to protect plant stems, trunks, and branches to be 1/2 inch inside diameter reinforced rubber hose. All sleeves shall be uniform in color.

F. Anti–Desiccant: An emulsion, which provides a protective film over plant surfaces, sufficiently permeable to permit transpiration. Delivered in containers of the manufacturer; they must be mixed in accordance with his directions. "Dow Wax" by Dow Chemical Company, and Wilt Proof by Nursery Specialty Products, Inc., Groton Falls, New York, or approved equals acceptable.

G. Tree, Shrub, and Parking Lot Island Mulch: Mulch shall be double shredded, non–dyed, hardwood free from deleterious materials and fine dust, suitable for top dressing of trees, shrubs, or plants. Shredded redwood bark (gorilla hair) or other materials susceptible to igniting shall not be used.

H. Weed Barrier Fabric: Polypropylene or polyester geotextile separation fabric, 3 oz./sq. yd. (101g/sq. m) minimum, composed of fibers formed into a stable network so that fibers retain their relative position. Fabric shall be inert to biological degradation and resist naturally encountered chemicals, alkalis, and acids.

I. Pre–Emergent Herbicide (Selective and Nonselective): Effective for controlling the germination or growth of weeds within planted areas at the soil level directly below the mulch layer.

J. Post–Emergent Herbicide (Selective and Nonselective): Effective for controlling weed growth that has already germinated.

5.3 MAINTENANCE

A. Maintenance shall be the responsibility of the Contractor throughout the warranty period until Final Acceptance.

1. Final Acceptance for Plantings: Certificate of Final Acceptance shall be executed after landscape plantings are reviewed by the Construction Manager, Civil Engineer, and Owner, one year from Substantial Completion, and have determined that the maintenance and warranty requirements have been satisfactorily performed. Following Final Acceptance, maintenance will be considered the responsibility of the Owner.
2. Maintenance by the Contractor shall include:
 - a. Supplying necessary labor and equipment.
 - b. Performing necessary watering, cultivation, weeding, pruning, wound dressing, disease and insect pest control, protective spraying, replacement of unacceptable material, straightening plants that lean or sag, adjustment of plants that settle or are planted too deep, and any other procedure consistent with good horticultural practice necessary to insure normal, vigorous, and healthy growth of all Work under this Contract.
 - c. Visits to perform the foregoing Work shall be as necessary as the weather may require.
 - d. i.) Disease and Insect Pest Control: Inspect all plant materials as necessary to locate any disease or insect pest infestations. Upon the discovery of any disease or insect pest infestation, identify, or have identified, the nature and species of the infestation and submit a written method of control to the Construction Manager for approval prior to application of control measures.
 - e. Removal of all support stakes and wrapping.

5.4 WARRANTY

A. Warranty all plant materials against defects, including unsatisfactory growth and death. This warranty does not include plantings damaged by others, or unusual phenomena or incidents that are beyond the Contractor's control.

1. At the end of the warranty period, all plants shall be alive and growing in a healthy, vigorous manner.
2. The Owner reserves the right to reject any plant materials that have lost major mature branches prior to final acceptance; and, therefore, no longer meet the specifications for quality as specified.

PART 6 - ELECTRICAL

6.1 COMMON WORK RESULTS FOR ELECTRICAL

A. Provide all materials and equipment and perform all labor required to install new complete electrical system as indicated on Drawings, as required by code and as specified herein.

1. Temporary service as required.
2. Primary distribution by electric company.
3. Secondary service and metering installation by contractor.
4. Telephone system conduit and cables as shown on the drawings.
5. Exterior lighting fixtures and lamps, installation and wiring.

B. This Contractor shall furnish all labor, materials and equipment necessary to install all of the 208/120–volt electrical service from the utility company transformer to the service entrance equipment, including cables, conduit, pull wire, and ground rod and sleeve. Contractor shall coordinate installation of the main electrical disconnect with this Work.

C. Electrical equipment furnished by other trades or by this Contractor and specified in or indicated on Contract Documents shall be installed and connected by this Contractor, except as otherwise noted. Provide branch circuit connections to electrically operated equipment furnished by others as specified in or indicated on the Contract Documents. Temporary wiring for other Contractors shall be furnished and installed by this Contractor who shall be entirely responsible for the safe and satisfactory operation of said temporary wiring. Comply with latest requirements of Occupational Safety and Health Act (OSHA). Provide personnel ground fault protection on all temporary power and lighting circuits 30 amperes or less. Ground fault circuit interrupters on construction circuits are not required where circuit is a permanent circuit to be a part of the completed building. However, Contractor shall provide approved cord sets incorporating GFCI protection for personnel. Refer to the National Electrical Code (NEC).

D. All Work shall be done in accordance with:

1. NEC.
2. Codes: state, city and county building codes and ordinances.
3. National board of fire underwriters.
4. Certain codes and standards as set up by various technical societies such as UL, NEMA, NECA, IEEE, ASTM, IES, IPCEA, and ANSI.
5. This Work shall be governed also by local inspector's requirements.
6. Federal occupational safety and health act standards.
6. Americans with Disabilities Act.

E. All permits required by laws, ordinances and building codes having jurisdiction shall be obtained at proper time by and at the expense of this Contractor.

F. All electrical work shall be inspected by the governmental agency having jurisdiction, including local inspection authorities.

G. Owner reserves the



2565 N PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005
EAGLEMOUNTAINCITY.ORG

ENGINEERING

Eagle Mountain City General Notes for construction drawings:

SEWER-

- **Pipe bedding:** ¾" gravel required 6" below, on the sides & 12" above the pipe (minimum).
- **Depth:** Sewer main/laterals to maintain 4' of cover (minimum) from finished grade, 3' minimum from top of pipe at time of installation.
- **Separation:** sewer mains & laterals to maintain 10' separation (minimum) from culinary water mains & laterals.
- **Sewer Y's:** 3' minimum separation between sewer Y's.
- **Lateral stubs:** A) stubs must extend 15' into property and be marked with 2x4 painted green. B) All laterals must be GIS (shot in) at the Y's and stubs. Also slopes (2% min. on 4" pipe) to be checked before backfill.
- **Manholes:** manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes.

WATER-

- **Valves:** 1. Valves must be flanged to tee's (fittings). 2. Valves 12" and larger to be butterfly valves.
- **Bedding:** sand must meet AASHTO (A-3) gradation with 100% passing the #4 sieve. 6" below pipe on the sides & 12" above pipe (minimum).
- **Depth:** water main & laterals must maintain 4' cover from finished grade (minimum), 3' minimum from top of pipe at time of installation. Max depth 72" from finished grade.
- **Services & fittings:** services & fittings to maintain 3' minimum separation from pipe joints and other fittings.
- **Setters:** all setters to be 21" tall (minimum), have unions at the base and be dual check model, also ¾" setters to have double braces. Setters to be set at: 18" to 22" from the top of setter to top of lid.
- **Water can lid:** all lids to say "Eagle Mountain" on them recessed with a hole for the ERT and to be set at level to 1" above the plane of the curb & sidewalk.
- **Water Can:** the water can for ¾" & 1" services will need to be a 36" tall minimum and 21" inside diameter. Water can for 1-1/2" to 2" service will need to follow APWA specification.
- **Hydrants:** hydrants to be 5' bury (minimum).
- **Laterals:** all laterals need to be GIS (shot in) at the corp. stop & setter, and also visual inspection on poly inserts before backfill. Water laterals to extend 15' into property and be marked with a 2x4 painted blue. All poly lines to have visual poly insert inspection.
- **Tracer wire:** run tracer wire along main & extend up setters and hydrants, do not run up valve boxes.
- **Water fittings:** all water fittings to be checked for thrust blocks (pre & post) and GIS (shot in) before backfill.
- **Vertical separation:** water main to maintain 18" minimum separation from storm drain or other obstacles/utilities.
- **Water line fittings:** all fittings to have mega lug followers.
- **Water Main Line:** NO DEFLECTION or bending of pipe will be allowed in the water lines and bend fittings will be required. All fittings to be Mega-lug fittings.

STORM DRAIN-

- **Bedding:** ¾" gravel 6" below and on sides of pipe & 12" above pipe (minimum).
- **ADS:** all ADS pipe to be "HP" brand.
- **Collars:** collars to be 1'x1' around pipe, 4000 psi concrete, inspection is needed pre & post collar pour.
- **Manholes:** manholes to be within 1' of finished grade. 12" of whirly gig form (max) and no flat rings allowed. 12" of ¾" gravel required under manholes/boxes.

ROAD SECTION-

- **Proof rolls:** proof roll required on all sections of road: i.e. sub-grade, sub-base, and curb base and road base. Curb stakes required for sub-grade inspection and string line required for sub-base and road base inspection.
- **UTBC:** state spec. road base required for all roads, commercial base acceptable for the sidewalks & trails.
- **Collars:** all collars to be 1' wide by 1' deep with a 6000 psi concrete with 1.5# fiber mesh per cubic yard (3/4" monofilament) required for all street collars. Manhole covers and water valve towers to be ½" down from asphalt edge and concrete to be ¼" to 3/8" down from asphalt edge.

SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

Dominion

Engineering Associates, L.C.

5684 South Green Street
Murray, Utah 84123 801-713-3000

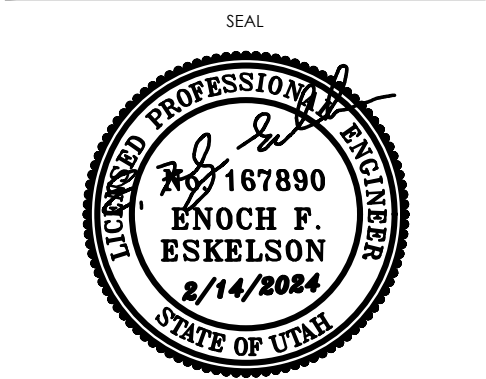
PROJECT TYPE: CIVIL/SITE
PROTOTYPE

Wendy's

4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

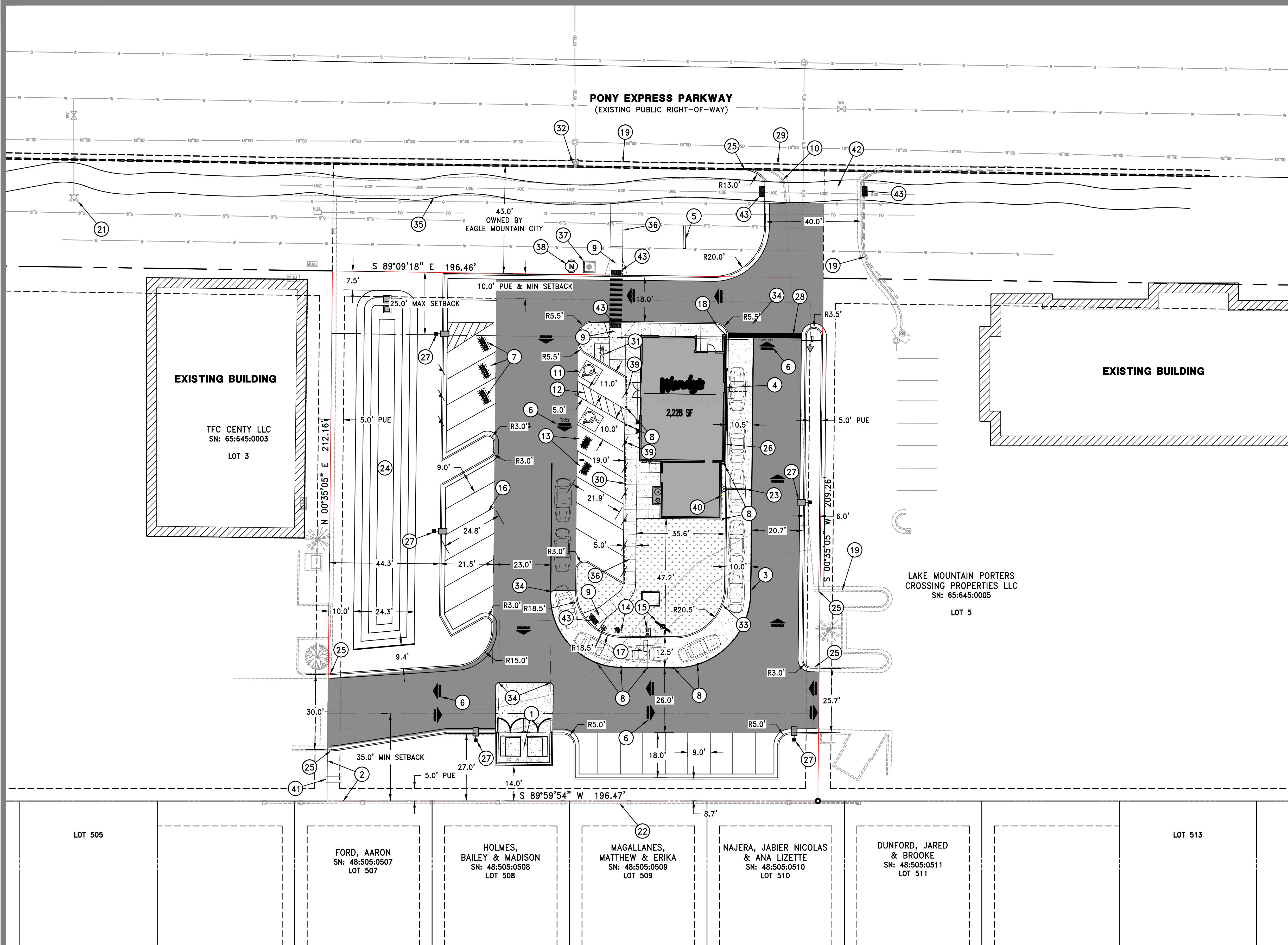
REV.	DATE	DESCRIPTION
△	2/14/24	CITY REVIEW COMMENTS #1

ISSUE DATE: 02/14/2024
PROJECT NUMBER: 3738
DRAWN BY: AGH
CHECKED BY: EFE



SHEET NAME
EAGLE MOUNTAIN
GENERAL NOTES

SHEET NUMBER



SITE PLAN NOTES SCHEDULE

- TRASH ENCLOSURE - SEE DETAILS SHEET C5.1. INSTALL DUMPSTER PAD CONCRETE PER DETAIL 2/C5.0.
- PROPERTY LINE
- 4" YELLOW STRIPE ALONG EDGE OF CONCRETE DRIVE THRU LANE
- DRIVE-THRU PICK-UP WINDOW
- PROPOSED MONUMENT SIGN
- DIRECTIONAL ARROW PAINTED YELLOW (SEE DETAILS 2 & 3/SHEET C5.3) (TYP.)
- (3) DELIVERY PICKUP PAVEMENT MARKINGS AND BOLLARDS (SEE DETAIL 6/SHEET C5.3)
- 6" DIA. BOLLARD (SEE DETAIL 4/SHEET C5.3)

- ADA ACCESSIBLE RAMP - (SEE DETAILS 10 & 11/SHEET C5.0)
- EXISTING CURB AND GUTTER - TO BE REMOVED
- PAINTED HANDICAP SYMBOL. COLOR TO MATCH MUNICIPAL REQUIREMENTS. PAINT AT BOTTOM OF PARKING SPACE. (SEE DETAIL 8/C5.0.) (TYP.)
- 4" PAINTED BLUE H.C. STRIPING
- (3) MOBILE ORDER PICKUP LOT PAVEMENT MARKINGS AND BOLLARDS (SEE DETAIL 6/SHEET C5.3)
- PRE-SELL BOARD (SEE DETAIL SHEET C5.2)
- ORDER STATION AND MENU BOARD. (SEE DETAIL SHEET C5.2)
- 4" WHITE OR YELLOW PAINTED STRIPING (TYP.)

- DETECTOR LOOP SENSOR (SEE DETAIL SHEET C5.2)
- PEDESTRIAN SAFETY HANDRAIL (PEX-10 BLACK) (SEE DETAIL 8/SHEET C5.3)
- EXISTING CURB & GUTTER - PROTECT
- EXISTING FIRE HYDRANT - PROTECT
- EXISTING SOUND WALL - PROTECT
- CANOPY PROTECTION BAR (SEE DETAIL SHEET C5.2)
- DETENTION POND (SEE SHEET C2.0 GRADING AND DRAINAGE PLAN)
- MATCH EXISTING CURB AND GUTTER
- CONCRETE EDGE AT BUILDING (SEE DETAIL 5/SHEET C5.0)

- LIGHT POLE (SEE SITE PHOTOMETRIC PLAN)
- 24" WHITE STOP BAR
- SAWCUT AND MATCH EXISTING ASPHALT
- BARRIER FREE ZERO CURB (SEE DETAIL 6/SHEET C5.3)
- INSTALL BICYCLE RACK (SEE DETAIL 10/SHEET C5.3)
- EXISTING CATCH BASIN - PROTECT
- 6" STANDARD STRAIGHT CURB (SEE DETAIL 4/SHEET C5.0)
- CHAMFER CORNER WHERE CONCRETE MEETS ASPHALT (TYP.)
- EXISTING ASPHALT PATH - PROTECT
- CONCRETE SIDEWALK (SEE DETAIL 3/SHEET C5.0)

- CULINARY WATER METER VAULT (SEE SHEET C3.0 UTILITY PLAN)
- IRRIGATION METER VAULT (SEE SHEET L1.2 IRRIGATION PLAN)
- BARRIER FREE PARKING SIGN (SEE DETAIL 5/SHEET C5.3)
- GAS METER (SEE SHEET C3.0 UTILITY PLAN)
- EXISTING ELECTRICAL BOX - PROTECT
- PEDESTRIAN ACCESS ROUTE TO REMAIN OPEN THROUGHOUT CONSTRUCTION
- INSTALL DETECTABLE WARNING SURFACES IN LOCATIONS SHOWN

SITE ZONING

PARCEL RECORD: WD EN: 45422:2021
SN: 65:645:0004
Lot 4

PARCEL SIZE: 0.95 ACRES

PARCEL ADDRESS: 4302 E PONY EXPRESS PARKWAY
EAGLE MOUNTAIN CITY, UT

ZONING DISTRICT: COMMUNITY COMMERCIAL (CC)

PARKING QUANTITIES

SALT LAKE CITY PARKING STANDARD:
1 SPACES PER 125 SQ. FT OF GROSS FLOOR AREA

FLOOR AREA: 2,228 SQ. FT
2,228 / 125 = 17.824

REQUIRED PARKING: 18 SPACES

ALL APPLICABLE ELEMENTS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES WILL BE ADHERED TO.

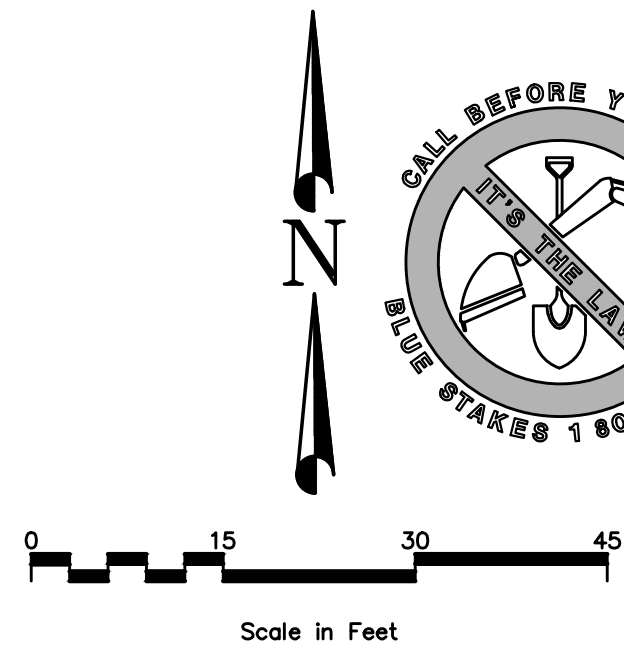
PROVIDED PARKING:
26 STANDARD SPACES
1 ADA VAN-ACCESSIBLE SPACE
1 ADA STANDARD SPACE
2 TOTAL SPACES
2 BICYCLE SPACES

GENERAL NOTES

- DIMENSIONS ARE TO BACK OF CURB, OUTSIDE FACE OF BUILDING, AND EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
- CONTRACTORS SHALL NOTIFY UTILITY COMPANIES AND GOVERNMENTAL AGENCIES IN WRITING AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO CONFIRM THE LOCATIONS OF ANY EXISTING BURIED UTILITIES.
- SUBMIT SHOP DRAWINGS FOR ALL MATERIALS TO BE INCORPORATED INTO THE WORK A MINIMUM OF THREE WEEKS PRIOR TO PLACEMENT OR INSTALLATION.
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH APPLICABLE LOCAL AND STATE CODES, RULES AND REGULATIONS. OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS FOR THE WORK.
- MATCH THE EDGE OF NEW BITUMINOUS PAVEMENT TO THE EXISTING EDGE OF THE BITUMINOUS PAVEMENT. SLOPE NEW BITUMINOUS PAVEMENT TO MATCH EXISTING FLOW LINE.
- CLEANUP AND DISPOSE OF ALL EXCESS MATERIALS OFF SITE.
- NO PARKING OR STORAGE OF MATERIAL OR EQUIPMENT WILL BE ALLOWED WITHIN THE PUBLIC RIGHT-OF-WAY AT ANY TIME DURING CONSTRUCTION.
- A SAFE AND ADEQUATE TRAVEL ROUTE FOR PEDESTRIANS SHALL BE MAINTAINED AT ALL TIMES. PEDESTRIANS SHALL NOT BE DETOURED INTO THE EXISTING ROADWAY OR THROUGH ACTIVE CONSTRUCTION.
- FURNISH THE OWNER WITH A SET OF AS-BUILT DRAWINGS FOLLOWING COMPLETION OF CONSTRUCTION.

SYMBOL LEGEND

- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- A.D.A. TACTILE SURFACE
- LANDSCAPE AREA
- STANDARD CURB & GUTTER
- ROLLED CURB & GUTTER
- THICKENED EDGE SIDEWALK
- CROSSWALK (PAINTED)
- PAVEMENT MARKING (PAINTED)
- PAVEMENT MARKING DIRECTION ARROWS (PAINTED)
- SIGN
- LIGHT POLE
- PROPERTY BOUNDARY
- LIMIT OF DISTURBANCE



SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

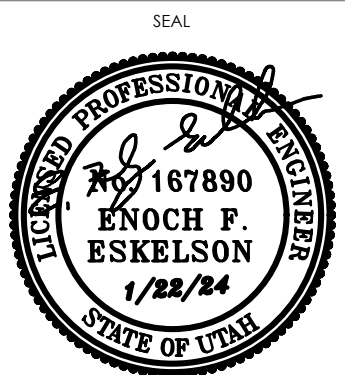


PROJECT TYPE: CIVIL/SITE
PROTOTYPE

Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION

ISSUE DATE: 01/22/2024
PROJECT NUMBER: 3738
DRAWN BY: AGH
CHECKED BY: EFE

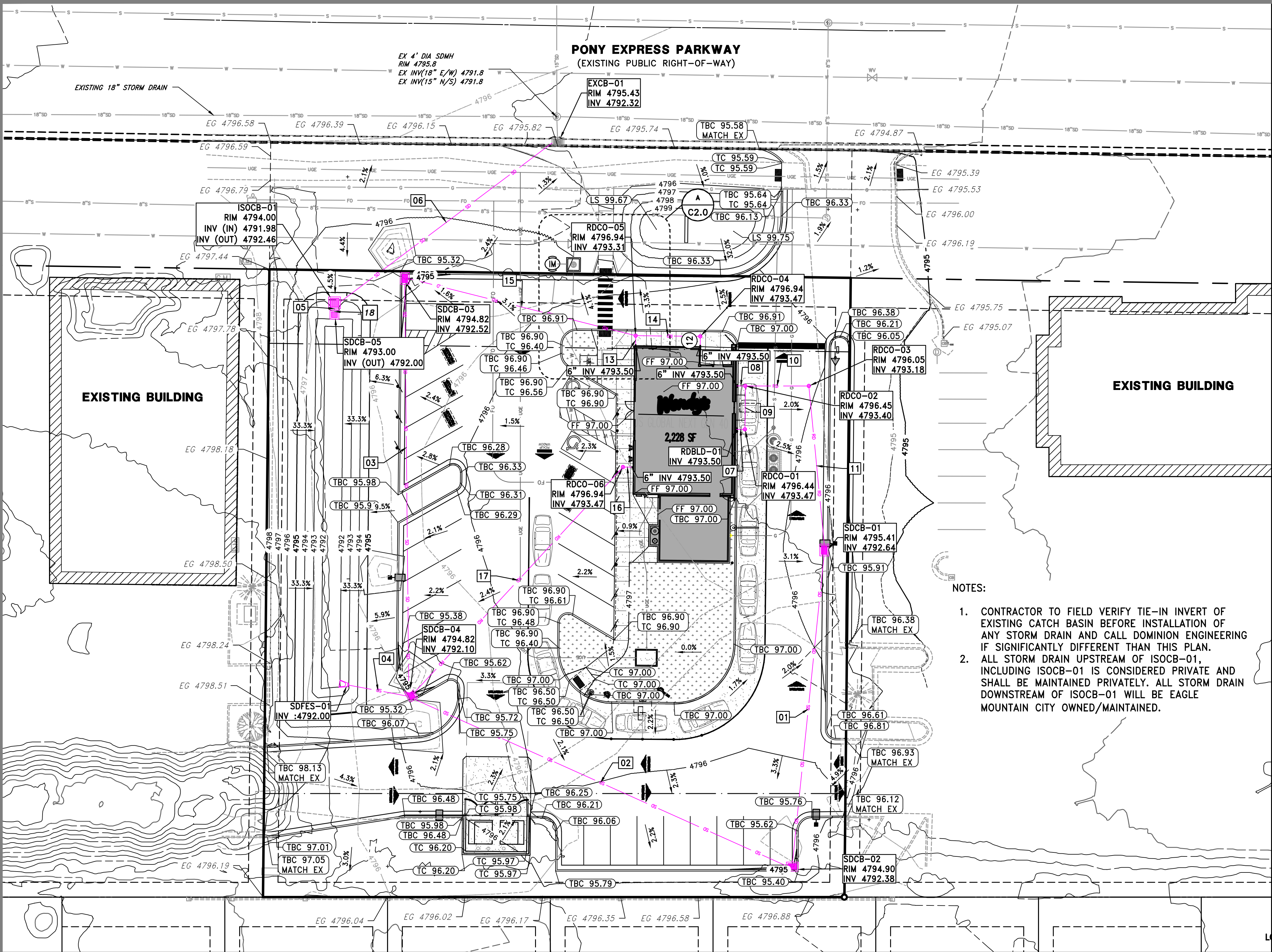


SHEET NAME

SITE PLAN

SHEET NUMBER

C1.0



- NOTES:
- CONTRACTOR TO FIELD VERIFY TIE-IN INVERT OF EXISTING CATCH BASIN BEFORE INSTALLATION OF ANY STORM DRAIN AND CALL DOMINION ENGINEERING IF SIGNIFICANTLY DIFFERENT THAN THIS PLAN.
 - ALL STORM DRAIN UPSTREAM OF ISOCB-01, INCLUDING ISOCB-01 IS CONSIDERED PRIVATE AND SHALL BE MAINTAINED PRIVATELY. ALL STORM DRAIN DOWNSTREAM OF ISOCB-01 WILL BE EAGLE MOUNTAIN CITY OWNED/MAINTAINED.

SEWER STRUCTURE CALLOUTS

NAME	
ISOCB-01	INSTALL 3'X3' (INSIDE DIMENSIONS) CONCRETE ISO CATCH BASIN WITH FRAME AND GRATE FOR OVERFLOW STRUCTURE INSTALL SNOUT AND 3.5' SUMP PER EM STD. DRAWING ON SHEET C3.4. PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDCB-01	INSTALL 2'X3' (INSIDE DIMENSIONS) CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDCB-02	INSTALL 2'X3' (INSIDE DIMENSIONS) CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDCB-03	INSTALL 2'X3' (INSIDE DIMENSIONS) CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDCB-04	INSTALL 2'X3' (INSIDE DIMENSIONS) CURB-INLET CONCRETE CATCH BASIN WITH H-20 RATED FRAME AND GRATE PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDCB-05	INSTALL 2'X2' (INSIDE DIMENSIONS) CONCRETE CATCH BASIN WITH FRAME AND GRATE FOR OUTLET STRUCTURE WITH 1.5' SUMP. PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.
SDFES-01	INSTALL 15" RCP CLASS III FLARED END SECTION PER APWA STANDARDS. SEE PLAN FOR INVERT AND RIM ELEVATIONS.

STORM DRAIN PIPE CALLOUTS

NAME	
01	INSTALL 105.0 LF± OF 12" CLASS III RCP. SLOPE AT 0.25%
02	INSTALL 138.8 LF± OF 15" CLASS III RCP. SLOPE AT 0.20%
03	INSTALL 137.9 LF± OF 12" CLASS III RCP. SLOPE AT 0.30%
04	INSTALL 20.9 LF± OF 15" CLASS III RCP. SLOPE AT 0.50%
05	INSTALL 2.0 LF± OF 8" CLASS III RCP. SLOPE AT 1.01%
06	INSTALL 90.6 LF± OF 15" CLASS III RCP. SLOPE AT 0.15%

ROOF DRAIN CLEANOUT CALLOUTS

NAME	
RDCO-01	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.44 : INV 4793.47
RDCO-02	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.45 : INV 4793.40
RDCO-03	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.05 : INV 4793.18
RDCO-04	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.94 : INV 4793.47
RDCO-05	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.94 : INV 4793.31
RDCO-06	INSTALL 6" ROOF DRAIN CLEANOUT RIM 4796.94 : INV 4793.47

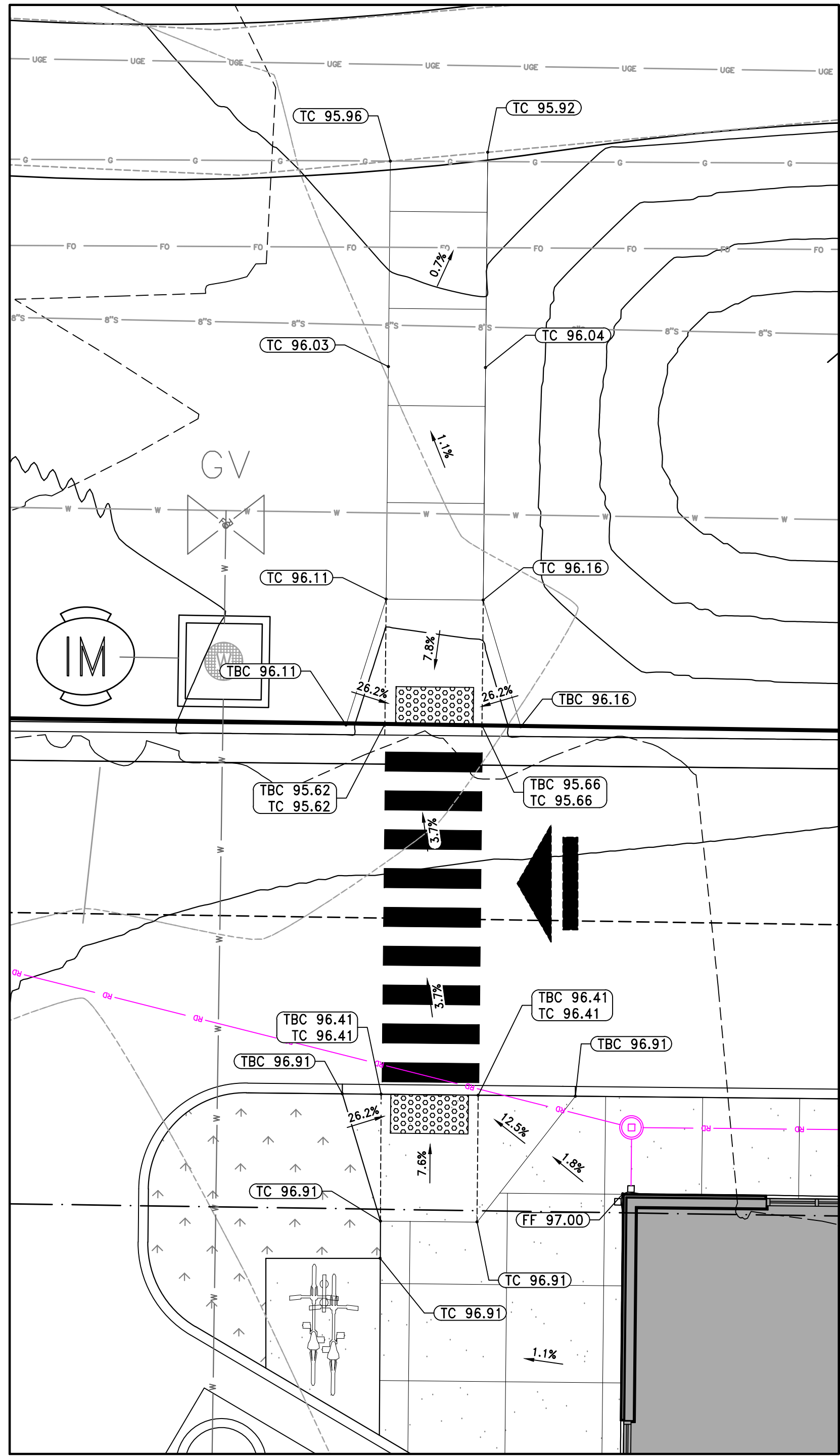
ROOF DRAIN PIPE CALLOUTS

NAME	
07	INSTALL 3.0 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
08	INSTALL 3.0 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 3.46%
09	INSTALL 14.7 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 0.50%
10	INSTALL 21.4 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
11	INSTALL 54.2 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
12	INSTALL 3.0 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
13	INSTALL 3.0 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 6.19%
14	INSTALL 21.8 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 0.71%
15	INSTALL 79.4 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
16	INSTALL 3.0 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.00%
17	INSTALL 104.2 LF± OF 6" PVC ROOF DRAIN. SLOPE AT 1.31%

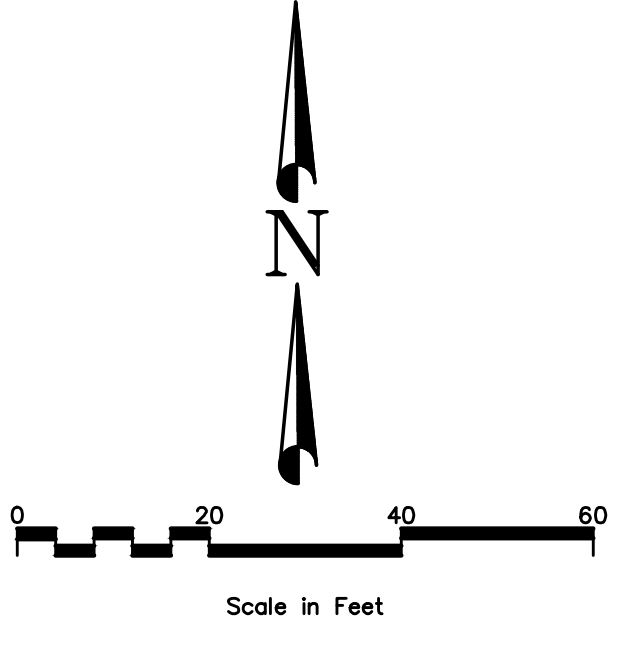
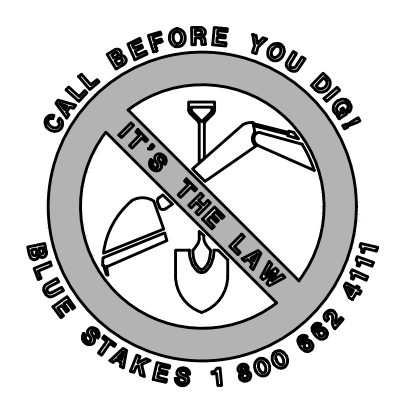
STORM DRAIN CALLOUTS

NAME	
18	INSTALL 2.3" ORIFICE PLATE ON DOWNSTREAM SIDE OF CATCH BASIN. SEE DETAIL 9/SHEET C5.3

- PROPOSED CURB AND GUTTER / REVERSE PAN
- PROPOSED STRIPING
- PROPERTY BOUNDARY LINE
- UTILITY EASEMENT
- DRAINAGE SWALE
- EXISTING CURB AND GUTTER
- EXISTING STORM DRAIN
- EXISTING WATER LINE
- EXISTING SEWER DRAIN
- PROPOSED STORM DRAIN
- PROPOSED ROOF DRAIN
- EXISTING CONTOUR (5' INTERVAL)
- EXISTING CONTOUR (1' INTERVAL)
- PROPOSED CONTOUR (5' INTERVAL)
- PROPOSED CONTOUR (1' INTERVAL)



A ADA PATH DETAIL GRADING
C2.0 SCALE: 1" = 5'



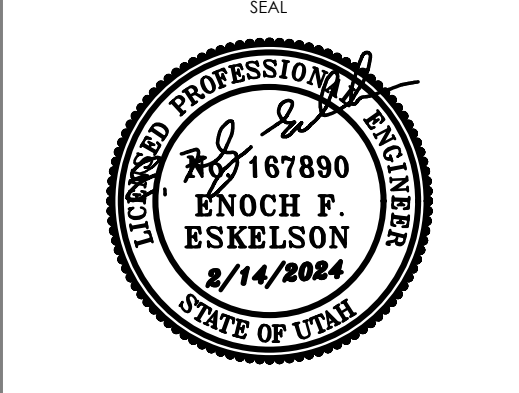
SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PROJECT TYPE: CIVIL/SITE PROTOTYPE

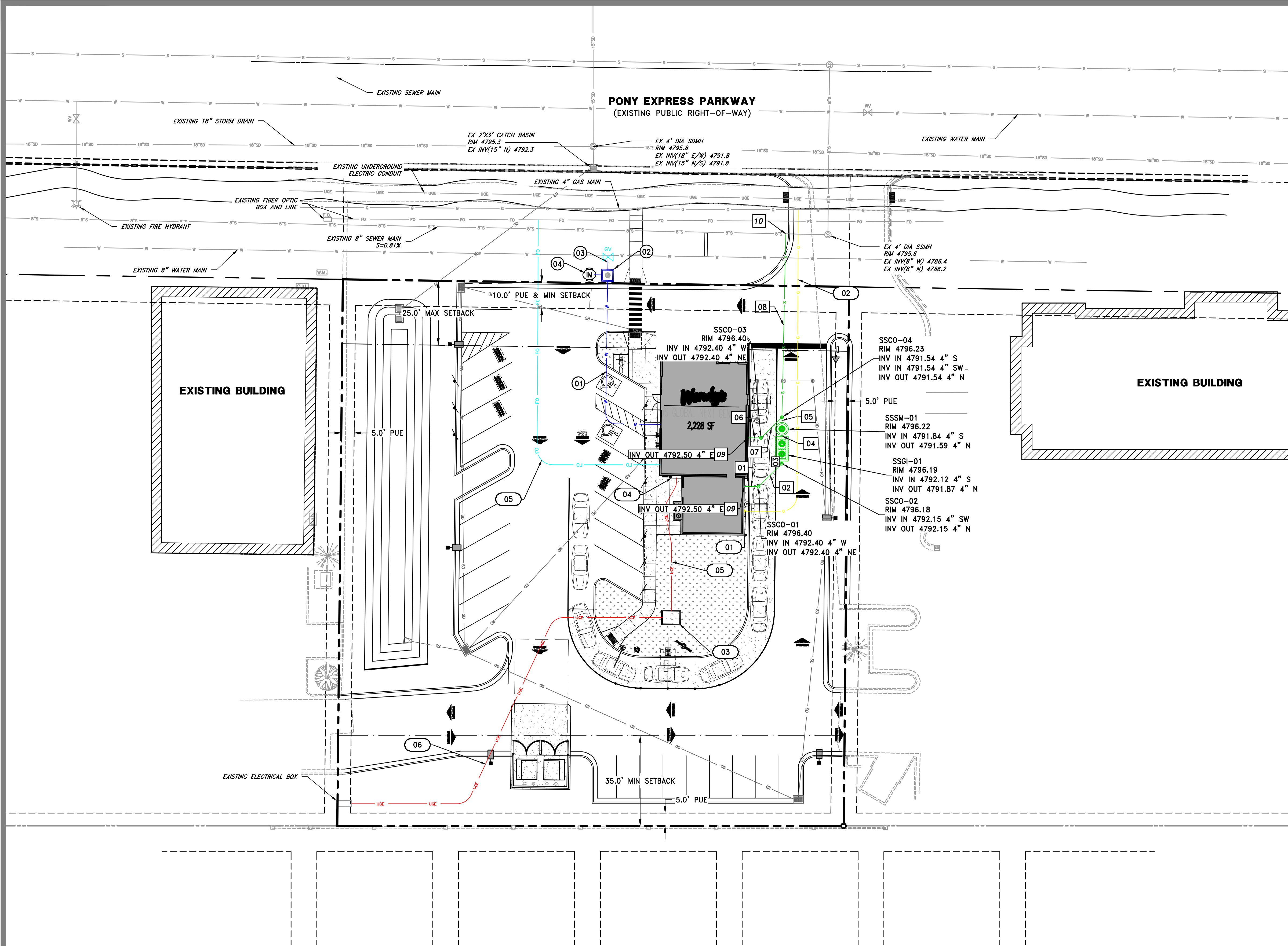
Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION
△	2/14/24	CITY REVIEW COMMENTS #1



SHEET NAME
GRADING AND DRAINAGE PLAN

SHEET NUMBER
C2.0



OTHER UTILITY CALLOUTS

- 01

INSTALL EXTERNAL GAS METER (APPROXIMATE LOCATION)
- 02

INSTALL 135± L.F. OF GAS LINE PER DOMINION ENERGY STANDARDS TO CONNECTION POINT AT EXISTING GAS MAIN. (APPROXIMATE LOCATION) CONTRACTOR TO FIELD VERIFY EXACT LOCATION BEFORE NEW LINE TO BUILDING IS INSTALLED
- 03

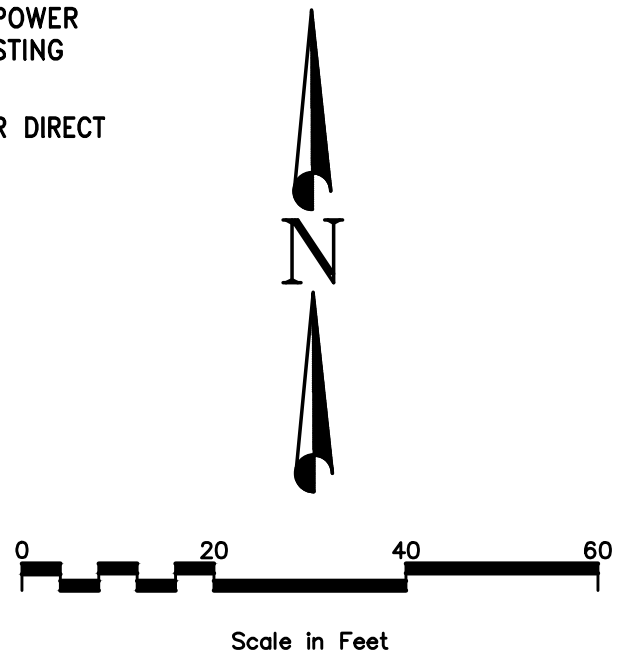
APPROXIMATE LOCATION OF TRANSFORMER TO BE INSTALLED BY OTHERS. CONTRACTOR TO COORDINATE WITH ROCKY MOUNTAIN POWER ON EXACT LOCATION AND CONNECTION TO TRANSFORMER.
- 04

NEW CT CABINET (CONTRACTOR TO PROVIDE) PER ROCKY MOUNTAIN POWER STANDARDS & SPECS. (CONTRACTOR TO COORDINATE WITH RMP)
- 05

INSTALL 53± L.F. OF 4-INCH UNDERGROUND POWER SERVICE CONDUITS FROM CT CABINET TO TRANSFORMER.
- 06

INSTALL 165± L.F. OF 4-INCH UNDERGROUND POWER SERVICE CONDUITS TO TRANSFORMER FROM EXISTING ELECTRICAL BOX.
- 07

INSTALL 75± L.F. OF COMMUNICATION CONDUIT PER DIRECT COMMUNICATIONS STANDARDS & SPECIFICATIONS



SEWER STRUCTURE CALLOUTS

- | | |
|---------|---|
| NAME | |
| SSCO-01 | INSTALL 4" SEWER CLEANOUT PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |
| SSCO-02 | INSTALL 4" SEWER CLEANOUT PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |
| SSCO-03 | INSTALL 4" SEWER CLEANOUT PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |
| SSCO-04 | INSTALL 4" SEWER CLEANOUT PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |
| SSGI-01 | INSTALL OIL AND GREASE SEPARATOR PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |
| SSSM-01 | INSTALL 4' DIA. CONC. SEWER SAMPLING MANHOLE PER DETAIL 3/SHEET C3.5. SEE PLAN FOR INVERT AND RIM ELEVATIONS. |

SEWER PIPE CALLOUTS

- | | |
|----|--|
| 01 | INSTALL 5.6 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 1.80% |
| 02 | INSTALL 12.7 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 2.00% |
| 03 | INSTALL 1.5 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 2.02% |
| 04 | INSTALL 1.5 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 2.07% |
| 05 | INSTALL 2.5 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 2.01% |
| 06 | INSTALL 5.0 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 2.00% |
| 07 | INSTALL 11.4 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 7.59% |
| 08 | INSTALL 71.4 LF± OF 4" PVC SDR-35 SEWER PIPE. SLOPE AT 6.09% |

SEWER CALLOUTS

- 09

CONNECT TO BUILDING SEWER STUB APPROXIMATELY 5' OUTSIDE OF BUILDING. INSTALL CLEANOUT AT CONNECTION LOCATION. FIELD VERIFY BUILDING INVERT AND CONTACT DOMINION ENGINEERING IF SIGNIFICANTLY DIFFERENT. SEE BUILDING PLUMBING PLANS FOR CONTINUATION.
- 10

CONNECT INTO EXISTING 8" SEWER MAIN WITH A WYE CONNECTION. CONTRACTOR TO FIELD VERIFY EXISTING PIPE INVERT AND CONTACT DOMINION ENGINEERING IF SIGNIFICANTLY DIFFERENT
INV (EX 8") 4786.52 INV (NEW 4") 4787.19

WATER & FIRE CALLOUTS

- 01

INSTALL 75.3± L.F. OF 2" CTS BLUE POLY WATERLINE WITH ALL THE NECESSARY BENDS AND CONNECTIONS. (BUILDING TO NEW WATER METER) SEE BUILDING PLANS FOR CONTINUATION OF WATERLINE INTO BUILDING.
- 02

INSTALL 2" WATER METER AND VAULT PER EAGLE MOUNTAIN CITY STD. DRAWINGS LCM-1
- 03

INSTALL 5.8± L.F. OF 2" CTS BLUE POLY WATERLINE (NEW WATER METER TO 8" WATER MAIN CONNECTION). CONNECT 2" WATER LATERAL INTO EXISTING 8" WATER MAIN WITH A 8"x2" TAPPING SADDLE WITH WATER VALVE PER EAGLE MOUNTAIN CITY STD. DRAWINGS LCM-1
- 04

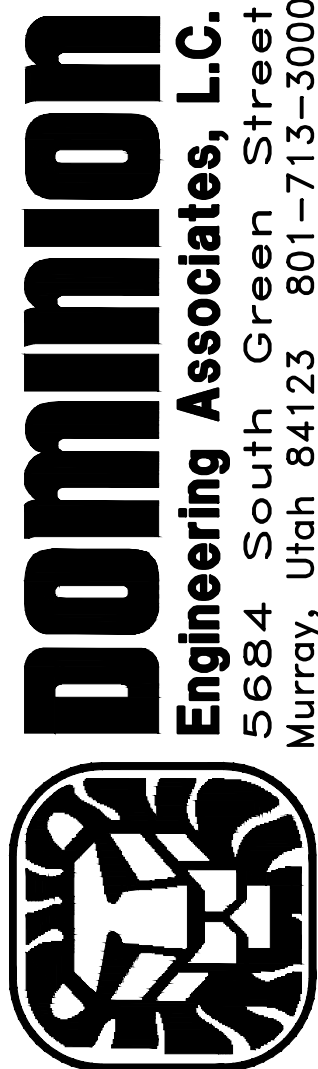
INSTALL 1" IRRIGATION METER AND VAULT PER EAGLE MOUNTAIN CITY STANDARDS OFF 2" WATER METER. SEE LANDSCAPE PLANS FOR DETAIL

WATER & SEWER DEMAND

WATER DEMAND: 54 GPM DURING NORMAL OPERATION HOURS
SEWER DEMAND: 25 GPM PEAK DRAIN FLOW

- | | |
|--|--|
| | PROPOSED CURB AND GUTTER / REVERSE PAN |
| | PROPOSED STRIPING |
| | PROPERTY BOUNDARY LINE |
| | UTILITY EASEMENT |
| | DRAINAGE SWALE |
| | EXISTING CURB AND GUTTER |
| | EXISTING STORM DRAIN |
| | EXISTING WATER LINE |
| | EXISTING SEWER DRAIN |
| | PROPOSED STORM DRAIN |
| | PROPOSED ROOF DRAIN |
| | PROPOSED SEWER LINE |
| | PROPOSED WATER LINE |
| | PROPOSED POWER CONDUIT |
| | PROPOSED FIBER OPTIC CONDUIT |
| | PROPOSED GAS LINE |

SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-



PROJECT TYPE: CIVIL/SITE
PROTOTYPE

Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

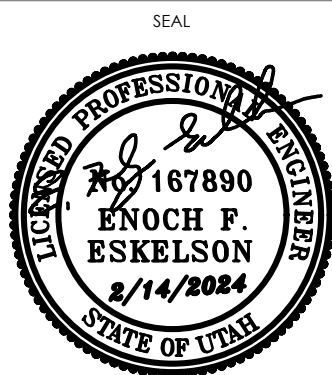
REV.	DATE	DESCRIPTION
△	2/14/24	CITY REVIEW COMMENTS #1

ISSUE DATE: 02/14/2024

PROJECT NUMBER: 3738

DRAWN BY: AGH

CHECKED BY: EFE



SHEET NAME

UTILITY PLAN

SHEET NUMBER

C3.0

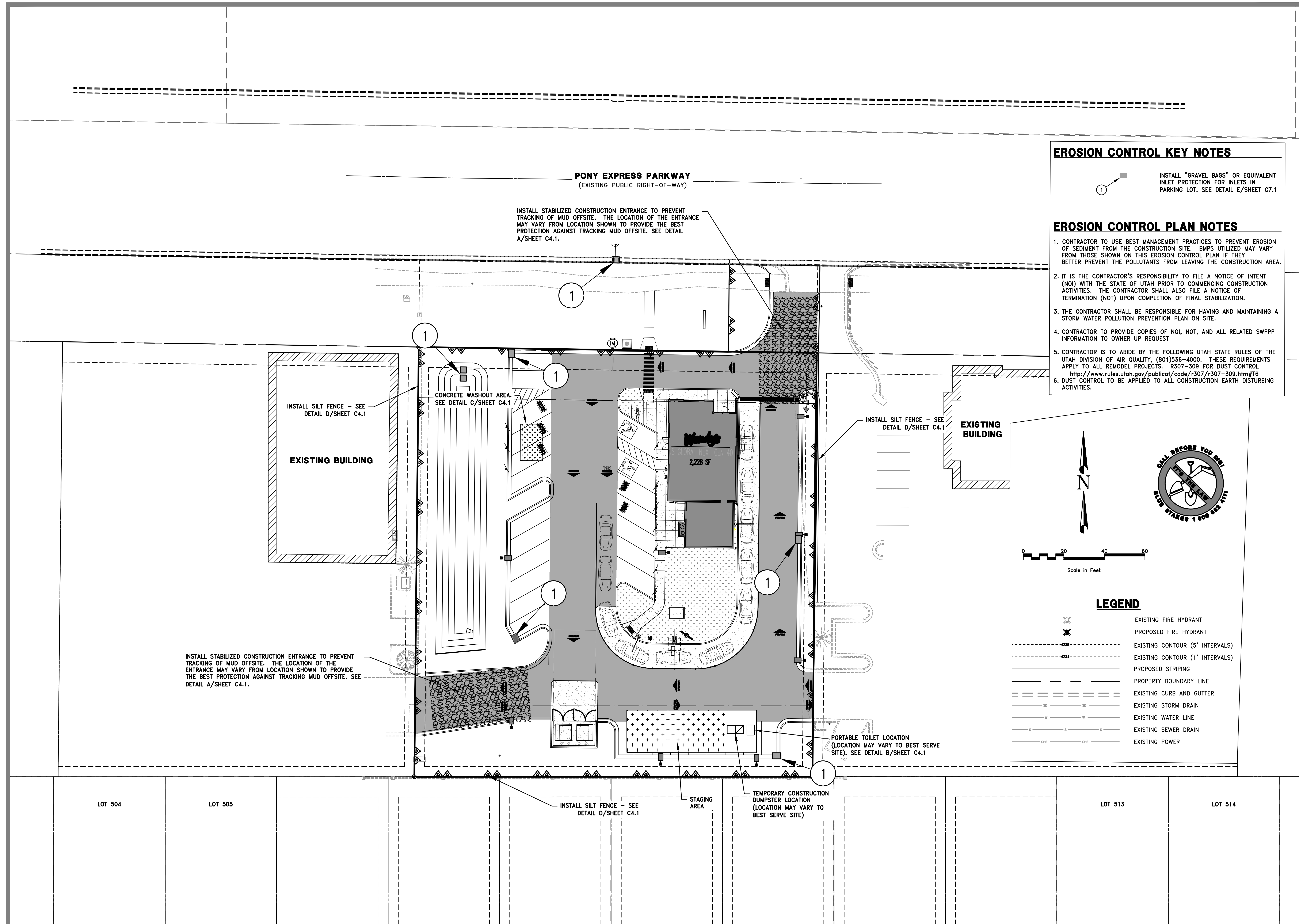


Dominion
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

Wendy's
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

SHEET NUMBER

C4.0



SCC

BMP: Stabilized Construction Entrance

A perspective diagram showing a cross-section of a stabilized construction entrance. A paved road on the left leads to a rectangular pad of coarse aggregate. The pad has a width of 8' MIN. and a depth of 1" TO 2-1/2" SIZE COARSE AGGREGATE. To the right of the pad is a gravel area labeled "SEDIMENT FABRIC UNDER GRAVEL". The distance from the edge of the pad to the start of the gravel area is 30' MIN.

OBJECTIVES

- Housekeeping Practices
- Contain Waste
- Minimize Disturbed Areas
- Stabilize Disturbed Areas
- Protect Slopes/Channels
- Control Site Perimeter
- Control Internal Erosion

DESCRIPTION:

A stabilized pad of crushed stone located where construction traffic enters or leaves the site from or to paved surface.

APPLICATIONS:

At any point of ingress or egress at a construction site where adjacent traveled way is paved. Generally applies to sites over 2 acres unless special conditions exist.

INSTALLATION/APPLICATION CRITERIA:

- Clear and grub area and grade to provide minimum slope of 2%.
- Compact subgrade and place filter fabric if desired (recommended for entrances to remain for more than 3 months).
- Place coarse aggregate, 1 to 2-1/2 inches in size, to a minimum depth of 8 inches.

LIMITATIONS:

- Requires periodic top dressing with additional stones.
- Should be used in conjunction with street sweeping on adjacent public right-of-way.

MAINTENANCE:

- Inspect daily for loss of gravel or sediment buildup.
- Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
- Repair entrance and replace gravel as required to maintain control in good working condition.
- Expand stabilized area as required to accommodate traffic and prevent erosion at driveways.

TARGETED POLLUTANTS

- High Impact
- Medium Impact

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Waste

IMPLEMENTATION REQUIREMENTS

- Capital Costs
- O&M Costs
- Maintenance
- Training

■ High ■ Medium □ Low

BMP: Concrete Waste Management

CWM

OBJECTIVES

- Housekeeping Practices
- Contain Waste
- Minimize Disturbed Areas
- Stabilize Disturbed Areas
- Protect Slopes/Channels
- Control Site Perimeter
- Control Internal Erosion

DESCRIPTION:

Prevent or reduce the discharge of pollutants to storm water from concrete waste by conducting washout off-site, performing on-site washout in a designated area, and training employees and subcontractors.

APPLICATIONS:

This technique is applicable to all types of sites.

INSTALLATION/APPLICATION CRITERIA:

- Store dry and wet materials under cover, away from drainage areas.
- Avoid mixing excess amounts of fresh concrete or cement on-site.
- Perform washout of concrete trucks off-site or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped on-site, except in designated areas.
- When washing concrete to remove fine particles and expose the aggregate, avoid creating runoff by draining the water within a bermed or level area. (See Earth Berm Barrier Information sheet.)
- Train employees and subcontractors in proper concrete waste management.

LIMITATIONS:

- Off-site washout of concrete wastes may not always be possible.

MAINTENANCE:

- Inspect subcontractors to ensure that concrete wastes are being properly managed.
- If using a temporary pit, dispose hardened concrete on a regular basis.

TARGETED POLLUTANTS

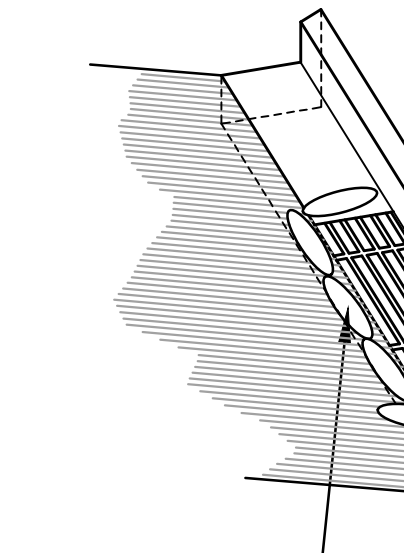
- High Impact
- Medium Impact
- Low or Unknown Impact

- Sediment
- Nutrients
- Toxic Materials
- Oil & Grease
- Floatable Materials
- Other Waste

IMPLEMENTATION REQUIREMENTS

- Capital Costs
- O&M Costs
- Maintenance
- Training

- High
- Medium
- Low



A perspective line drawing of a gravel bag barrier. It shows a long, rectangular structure made of several parallel bags or sections. The structure is positioned to intercept runoff. An arrow points from the text 'PLACE GRAVEL BAGS TO PREVENT SEDIMENT FROM ENTERING CATCH BASINS' to the barrier. The area behind the barrier is shaded to represent a catch basin or disturbed area.

PLACE GRAVEL BAGS TO
PREVENT SEDIMENT FROM
ENTERING CATCH BASINS

GRAVEL BAG BARRIER

DEFINITION:
TEMPORARY SEDIMENT BARRIER CONSISTING OF A ROW OF GRAVEL BAGS.

PURPOSE:
TO FILTER STORM WATER RUNOFF FROM UP-GRAIDENT DISTURBED AREA AND TRAP SEDIMENT ON SITE.

MAINTENANCE:

- INSPECT IMMEDIATELY AFTER ANY RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
- LOOK FOR RUNOFF BYPASSING ENDS OF BARRIERS OR UNDERCUTTING BARRIERS.
- REPAIR OR REPLACE DAMAGED AREAS OF THE BARRIER AND REMOVE ACCUMULATED SEDIMENT.
- REALIGN BAGS AS NECESSARY TO PROVIDE CONTINUOUS BARRIER AND FILL GAPS.

BMP: Portable Toilets		PT
DESCRIPTION: Temporary on-site sanitary facilities for construction personnel.		
APPLICATION: All sites with no permanent sanitary facilities or where permanent facility is too far from activities.		
INSTALLATION/APPLICATION CRITERIA: • Locate portable toilets in convenient locations throughout the site. • Prepare level, gravel surface and provide clear access to the toilets for servicing and for on-site personnel. • Construct earth berm perimeter (See Earth Berm Barrier Information Sheet), control for spill/protection leak.		
LIMITATIONS: No limitations.		
MAINTENANCE: • Portable toilets should be maintained in good working order by licensed service with daily observation for leak detection. • Regular waste collection should be arranged with licensed service. • All waste should be deposited in sanitary sewer system for treatment with appropriate agency approval.		
OBJECTIVES • Housekeeping Practices • Contain Waste • Minimize Disturbed Areas • Stabilize Disturbed Areas • Protect Slopes/Channels • Control Site Perimeter • Control Internal Erosion		
TARGETED POLLUTANTS ■ High Impact • Medium Impact • Low or Unknown Impact • Sediment • Nutrients • Toxic Materials • Oil & Grease • Floatable Materials ■ Other Waste		
IMPLEMENTATION REQUIREMENTS • Capital Costs • O&M Costs • Maintenance • Training ■ High • Medium • Low		

DEFINITION: A TEMPORARY SEDIMENT BARRIER CONSISTING OF FILTER FABRIC STRETCHED ACROSS AND SECURED TO SUPPORTING POSTS AND ENTRENCHED.

PURPOSE: TO FILTER STORM WATER RUNOFF FROM UPGRADE DISTURBED AREA AND TRAP SEDIMENT ON SITE.

MAINTENANCE:

- INSPECT IMMEDIATELY AFTER ANY RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.
- LOOK FOR RUNOFF BYPASSING ENDS OF BARRIERS OR UNDERCUTTING FENCE.
- REPAIR OR REPLACE DAMAGED AREAS OF THE FENCE AND REMOVE ACCUMULATED SEDIMENT.
- REANCHOR FENCE AS NECESSARY TO PREVENT SHORTCUTTING.
- REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES 1/2 THE HEIGHT OF THE FENCE.

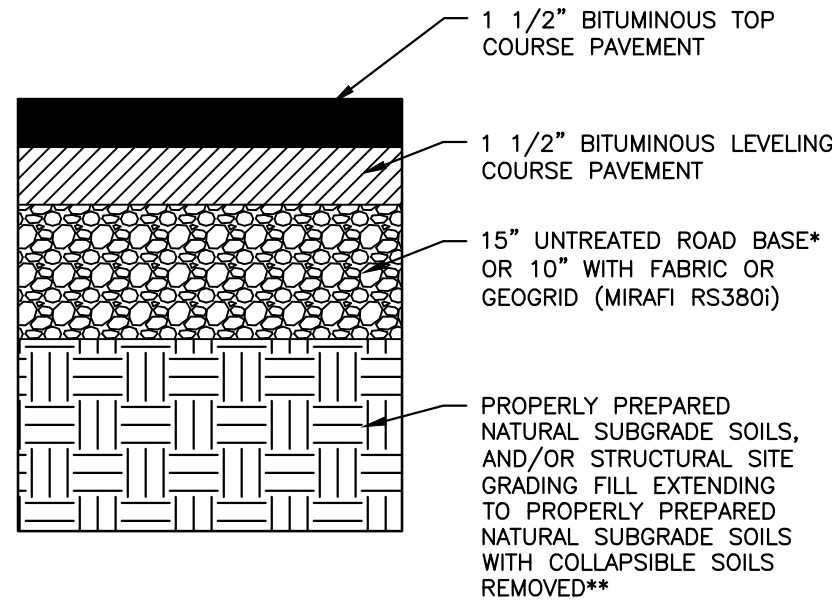
INSTALLATION:

- PLACE POSTS 6 FOOT ON CENTER ALONG CONTOUR (OR USE PREASSEMBLED UNIT) AND DRIVE 2 FEET MINIMUM INTO GROUND. EXCAVATE AN ANCHOR TRENCH IMMEDIATELY UPGRADE OF POSTS.
- SECURE WIRE MESH (14 GAUGE MIN. WITH 6 INCH OPENINGS) TO UPSLOPE SIDE OF POSTS. ATTACH WITH HEAVY DUTY WIRE STAPLES 1 INCH LONG, THE WIRES OR HOG RINGS.
- CUT FABRIC TO REQUIRED WIDTH, UNROLL ALONG LENGTH OF BARRIER AND DRAPE OVER BARRIER. SECURE FABRIC TO MESH WITH TWINE, STAPLES, OR SIMILAR, WITH TRAILING EDGE EXTENDING INTO ANCHOR TRENCH.
- BACKFILL TRENCH OVER FILTER FABRIC TO ANCHOR.

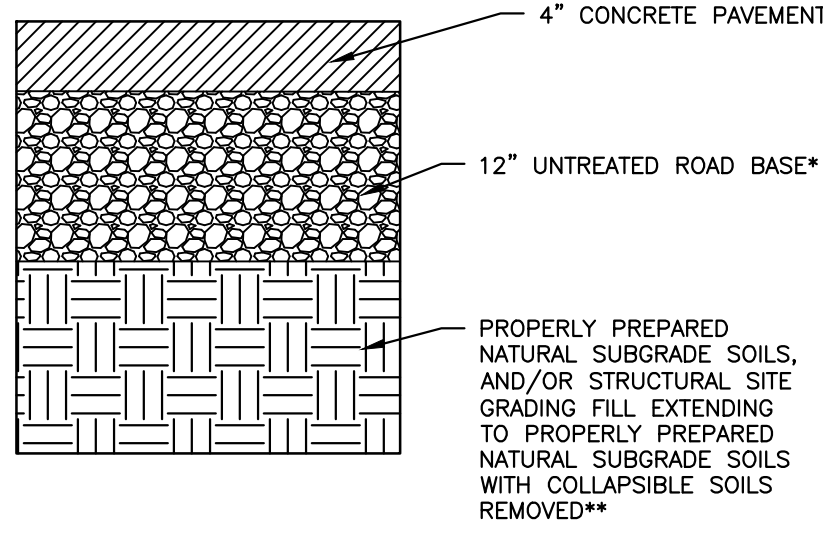
The diagram illustrates the six steps of Silt Fence installation:

- 1** PLACE POSTS 6' ON CENTER (2x4" WOOD POSTS OR STEEL FENCE POSTS). The diagram shows three vertical posts in a line, with a dashed line indicating the center. Arrows point to the posts and the ground.
- 2** EXCAVATE ANCHOR TRENCH UPGRADE OF POSTS. The diagram shows a trench being dug in the ground, with a dashed line indicating the center. Arrows point to the trench and the ground.
- 3** SECURE MESH TO POSTS WITH WIRE STAPLES 1" LONG OR THE WIRES, OR HOG TIES. The diagram shows a wire mesh being attached to the posts with staples. Arrows point to the mesh and the posts.
- 4** SECURE FABRIC TO MESH WITH TWINE, STAPLES OR SIMILAR. The diagram shows the fabric being draped over the mesh and secured with twine or staples. Arrows point to the fabric and the mesh.
- 5** BACKFILL TRENCH OVER FILTER FABRIC TO ANCHOR. The diagram shows the trench being filled with soil over the fabric. Arrows point to the backfill and the fabric.
- 6** TOE DETAIL. The diagram shows a close-up of the toe of the fence, with dimensions 6" and 8" indicated. Arrows point to the toe and the dimensions.

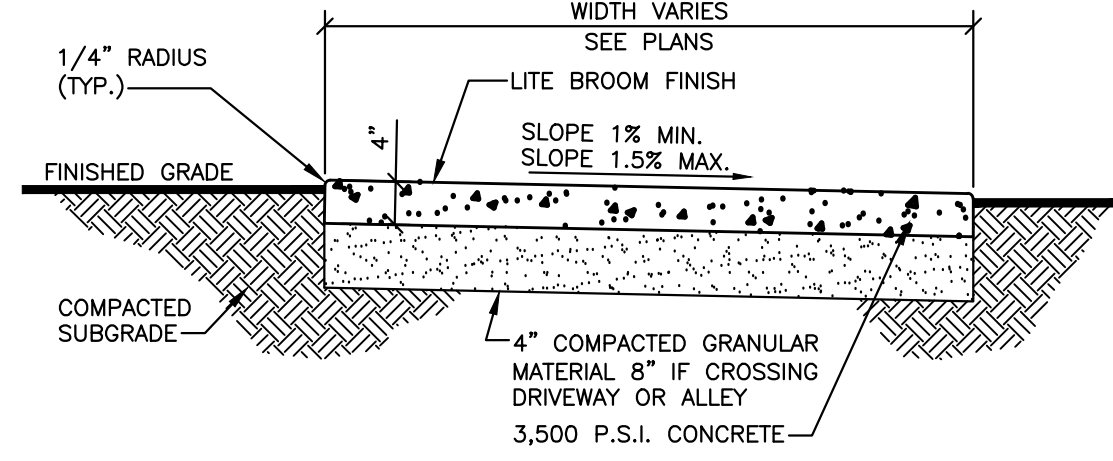




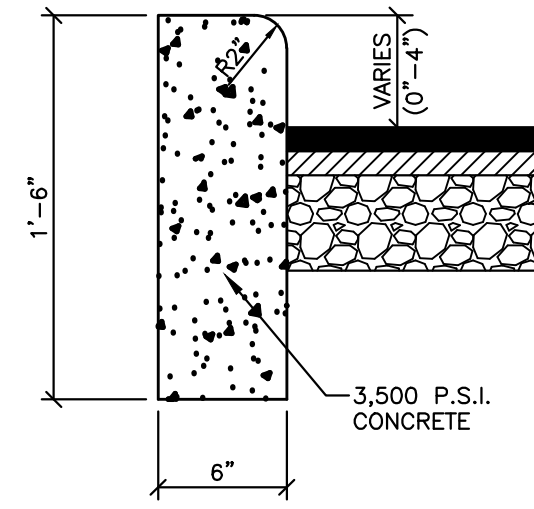
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NO SCALE
*ROAD BASE TO BE PLACED AFTER PROOF ROLL
**IF COLLAPSIBLE SOILS ARE NOT COMPLETELY REMOVED, REWORKING AND RE-COMPACTION UP TO 18" IS RECOMMENDED



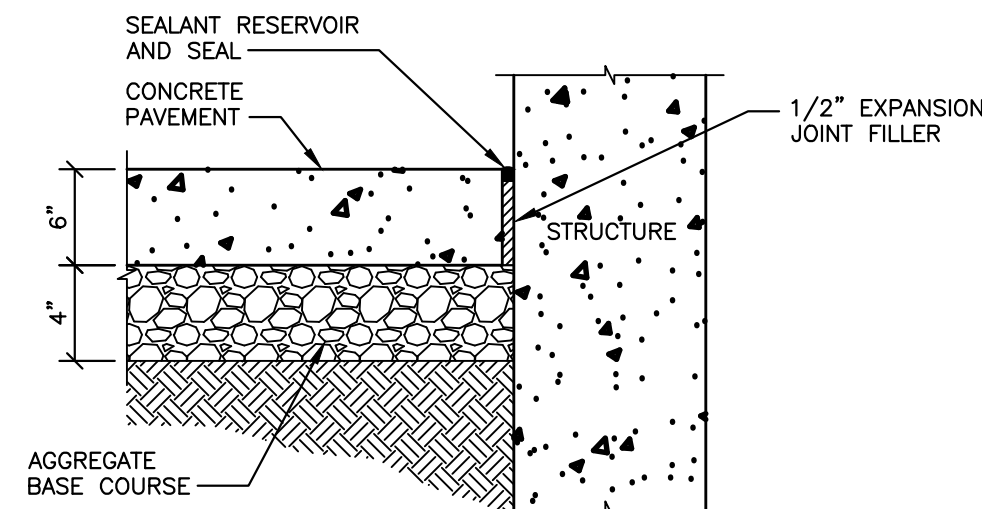
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*ROAD BASE TO BE PLACED AFTER PROOF ROLL
**IF COLLAPSIBLE SOILS ARE NOT COMPLETELY REMOVED, REWORKING AND RE-COMPACTION UP TO 18" IS RECOMMENDED



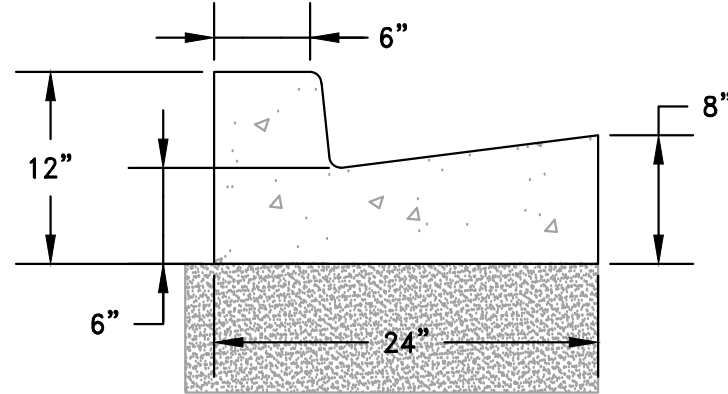
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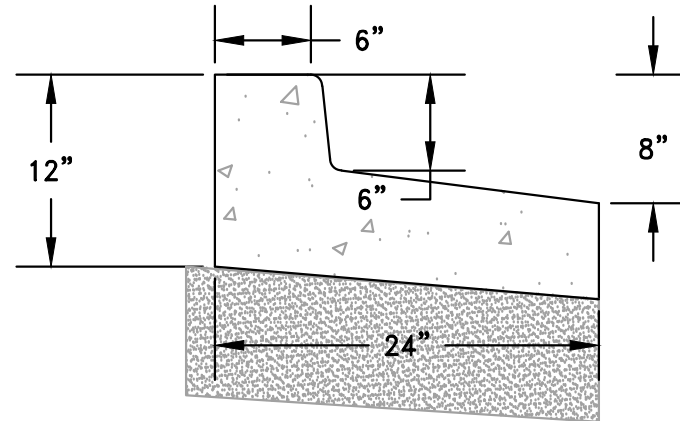
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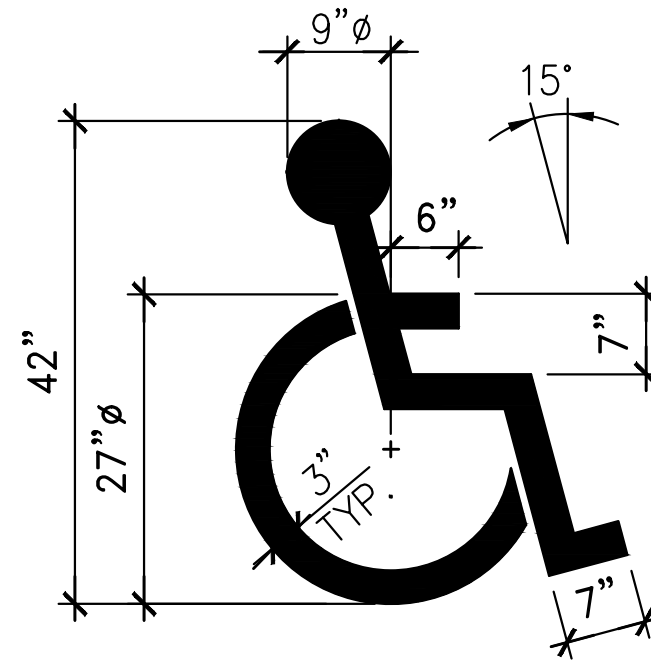
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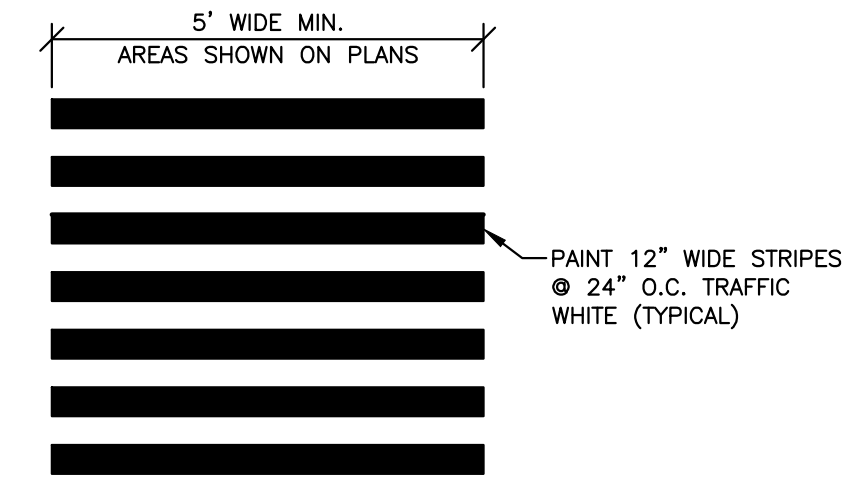
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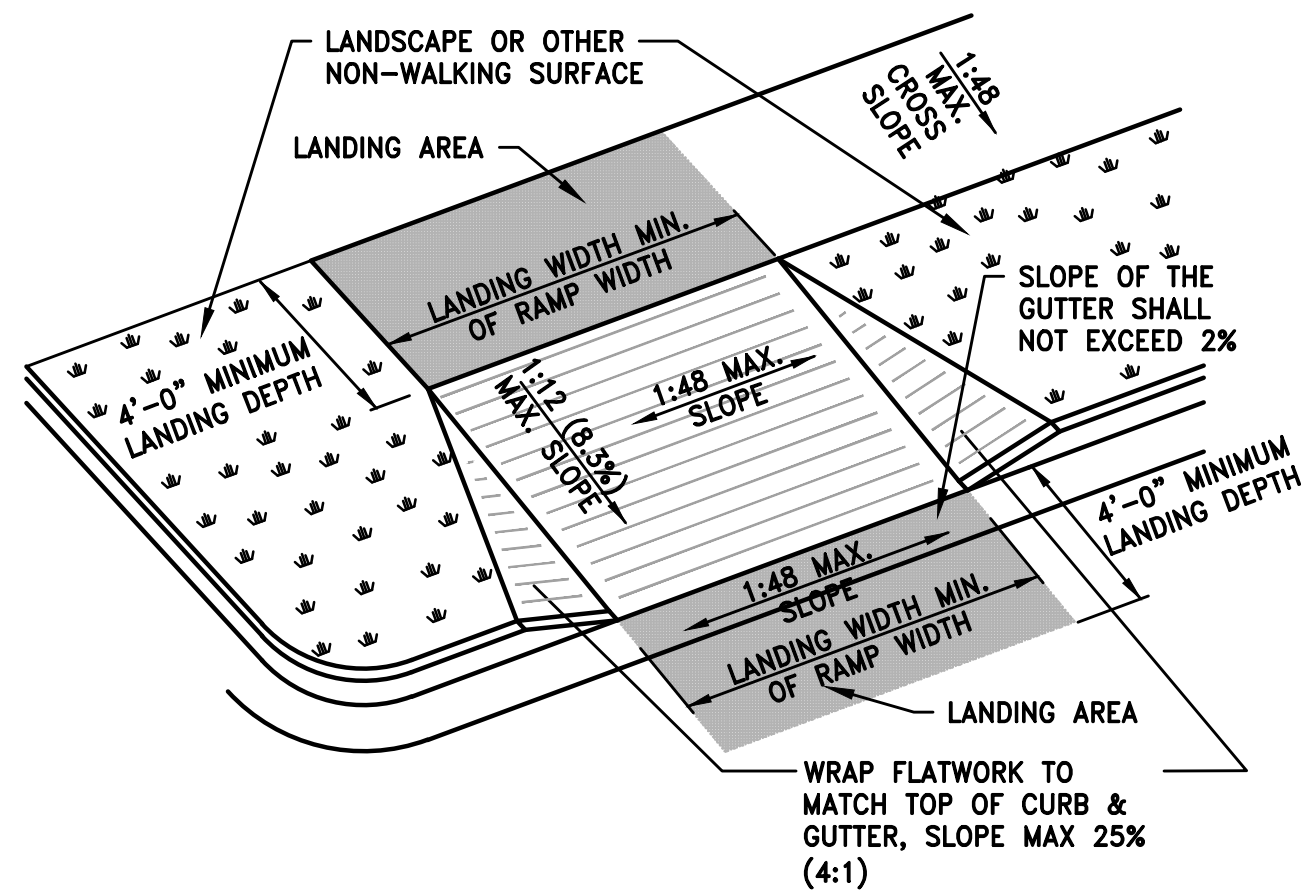
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SCALE: NTS



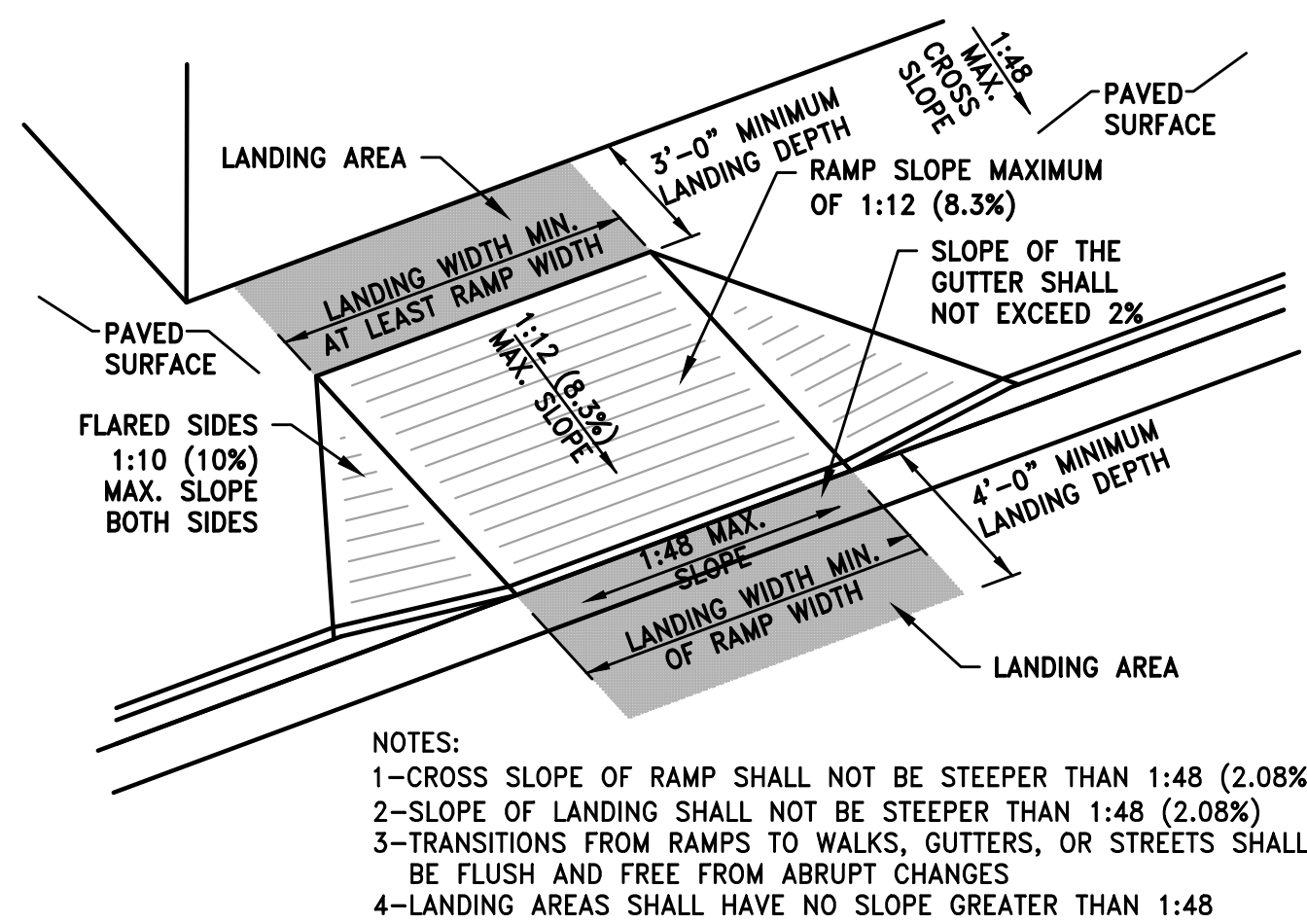
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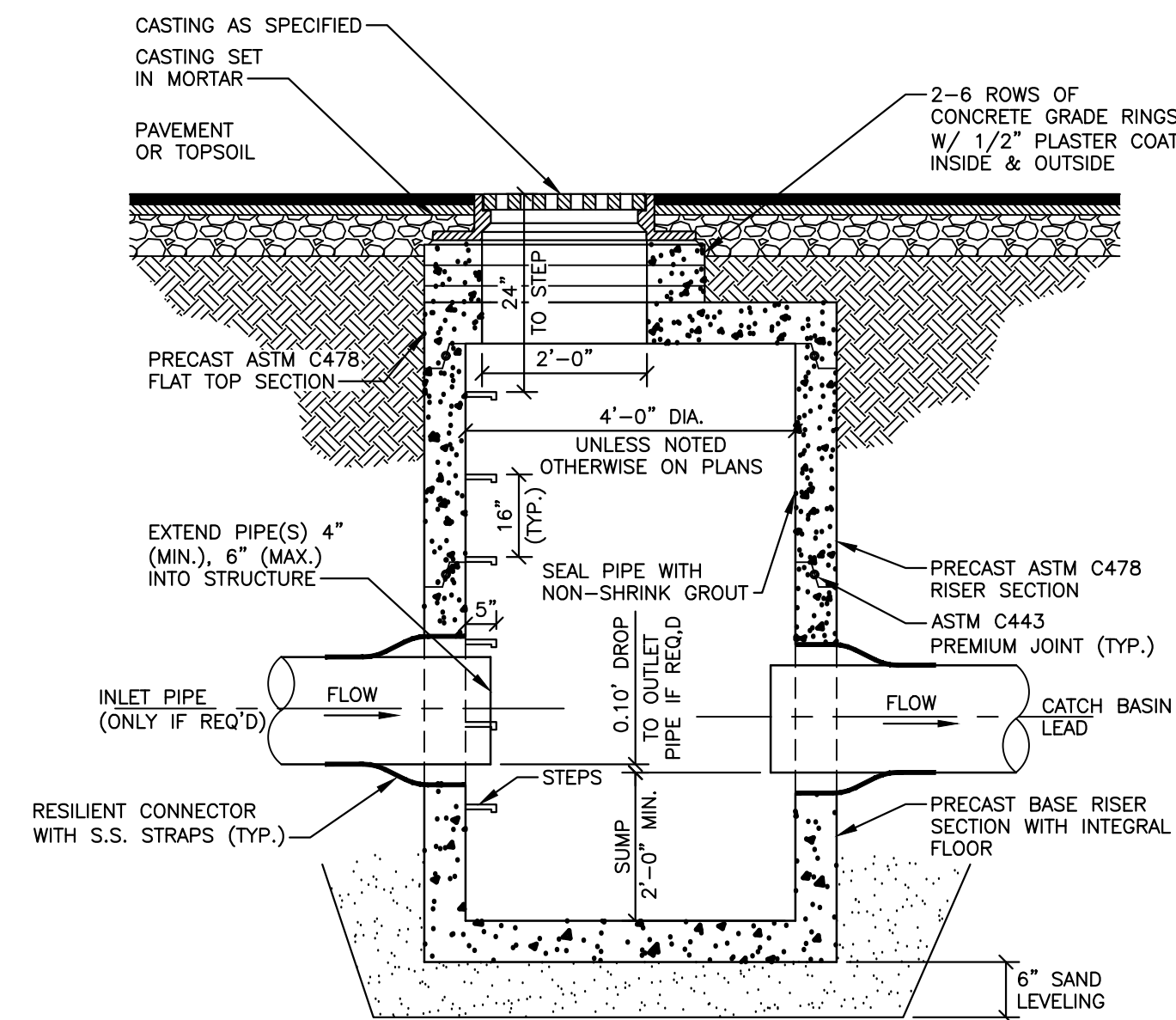
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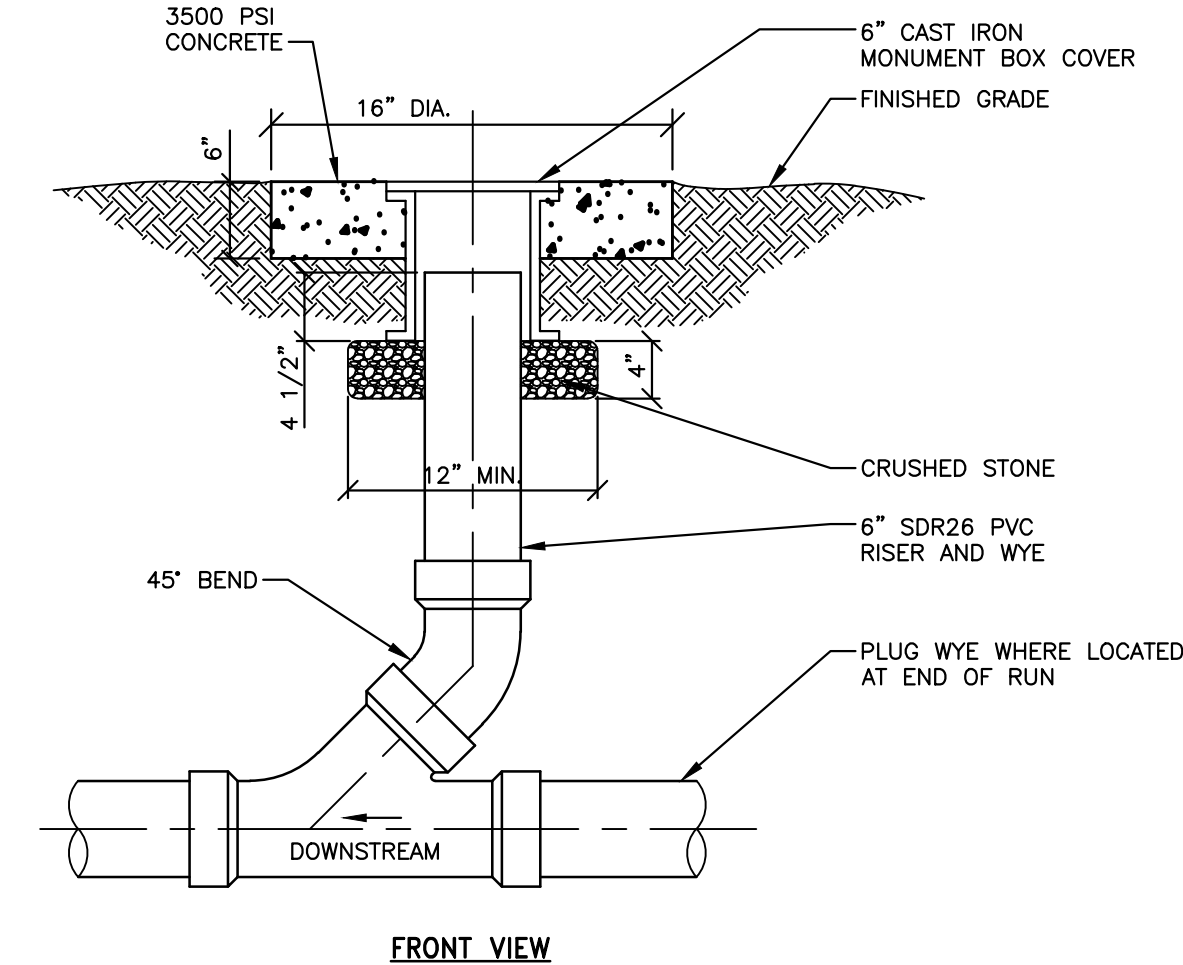
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11
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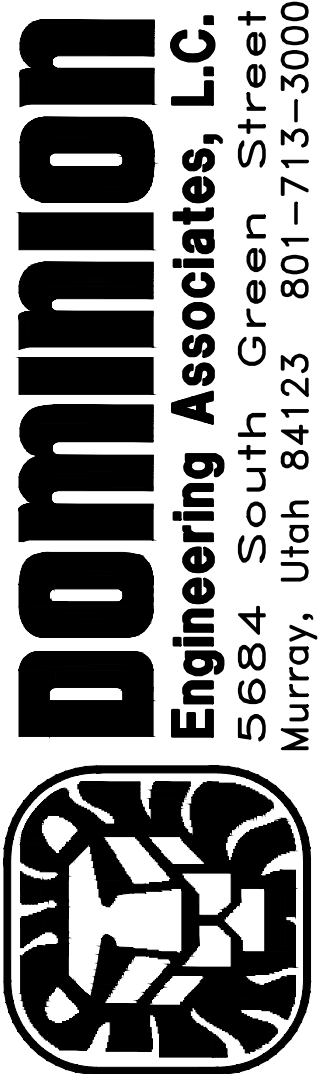
12
NO SCALE



13
NO SCALE



SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-



PROJECT TYPE: CIVIL/SITE
PROTOTYPE



4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

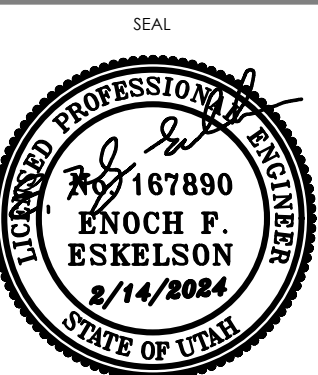
REV.	DATE	DESCRIPTION
Δ	2/14/24	CITY REVIEW COMMENTS #1

ISSUE DATE: 02/14/2024

PROJECT NUMBER: 3738

DRAWN BY: AGH

CHECKED BY: BFE

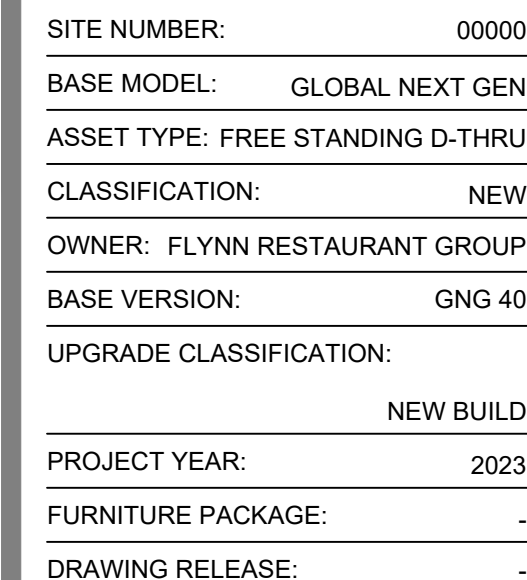
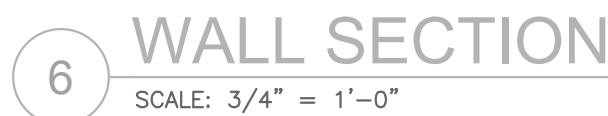


SHEET NAME

SITE PAVING DETAILS

SHEET NUMBER

C5.0



PROJECT TYPE: CIVIL/SITE
PROTOTYPE

REV.	DATE	DESCRIPTION
1	2/14/24	CITY REVIEW COMMENTS #1

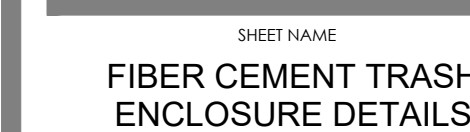
ISSUE DATE: 02/14/2020

PROJECT NUMBER: 3738

DRAWN BY: AGH

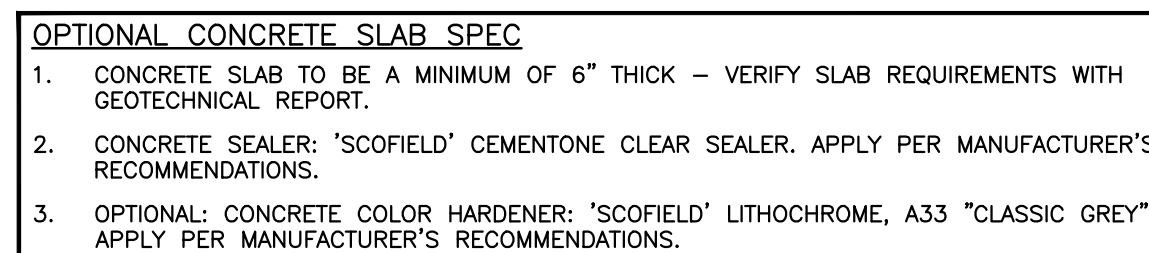
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SE



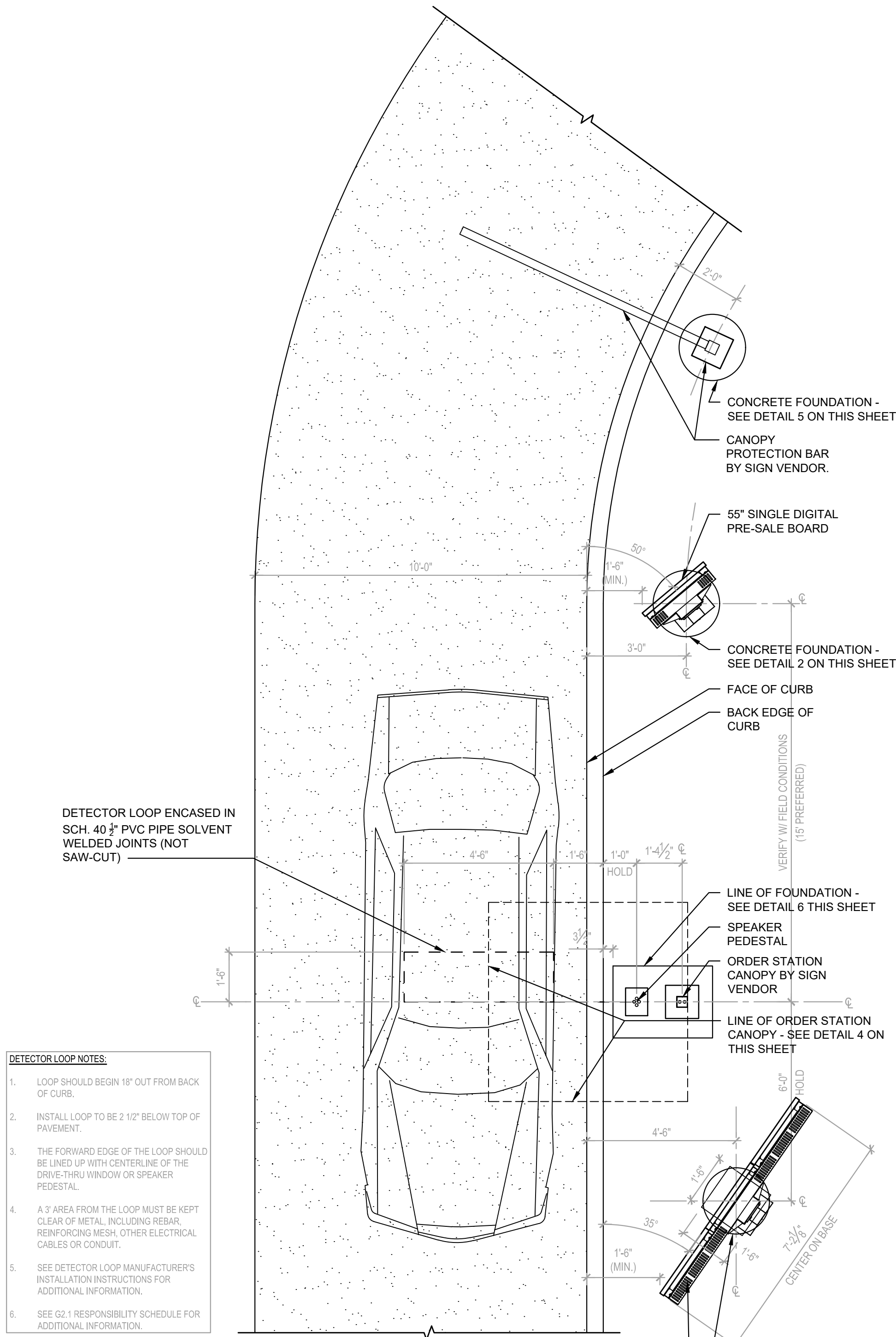
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C5.1

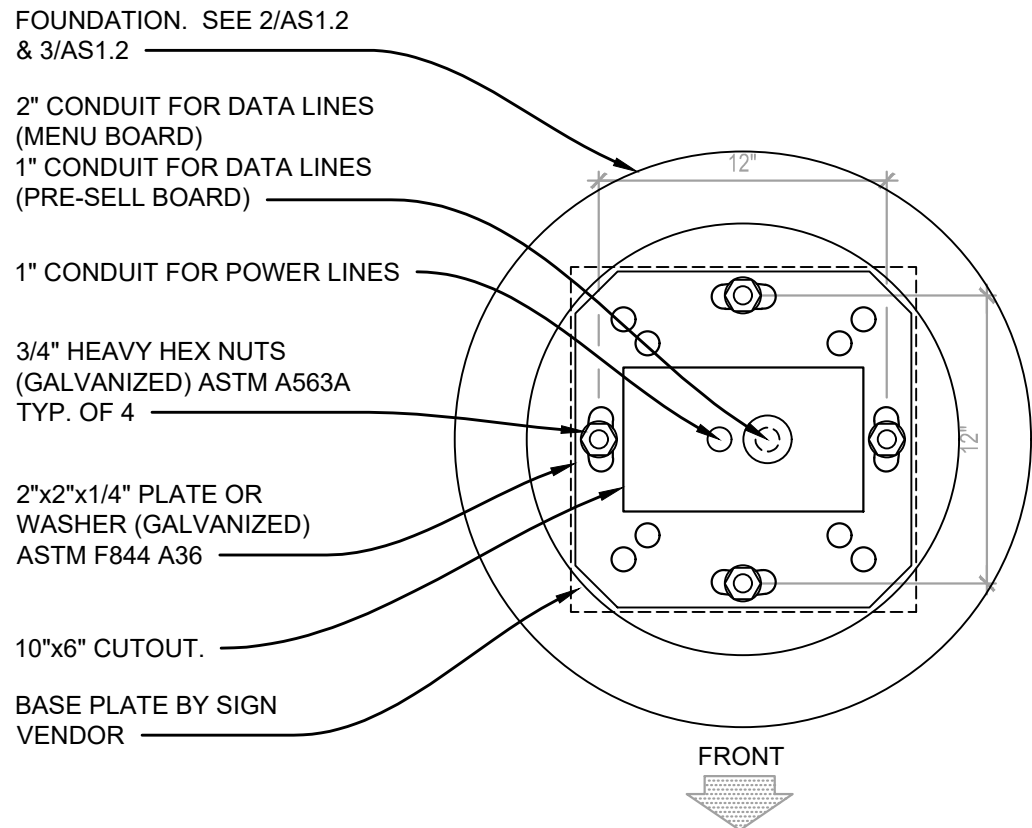


1 TRASH ENCLOSURE PLAN
SCALE: 3/8" = 1'-0"

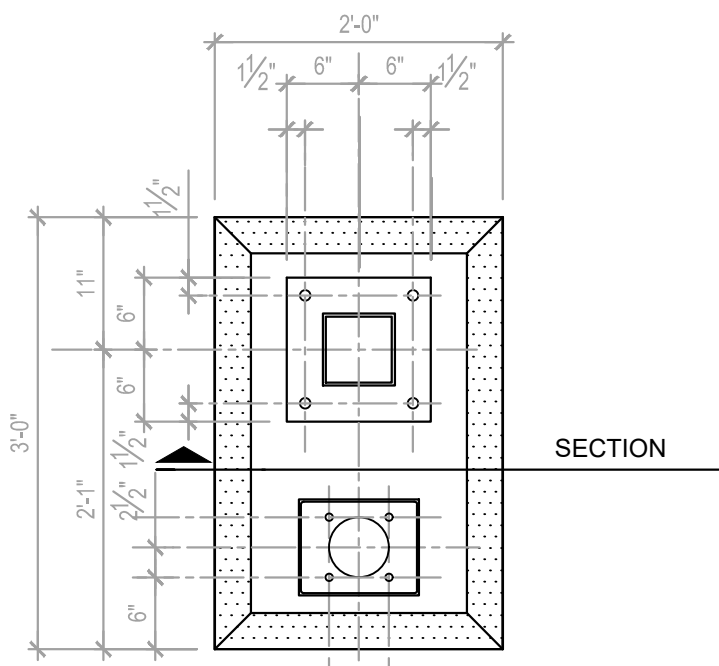




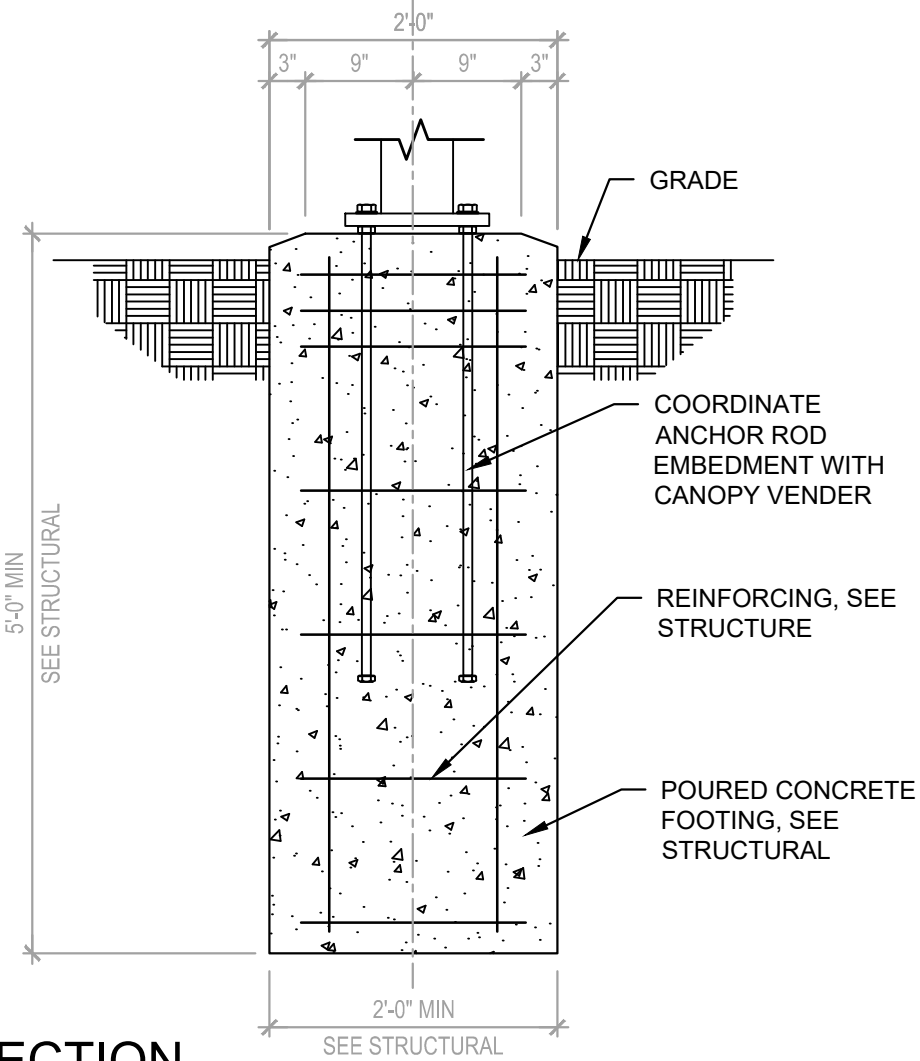
ORDER STATION PLAN VIEW 8
3/8" = 1'-0"



PLAN VIEW MENU BOARD /
PRE-SALE BOARD FOOTING 7
1 1/2" = 1'-0"

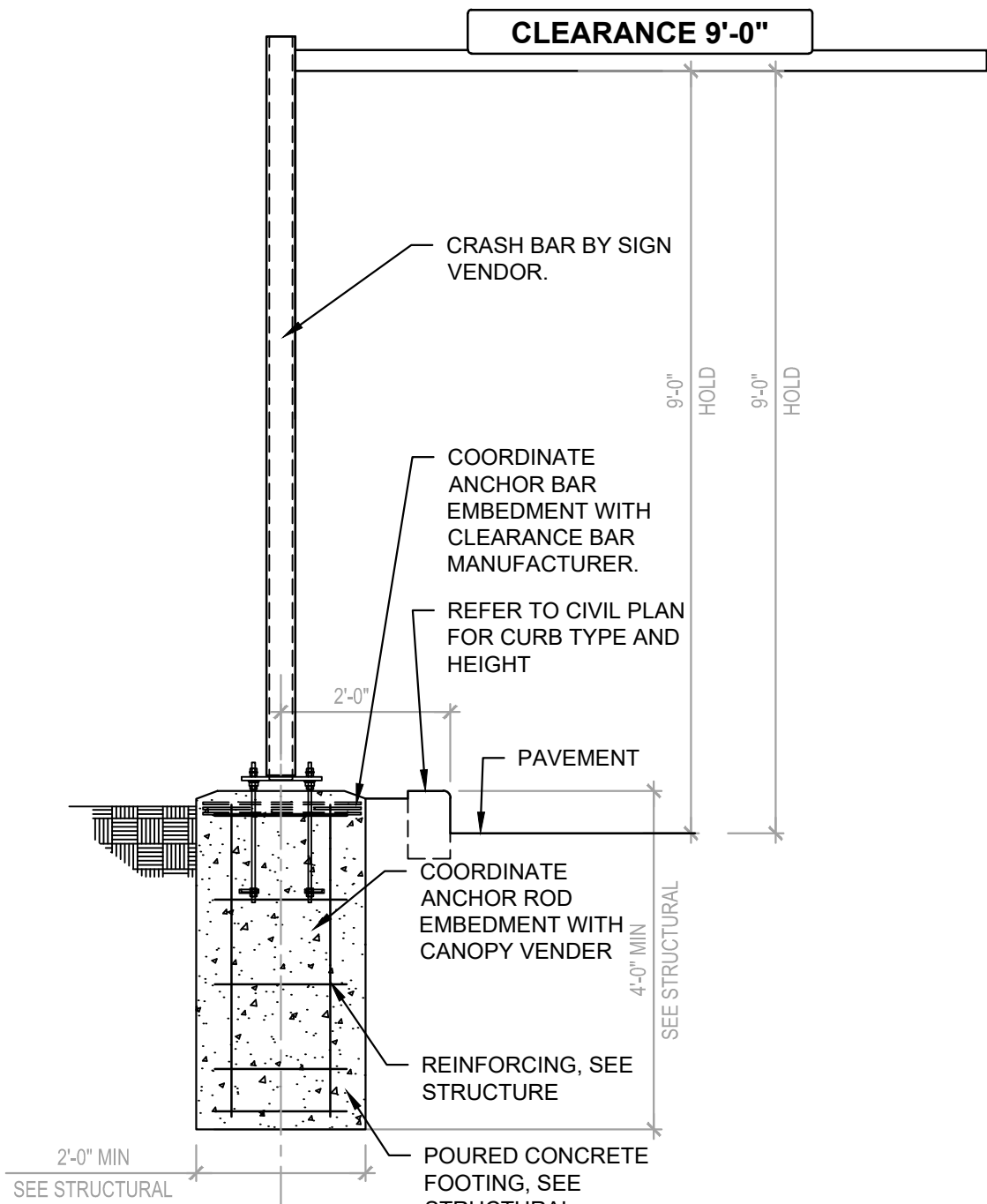


PLAN VIEW

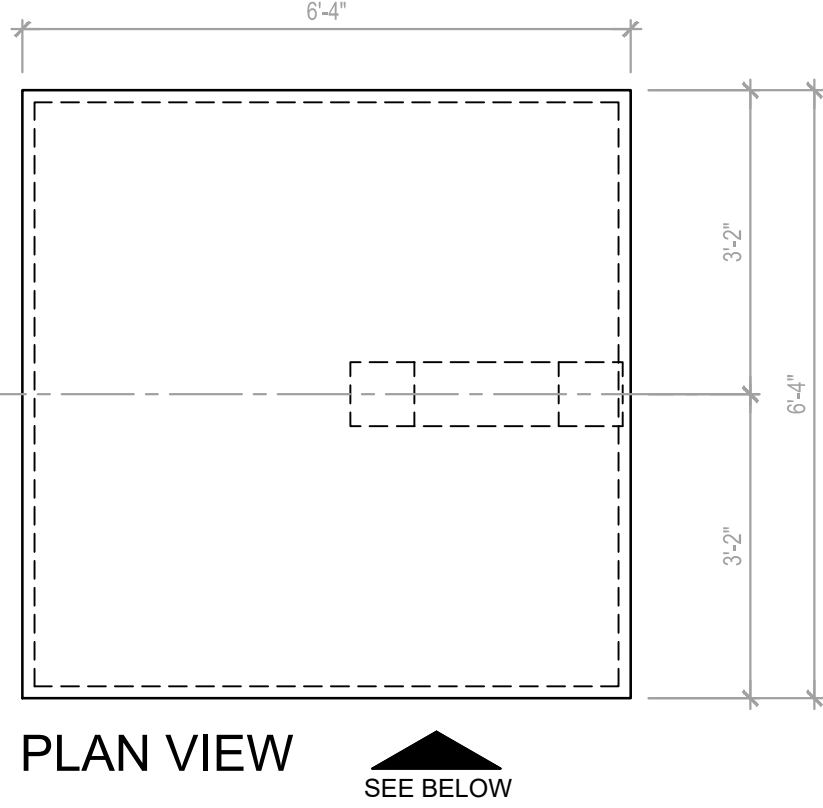


SECTION

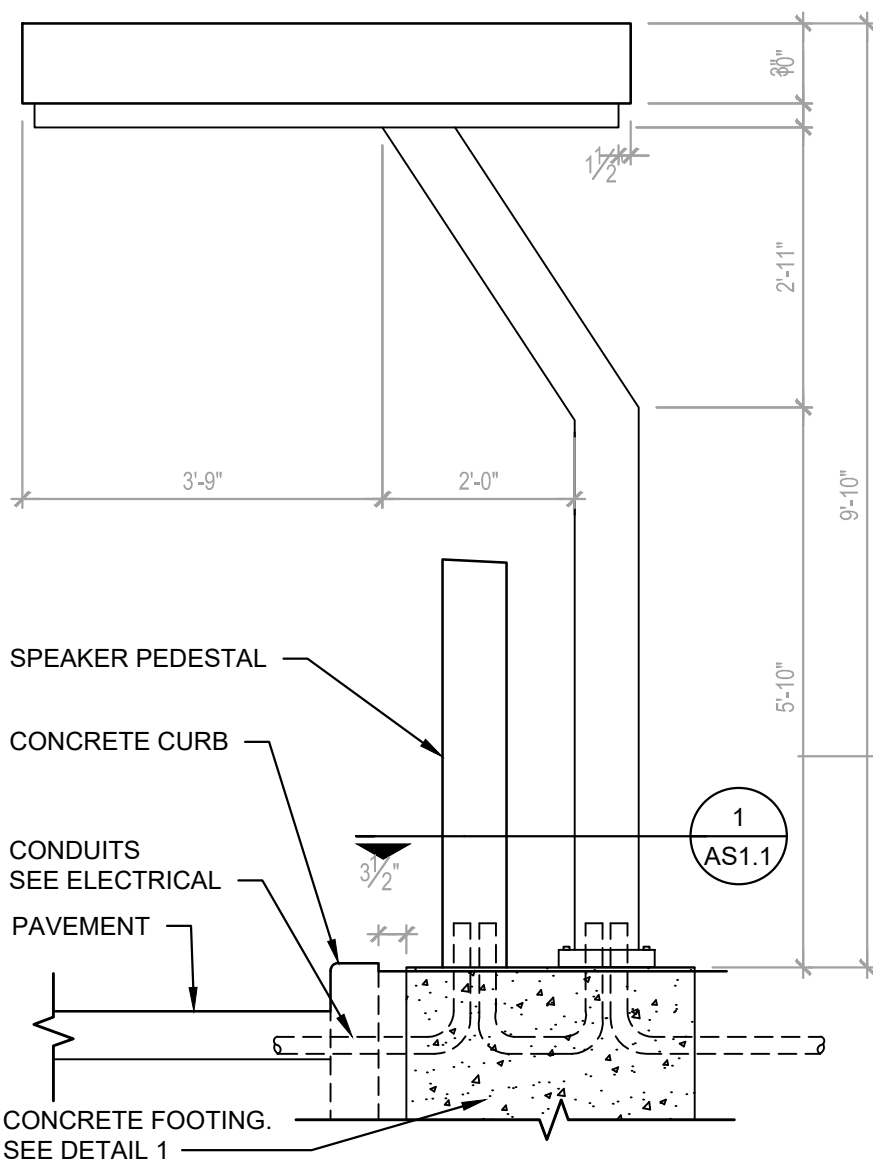
CANOPY FOOTING 6
3/4" = 1'-0"



CANOPY PROTECTION BAR 5
1/2" = 1'-0"

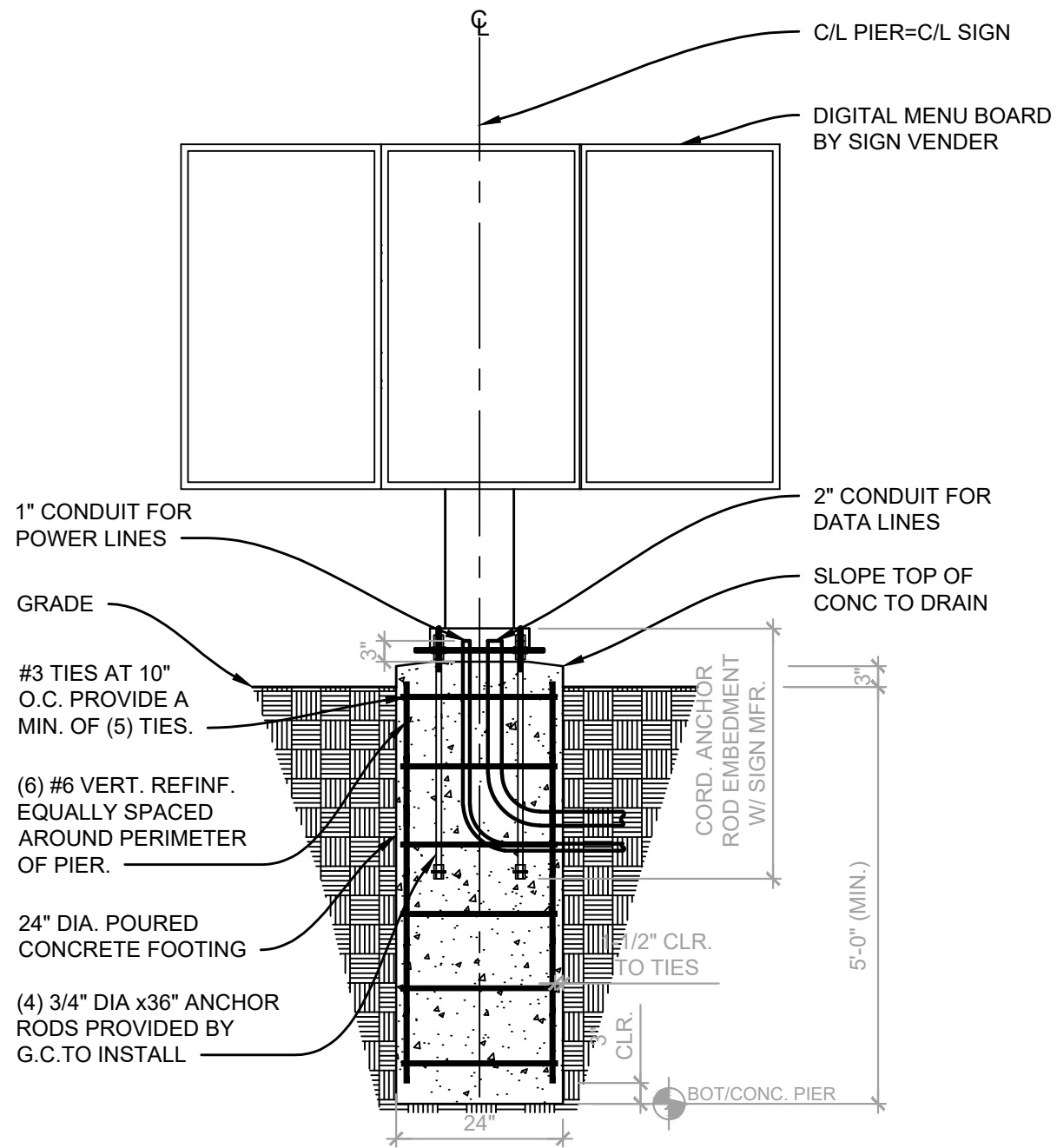


PLAN VIEW
SEE BELOW

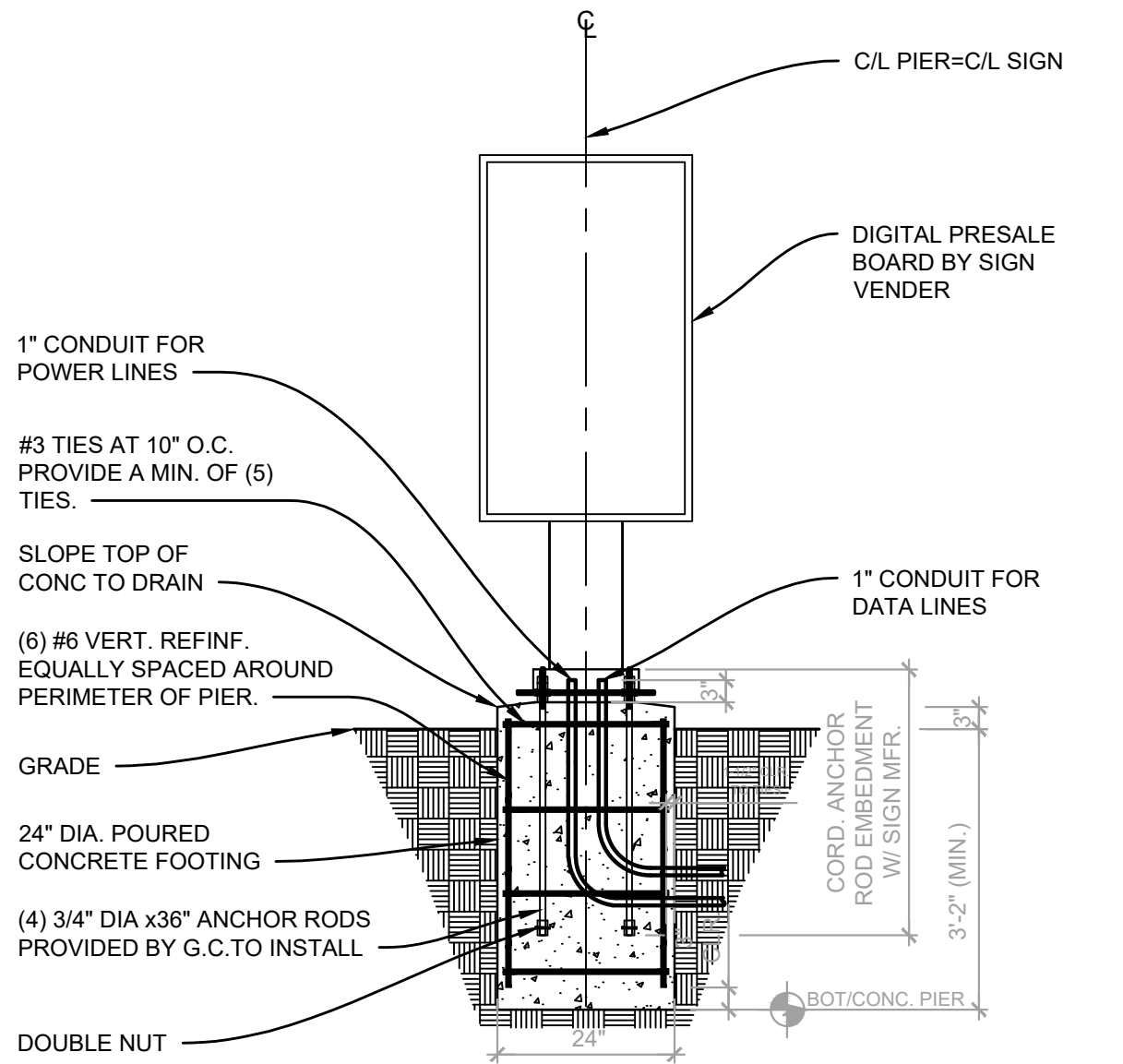


ELEVATION

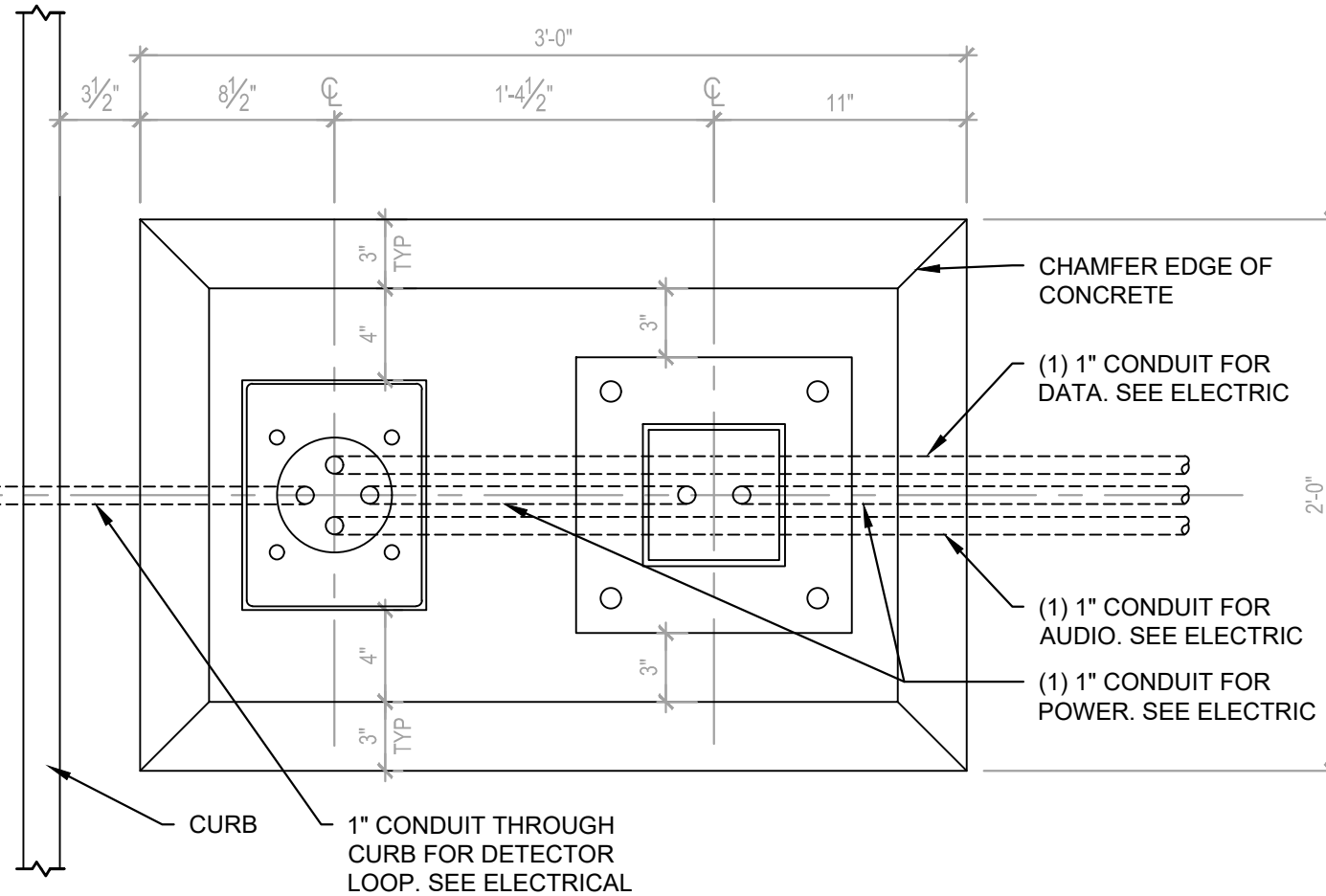
ORDER STATION CANOPY 4
1/2" = 1'-0"



MENU BOARD FOUNDATION 3
1/2" = 1'-0"

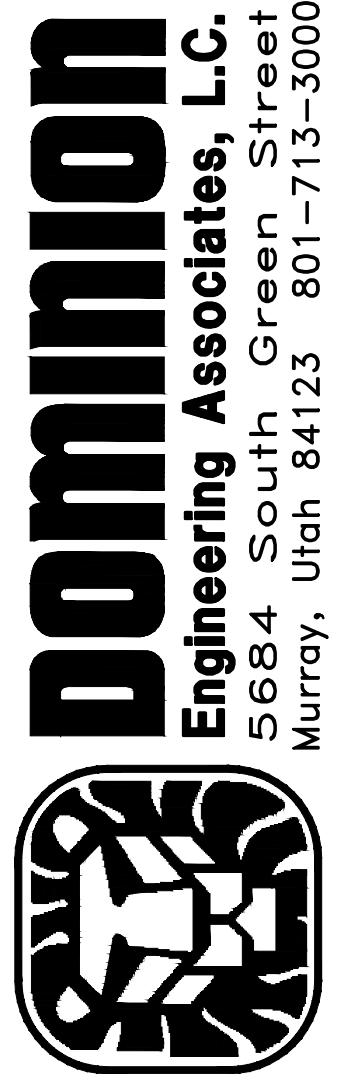


PRE-SALE BOARD FOUNDATION 2
1/2" = 1'-0"



ORDER STATION CANOPY FOOTING 1
1 1/2" = 1'-0"

SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

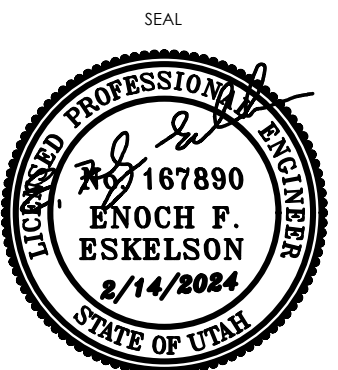


PROJECT TYPE: CIVIL/SITE
PROTOTYPE



REV.	DATE	DESCRIPTION
1	2/14/24	CITY REVIEW COMMENTS #1

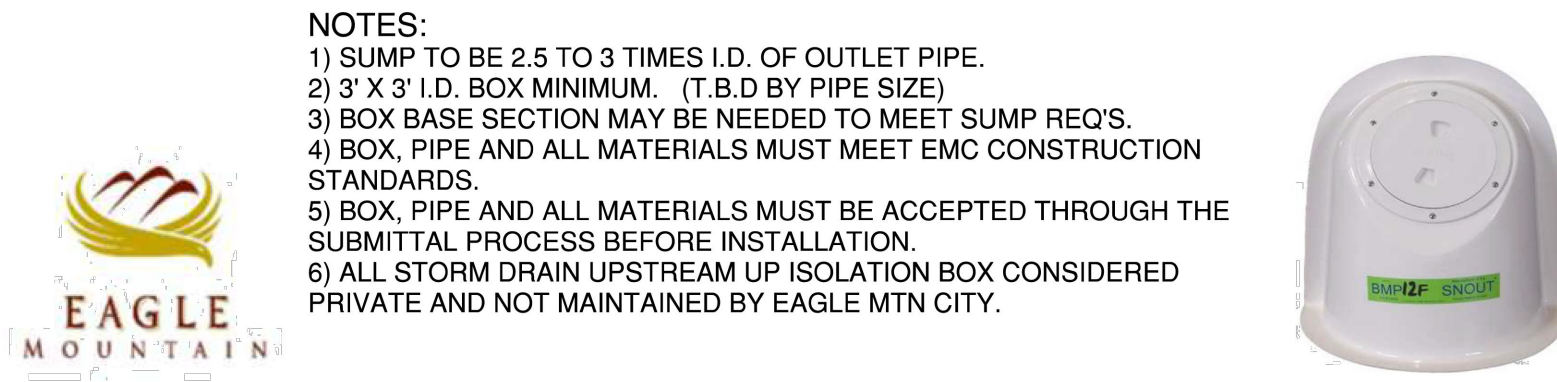
ISSUE DATE: 02/14/2024
PROJECT NUMBER: 3738
DRAWN BY: AGH
CHECKED BY: EFE



SHEET NAME
DRIVE THRU DETAILS

SHEET NUMBER

C5.2



DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

SEAL

UTAH PROFESSIONAL ENGINEER

Reg. No. 167890

ENOCH F. ESKELSON

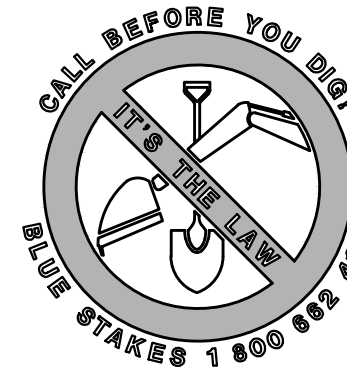
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STATE OF UTAH

SHEET NAME

EAGLE MOUNTAIN
CITY STANDARD DETAILS

SHEET NUMBER



C5.4

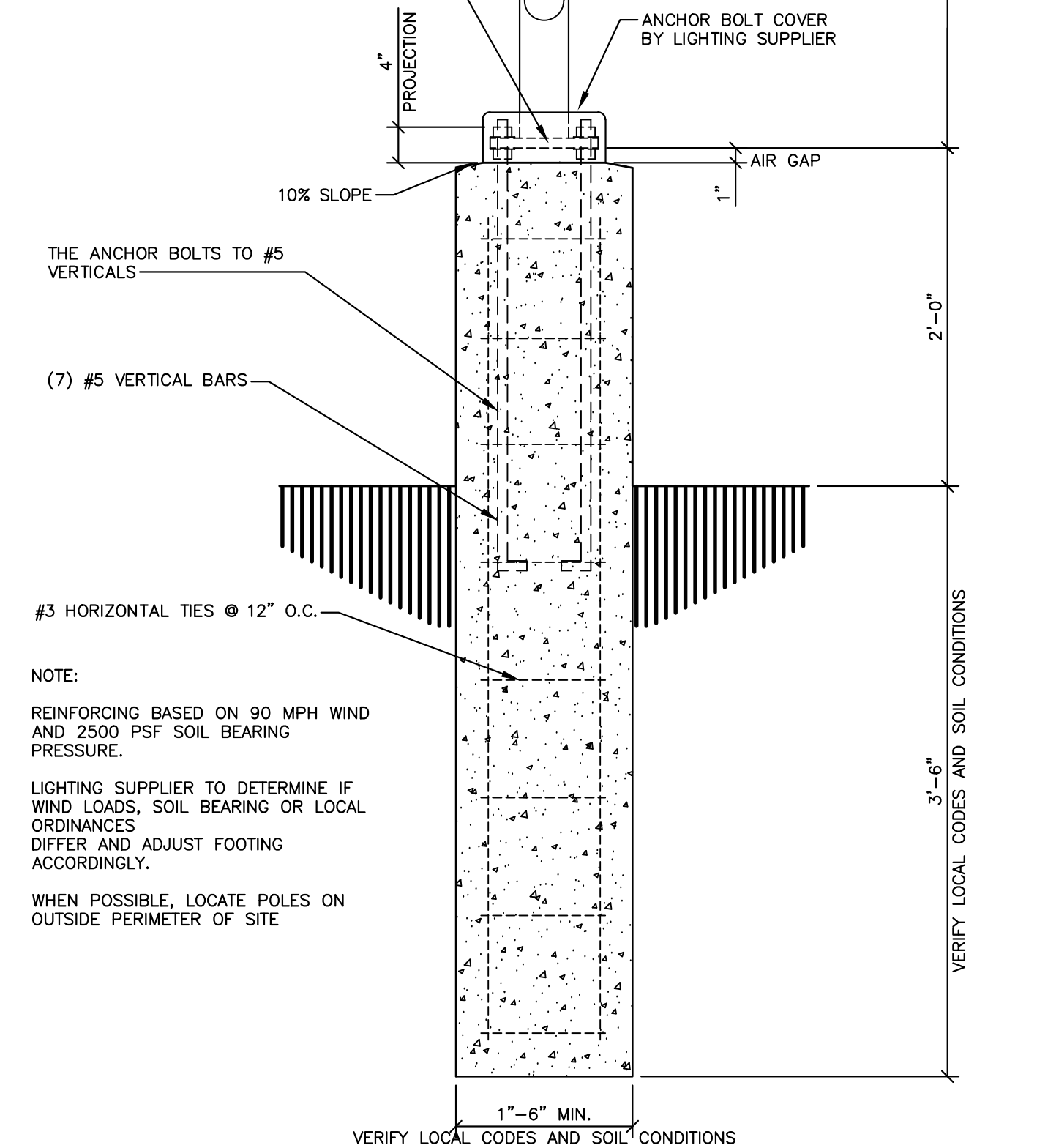
EXTERIOR PARKING LOT LIGHTING NOTES

- REFER TO SITE LIGHTING SUPPLIERS
- PARKING LOT TO HAVE AN AVERAGE OF 4 - 6 FOOTCANDLES IN THE PAVED AREA UNLESS LOCAL CODES REQUIRE LESS
- CONSULT WITH THE PARKING LOT LIGHT SUPPLIERS TO HAVE A PHOTOMETRIC SITE PLAN PREPARED
- LIGHT POLE: 17'-0" HIGH, 4" DIAMETER

LIGHT POLE TO BE FURNISHED AND INSTALLED BY ELECTRICAL CONTRACTOR. POLE AND LUMINAIRE TO BE FURNISHED BY THE SAME MANUFACTURER

POLE HEIGHT - 20'-0"
POLE DIAMETER - 4"
POLE TYPE - STEEL SQUARE
POLE FINISH - BRONZE
BOLT SIZE - 11" BOLT CIRCLE
ANCHOR BOLTS - 1"x36" W/
DOUBLE NUT AND WASHERS

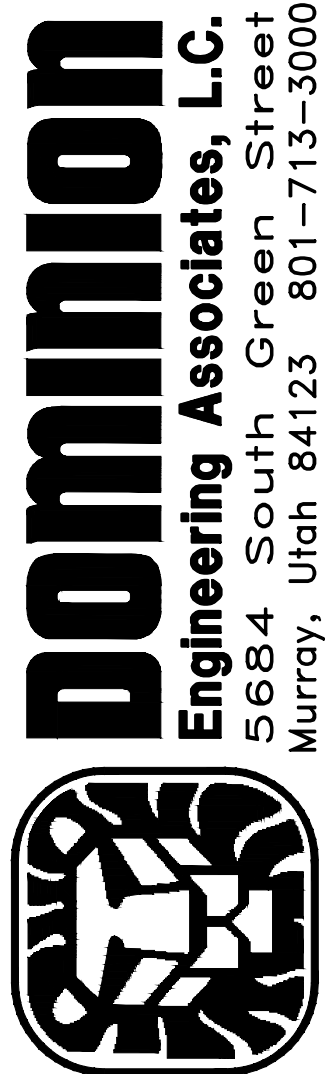
FOR PROPER INSTALLATION OF SITE LIGHTING ALWAYS USE DOUBLE NUTS AND WASHERS. THIS ASSEMBLY WILL PREVENT MOISTURE BUILD-UP IN THE POLE BY ALLOWING AIR TO CIRCULATE THROUGH THE INSIDE OF POLE. BASES MOUNTED DIRECTLY TO CONCRETE CAN CAUSE A MOISTURE BUILD-UP, AND DETERIORATION OF THE POLE'S STABILITY



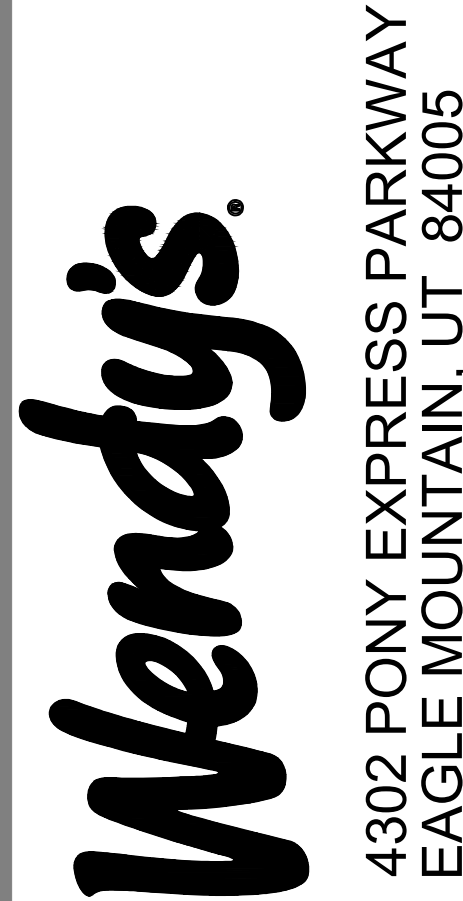
EXTERIOR LIGHT POLE & STANDARD RAISED CONCRETE BASE DETAIL
NO SCALE



SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-



PROJECT TYPE:	CIVIL/SITE PROTOTYPE
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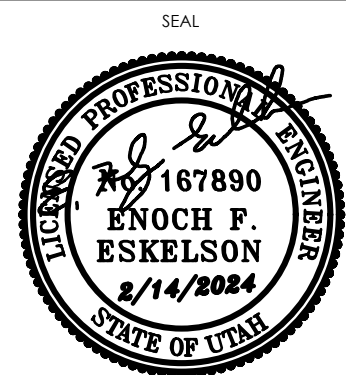
REV.	DATE	DESCRIPTION
1	2/14/24	CITY REVIEW COMMENTS #1

ISSUE DATE: 02/14/2024

PROJECT NUMBER: 3738

DRAWN BY: AGH

CHECKED BY: EFE



SHEET NAME

PHOTOMETRIC DETAIL

SHEET NUMBER

C6.0

1. IRRIGATION SYSTEMS BID MUST BE IN A DETAILED UNIT PRICE FORMAT SHOWING COST BREAKDOWN FOR EACH SYSTEM COMPONENT. ANY SYSTEM ELEMENT OR COMPONENT MAY BE ADDED TO OR DELETED BY LANDSCAPE ARCHITECT AND CONTRACTOR COMPENSATION ADJUSTED ACCORDING TO THE UNIT PRICE BID. LANDSCAPE ARCHITECT WITHOUT JUSTIFICATION MAY DISALLOW BIDS AND SELECT CONTRACTORS REGARDLESS OF BID FIGURES. IRRIGATION CONTRACTOR MUST CONTACT LANDSCAPE ARCHITECT BEFORE BEGINNING CONSTRUCTION. A PRE CONSTRUCTION MEETING MAY BE REQUIRED. CONTRACTOR OR SUBCONTRACTORS PARTICIPATION IN CONSTRUCTION MUST BE LICENSED BY THE STATE OF UTAH FOR THE TYPE OF WORK BEING PERFORMED.

3. IRRIGATION SYSTEM GUARANTEE FOR ALL MATERIALS AND WORKSMANSHIP SHALL BE ONE YEAR FROM THE TIME OF PROJECT ACCEPTANCE. GUARANTEE WILL INCLUDE, BUT IS NOT LIMITED TO WINTERIZING, SPRING ACTIVATION, REPAIR, TRENCH SETTING, BACKFILLING DEPRESSIONS, AND REPAIRING FREEZE DAMAGE. CONTRACTOR MUST CONTACT LANDSCAPE ARCHITECT TO SCHEDULE PRE AND POST GUARANTEE INSPECTION MEETINGS. FAILURE TO DO SO WILL MEAN THE OFFICIAL GUARANTEE PERIOD HAS NOT BEEN ACTIVATED OR DE-ACTIVATED.

4. IRRIGATION SYSTEM STATIC PRESSURE MUST BE CHECKED BY THE CONTRACTOR BEFORE CONSTRUCTION BEGINS. CONTACT LANDSCAPE ARCHITECT IF MEASURED STATIC PRESSURE IS UNDER 60 P.S.I. OR OVER 90 P.S.I.

6. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL QUANTITIES BASED UPON THE PLAN PRIOR TO COMPLETION OF A CONSTRUCTION COST ESTIMATE. FIELD VERIFICATION OF ALL IRRIGATION PIPING AND EQUIPMENT NECESSARY TO COMPLETE CONSTRUCTION IS THE RESPONSIBILITY OF THE CONTRACTOR.

7. IRRIGATION LATERALS AND FITTINGS MUST BE SCHEDULE 40 P.V.C. THREE QUARTER (3/4) INCH MINIMUM SIZE. SOLVENT WELD ALL JOINTS AS PER MANUFACTURERS SPECIFICATIONS FOR MEASURED STATIC P.S.I. TEFLON TAPE ALL THREADED FITTINGS. THE MINIMUM DEPTH OF LINES SHALL BE TWELVE (12) INCHES. FLOWS IN G.P.M. FOR UN-SIZED LINES OR CHANGES SHALL BE (3/4 INCH-1-8 G.P.M.), (1 INCH-9-12 G.P.M.), (1 1/4 INCH-13-22 G.P.M.), (1-1/2 INCH-23-30 G.P.M.), (2 INCH-31-50 G.P.M.), (2-1/2 INCH-51-70 G.P.M.), (3 INCH-71-110 G.P.M.).

8. IRRIGATION MAIN LINE THAT ARE 4" OR GREATER MUST BE CLASS 200 RING AND GASKET PIPE WITH HARCO DUCTILE IRON FITTINGS. 3" AND SMALLER MAINLINES SHALL BE SCHEDULE 40 PVC PIPE WITH SCHEDULE 80 FITTINGS. SOLVENT WELD ALL JOINTS AS PER MANUFACTURES SPECIFICATIONS FOR MEASURED STATIC PRESSURE. USE TEFLON TAPE ON ALL THREADED JOINTS. LINE DEPTH MUST BE TWENTY FOUR (24) INCHES MINIMUM.

9. THRUST BLOCKS FOR MAINLINES 2"-3" SHALL BE INSTALLED WITH A MINIMUM OF TWO AND A HALF (2 1/2) CUBIC FOOT OF CONCRETE WHEREVER A CHANGE IN DIRECTION OR A "T" OCCURS.

10. CONTROL WIRE MUST BE UF-UL LISTED, COLOR CODED, COPPER CONDUCTOR, DIRECT BURIAL. USE 14 GAUGE MINIMUM WIRING WITH ALL CONNECTIONS MADE WITH WATERTIGHT RAINBIRD SPLICE-1 WATERPROOF CONNECTORS AND CONTAINED IN VALVE BOXES. PROVIDE 24" OF SLACK WIRE AT EACH REMOTE CONTROL VALVE IN VALVE BOXES AND SLACK AT ALL CHANGES IN DIRECTION. TAPE WIRE TO THE UNDERSIDE OF THE MAINLINE EVERY TWENTY (20) FEET. WIRING SHALL HAVE SEPARATE COLORS FOR COMMON, CONTROL, AND SPARE. PROVIDE ONE SPARE WIRE FOR EVERY 5 REMOTE CONTROL VALVES, WITH SPARE AVAILABLE AT ALL VALVE MANIFOLDS OR CLUSTERS. ALL SPARE WIRE SHALL BE "HOME RUN" TO THE CONTROLLER AND COMMON SHALL BE END RUN.

11. RISERS FOR SPRAY HEADS AND ROTORS UP TO 7 GPM SHALL BE RAINBIRD SPX SWING PIPE (OR APPROVED EQUAL) WITH SB SERIES BARB FITTINGS. RISERS FOR HEADS OVER 7 GPM SHALL BE RAINBIRD TSJ SERIES SWING JOINTS (OR APPROVED EQUAL), SIZE TO MATCH INLET SIZE OF HEAD.

12. CONTROL VALVE, SIZE, TYPE, QUANTITY, AND LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT. INSTALL A RAINBIRD 1" PEB FOR ZONES UP TO 30 GPM, 1 1/2" FOR ZONES OF 30-80 GPM, AND 2" VALVE FOR ZONES OVER 80 GPM. INSTALL IN HEAVY DUTY PLASTIC VANDAL PROOF BOX. SIZE BOXES ACCORDING TO VALVE NUMBERS FOR EASE OF MAINTENANCE AND REPAIR. INSTALL FOUR (4) CUBIC FEET OF PEA GRAVEL FOR SUMP IN BASE OF BOXES.

13. QUICK COUPLERS SHALL BE A RAINBIRD 44LRC WITH A LASCO 1" UNITIZED SWING JOINT ASSEMBLY AND 1" BRASS INSERT 90° ELL OUTLET, SUPPORT WITH REBAR IN EACH RETAINER LUG. INSTALL WHERE SHOWN ON THE PLANS.

14. IRRIGATION SYSTEM BACKFILL MUST OCCUR ONLY AFTER SYSTEM CHECK IS COMPLETED AS SPECIFIED. USE ONLY ROCK FREE CLEAN FILL AROUND PIPES, VALVES, DRAINS, OR ANY IRRIGATION SYSTEM COMPONENTS. WATER SETTLE ALL TRENCHES AND EXCAVATIONS.

15. ALL IRRIGATION PIPE RUNNING THROUGH WALLS, UNDER SIDEWALK, ASPHALT, OR OTHER HARD SURFACE SHALL BE SLEEVED PRIOR TO PAVING. IT IS THE IRRIGATION CONTRACTORS RESPONSIBILITY TO COORDINATE SLEEVING WITH CONCRETE AND PAVEMENT CONTRACTORS. SLEEVES WILL BE SCHEDULE 40 P.V.C. THE DEPTH FOR MAIN LINE SLEEVES SHALL BE TWENTY FOUR (24) INCHES MINIMUM. DEPTH FOR LATERAL SLEEVES SHALL BE TWELVE (12) INCHES MINIMUM. SLEEVES SHALL BE A MINIMUM OF TWO SIZES LARGER THAN THE PIPE TO BE SLEEVED. ALL VALVE WIRING SHALL BE CONTAINED IN SEPARATE SLEEVING.

16. PLANS ARE DIAGRAMMATIC AND APPROXIMATE DUE TO SCALE. WHERE POSSIBLE, ALL PIPING IS TO BE INSTALLED WITHIN THE PLANTING AREAS. NO TEES, ELLS, OR CHANGES IN DIRECTION SHALL OCCUR UNDER HARDSCAPE.

17. SPRAY HEADS ADJACENT TO HARDSCAPE PAVING SHALL BE SPACED AWAY 1"–3". SPRAY HEADS ADJACENT TO WALLS, BUILDINGS, FENCES OR STRUCTURES SHALL BE SPACED AWAY A MINIMUM OF 6".

18. THE IRRIGATION SYSTEM SHALL BE INSTALLED FOR PROPER DRAINAGE AND WINTERIZATION. NO LINE SAGS OR SADDLES SHALL OCCUR IN IRRIGATION MAIN OR LATERAL LINES. ALL PIPING SHALL HAVE A MINIMUM .5% POSITIVE SLOPE TO END OF LINES. INSTALL KING DRAINS AT ALL LOW POINTS AND ENDS OF LATERAL LINES. PROVIDE SYSTEM WITH MANUAL COMPRESSION AIR BLOWOUT ABILITY THROUGH QUICK COUPLERS. THE OWNER MUST BE INFORMED OF WINTERIZING SCHEDULE FOR BLOWING OUT SYSTEM.

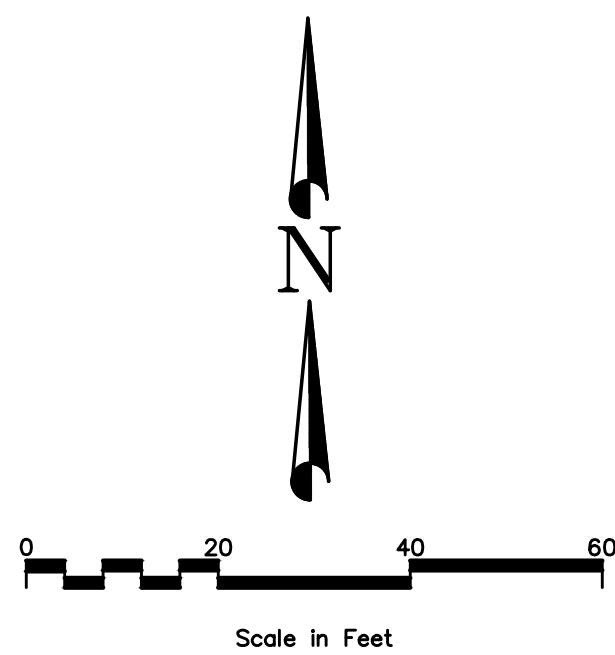
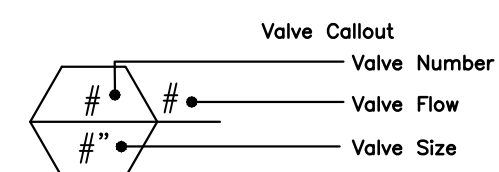
19. UPON COMPLETION OF IRRIGATION MODIFICATIONS, THE CONTRACTOR SHALL VISUALLY INSPECT THE IRRIGATION SYSTEM AND VERIFY THAT ALL IRRIGATION ZONES OPERATE PROPERTY. ANY UNDER IRRIGATED OR UNIRRIGATED AREAS SHALL BE IDENTIFIED, AND THE CONTRACTOR SHALL MAKE ADJUSTMENTS OR ADDITIONS TO THE SYSTEM TO CORRECT IRRIGATION DEFICIENCIES,

20. DRIP SYSTEM PIPING SHALL CONSIST OF A RIGID SCHEDULE 40 PVC PIPE DISTRIBUTION SYSTEM CONNECTING DRIP IRRIGATED PLANTER AREAS. POLYTUBING OR DRIP LINE SHALL BE RUN OFF THE RIGID PVC IN EACH PLANTING AREA OR ISLAND WITH A PVC TO POLYTUBING ADAPTER. ALL TRANSITION POINTS AND POLYTUBING ENDS SHALL TERMINATE WITH A FLUSH CAP IN A DRIP BOX WITH BROWN LID. NO POLYTUBING SHALL RUN UNDER PAVEMENT.

21. THE LANDSCAPE CONTRACTOR SHALL PROVIDE IRRIGATION AS-BUILT DRAWINGS OF THE IRRIGATION SYSTEM TO THE OWNERS CONSTRUCTION REPRESENTATIVE. ALL IRRIGATION COMPONENTS ADDED, DELETED, OR MODIFIED IN THE FIELD SHALL BE NOTED ON THE PLAN. NOTE TAP SIZE, LINE SIZE, AND STATIC PRESSURE AT POINT OF CONNECTION.



SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	RAIN BIRD PEB 1", 1-1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	4
	RAIN BIRD 44-LRC 1" BRASS QUICK-COUPLING VALVE, WITH CORROSION-RESISTANT STAINLESS STEEL SPRING, LOCKING THERMOPLASTIC RUBBER COVER, AND 2-PIECE BODY.	1
	MASTER VALVE, RAIN BIRD PEB 1" 1", 1-1/2", 2" PLASTIC INDUSTRIAL VALVES. LOW FLOW OPERATING CAPABILITY, GLOBE CONFIGURATION.	1
	ZURN 375 RPZ. 1" REDUCED PRESSURE PRINCIPLE ASSEMBLY. INSTALL IN A 3" SCREENED ROUND-TOPPED WIRE MESH ENCLOSURE PAINTED GREEN.	1
	RAIN BIRD ESP4ME3 WITH (2) ESP-SM3 10 STATION, HYBRID MODULAR OUTDOOR CONTROLLER. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. EXACT LOCATION TO BE DETERMINED BY OWNER.	1
	RAIN BIRD LNK2WIFI UPGRADES CONTROLLERS (ESP-M, ESP-RXZE, ST8) TO HAVE WEATHER DATA FOR ET-BASED ADJUSTMENTS (WATERSENSE APPROVED) # WIFI CAPABILITIES -	1
	RAIN BIRD FS-100-P (2) 1 IN. FLOW SENSOR, PLASTIC PVC MODEL. SUGGESTED OPERATING RANGE 5.4 GPM TO 5.4 GPM. SIZE FOR FLOW NOT ACCORDING TO PIPE SIZE. RAIN BIRD COMPATIBLE CONTROLLERS: ESP-LXIVM(P) LXJ LXME2(P) ME3, OR CONTROLLERS ACCEPTING CUSTOM K-FACTOR AND OFFSET. INSTALL IN RAIN BIRD VALVE BOX	1
	POINT OF CONNECTION 1" 1" IRRIGATION TE OFF 2" CULINARY SUPPLY LINE	1
—————	IRRIGATION LATERAL LINE: PVC SCHEDULE 40	1,795 L.F.
—————	IRRIGATION MAINLINE: PVC SCHEDULE 40	269.1 L.F.
=====	PIPE SLEEVE: PVC CLASS 200 SDR 21	286.8 L.F.

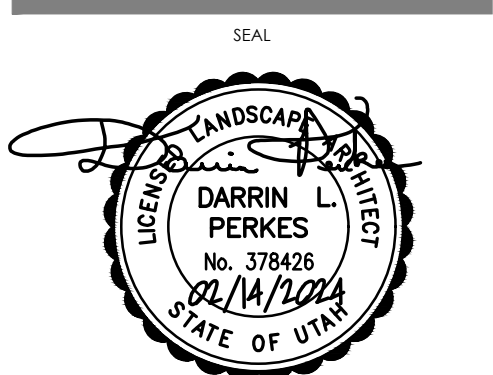


PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

PROJECT TYPE: CIVIL/SITE
PROTOTYPE

Wendy's
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION
A	1/14/24	CITY REVIEW COMMENTS #1
ISSUE DATE: 01/22/2024		
PROJECT NUMBER: 3738		
DRAWN BY: AGH		
CHECKED BY: EFE		

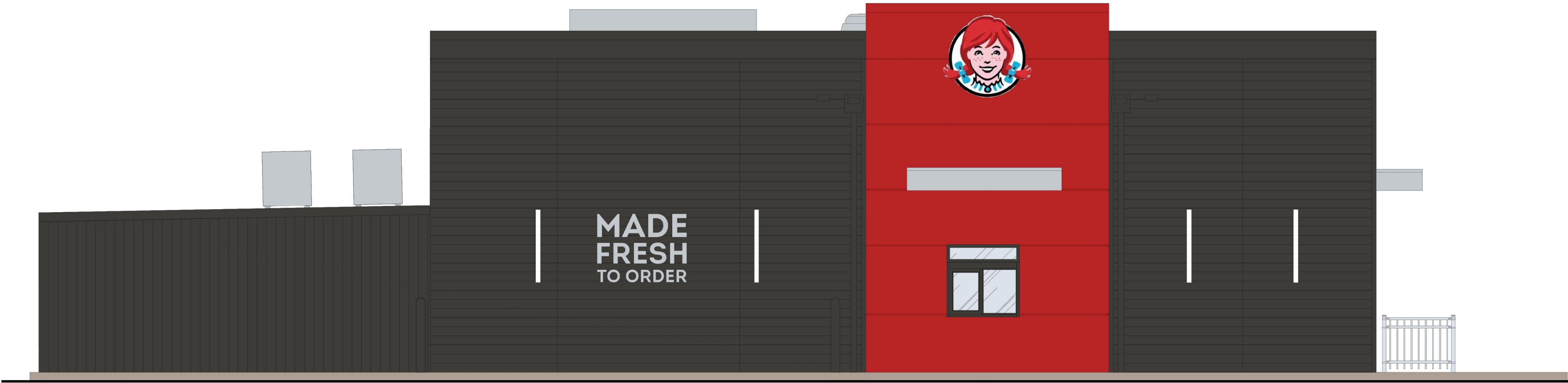


SHEET NAME	
IRRIGATION PLAN	
SHEET NUMBER	

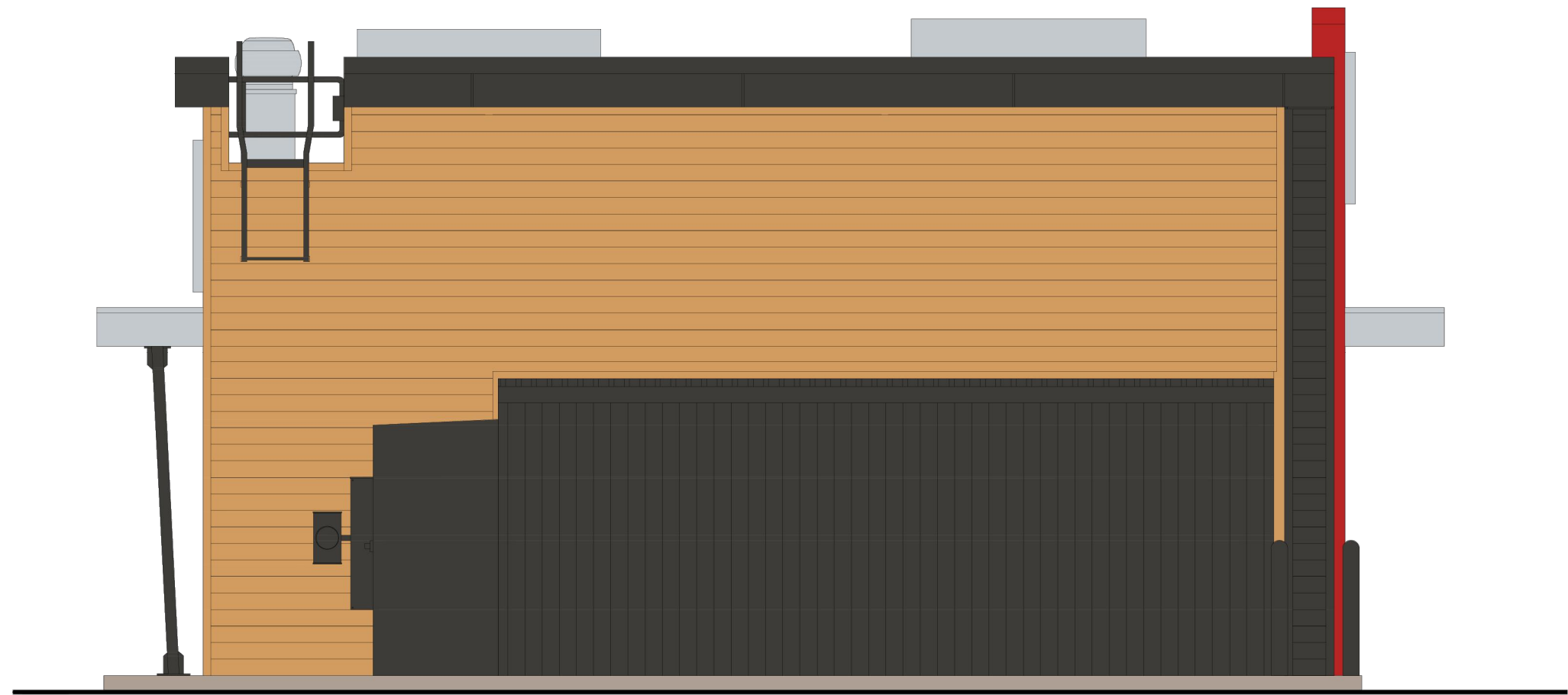
LS-2



FRONT ELEVATION



LEFT SIDE ELEVATION



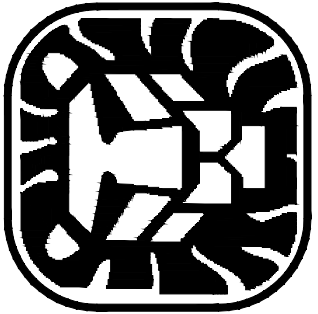
REAR ELEVATION



RIGHT SIDE ELEVATION

SITE NUMBER:	00000
BASE MODEL:	GLOBAL NEXT GEN
ASSET TYPE:	FREE STANDING D-THRU
CLASSIFICATION:	NEW
OWNER:	FLYNN RESTAURANT GROUP
BASE VERSION:	GNG 40
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2023
FURNITURE PACKAGE:	-
DRAWING RELEASE:	-

Dominion
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

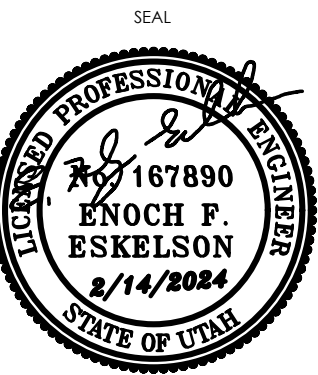


PROJECT TYPE:	CIVIL/SITE PROTOTYPE
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Wendy's.
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION
Δ	2/14/24	CITY REVIEW COMMENTS #1

ISSUE DATE: 02/14/2024
PROJECT NUMBER: 3738
DRAWN BY: AGH
CHECKED BY: EFE

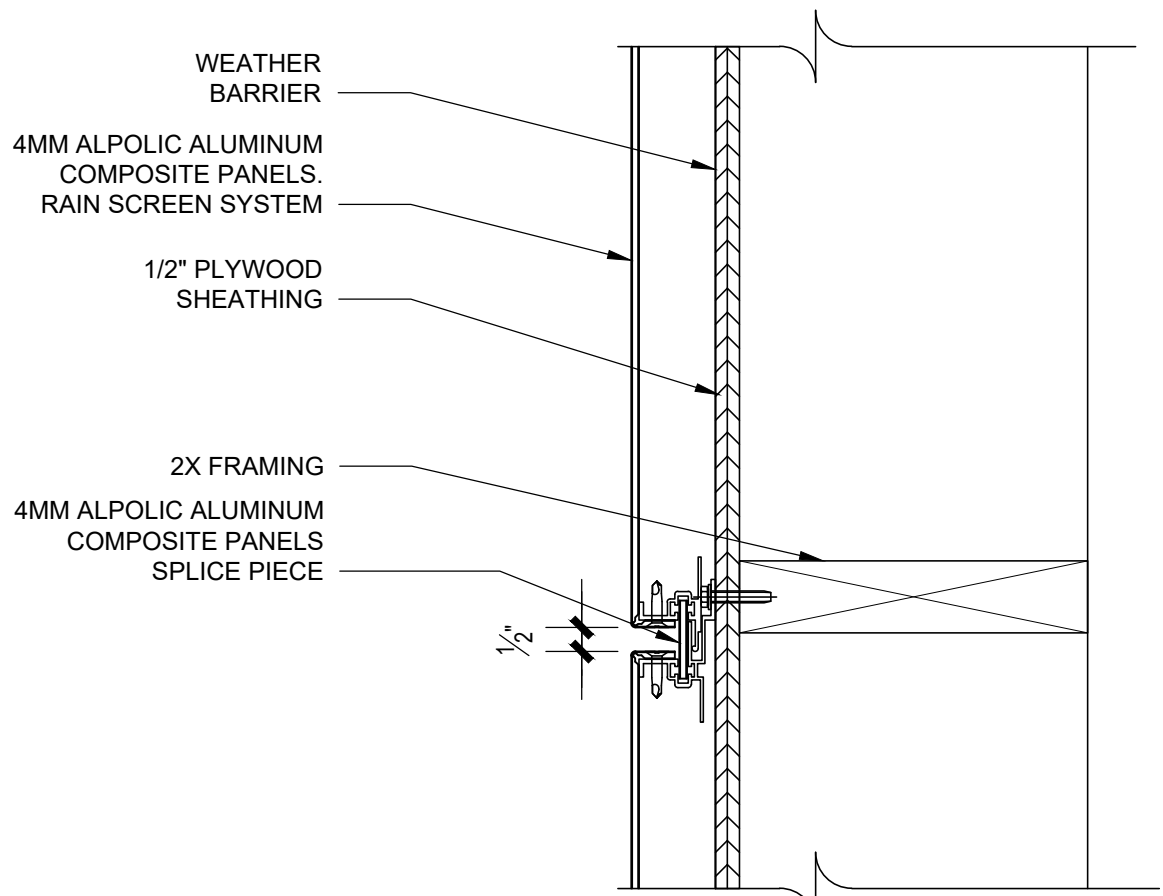


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BUILDING RENDERINGS

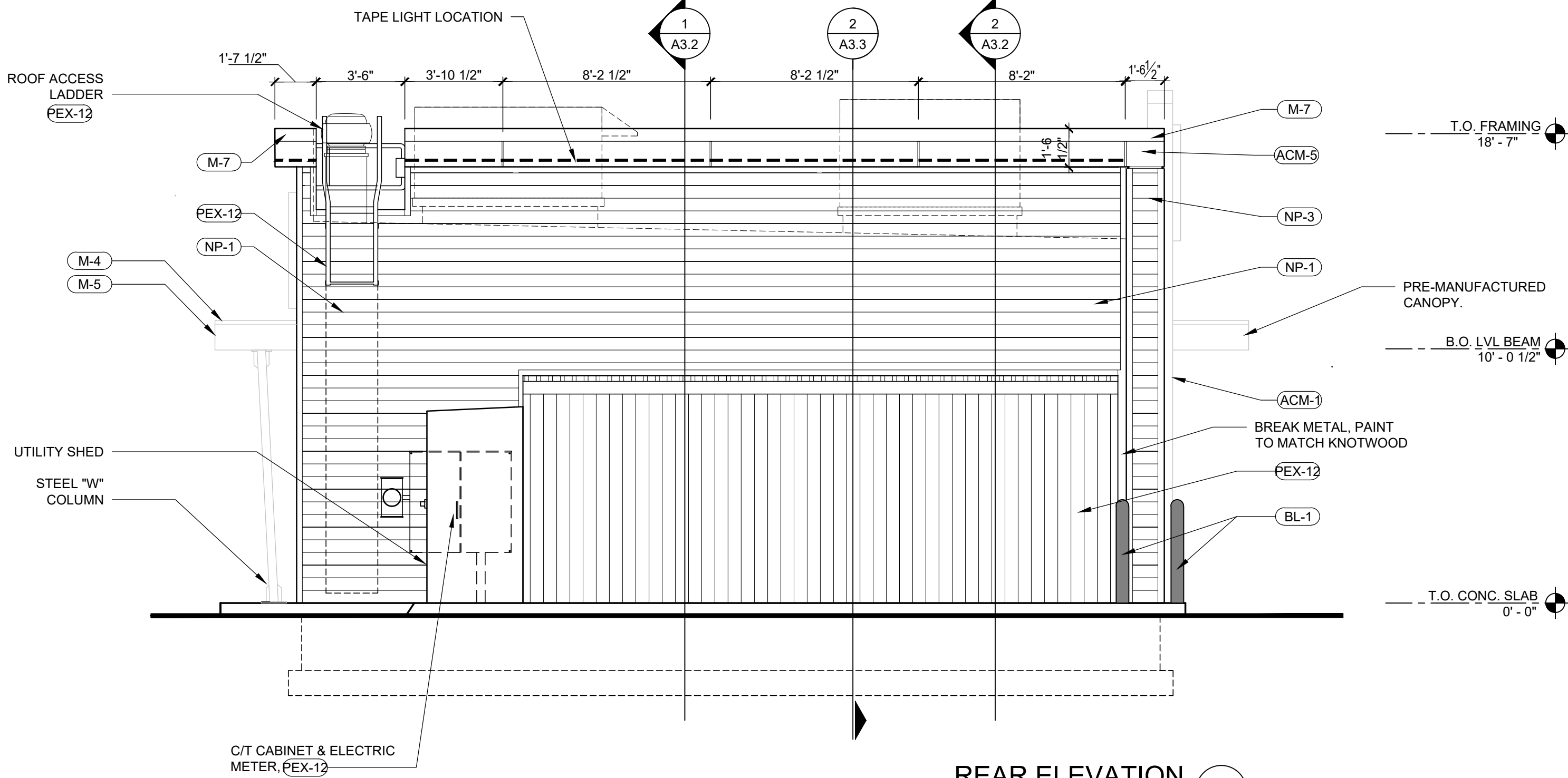
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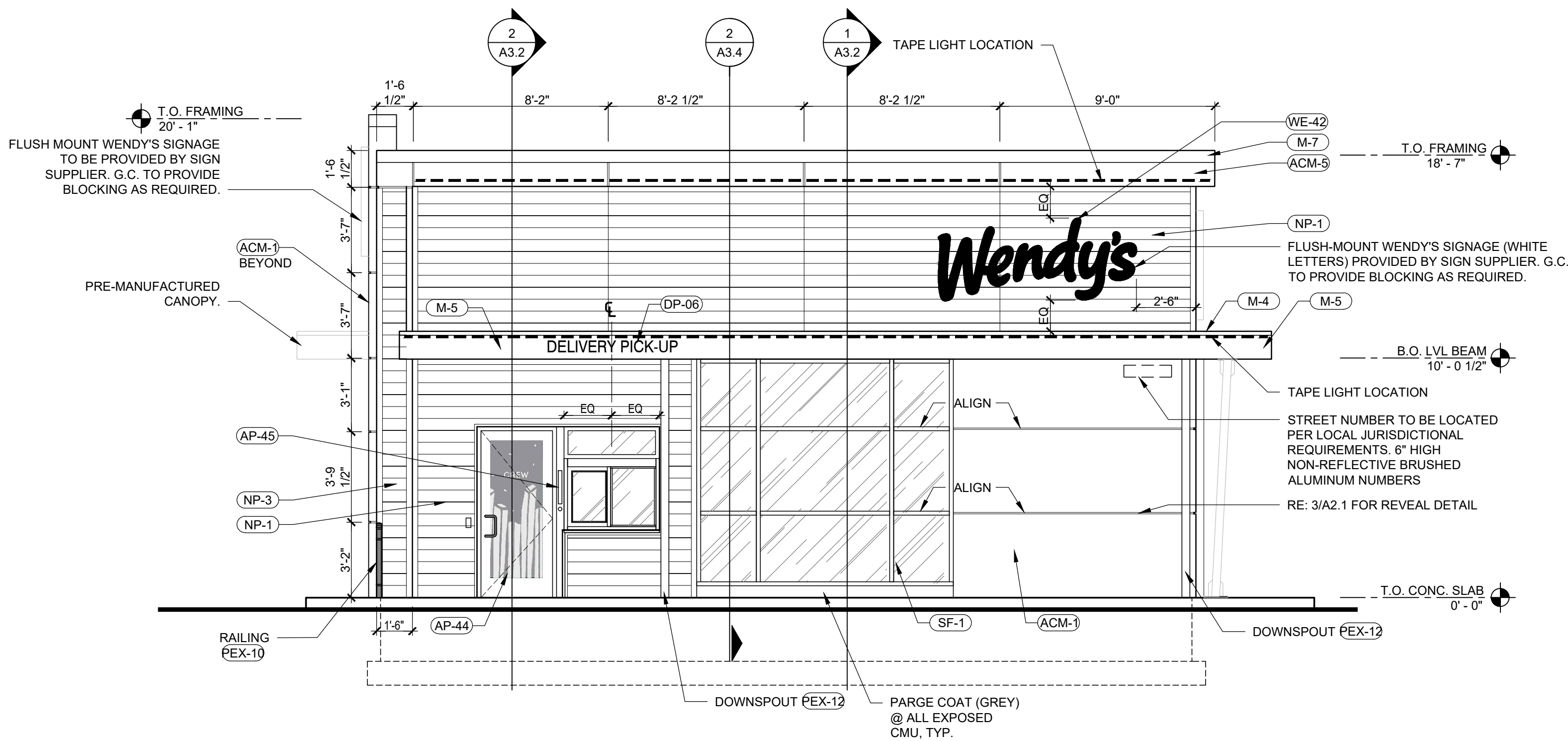
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ACM REVEAL DETAIL 3
1/4" = 1'-0"



REAR ELEVATION 2
1/4" = 1'-0"



FRONT ELEVATION 1
1/4" = 1'-0"

EXTERIOR FINISH SCHEDULE

SF-1	STOREFRONT- "DARK BRONZE"
PUW	PICK-UP WINDOW TO MATCH STOREFRONT
M-1	BRAKE METAL - "DARK BRONZE"
M-3	EXCEPTIONAL METALS DRIP EDGE - "BRIGHT RED"
M-4	EXCEPTIONAL METALS - "SILVER METALLIC"
M-5	BRAKE METAL - "CLEAR ANNOIDIZED"
M-7	EXCEPTIONAL METALS - "DARK GRAY"
NP-1	NICHIHA - FIBER CEMENT PANELS - "CEDAR"
NP-3	NICHIHA - FIBER CEMENT PANELS - KNIGHTS ARMOR "GRAY"
ACM-1	ALUMINUM COMPOSITE 4MM - "BRITE RED"
ACM-5	ALUMINUM COMPOSITE 4MM - "STORMY GRAY"
PEX-1	EXTERIOR PAINT - "DARK BRONZE" (SEE PAINT SCHEDULE)
PEX-2	EXTERIOR PAINT - RED (SEE PAINT SCHEDULE)
PEX-6	EXTERIOR PAINT - PRE-FINISHED WALK-IN FREEZER/COOLER DARK BRONZE (SEE PAINT SCHEDULE)
PEX-12	EXTERIOR PAINT - "SW7674 PEPPERCORN"
BL-1	BOLLARD SLEEVE - "YELLOW"

EXTERIOR SIGNAGE SCHEDULE

CA-54	INTERNALLY ILLUMINATED CAMEO 54"
WE-42	INTERNALLY ILLUMINATED WAVE 42" (WHITE OR RED FACED)
MF-51	NON-ILLUMINATED MFTO LETTER SIGN
QR-08	NON-ILLUMINATED QIOR LETTER SIGN 8" (US AND CANADA MARKETS)
DP-06	NON-ILLUMINATED DELIVERY PICKUP LETTER SIGN 6"
AP-44	CREW DOOR DECAL
AP-45	"RING ME" SIGN

SITE NUMBER:	14461
BUILDING TYPE:	GLOBAL NEXT GEN 40
ASSET TYPE:	FREESTANDING
CLASSIFICATION:	NEW
OWNER:	WEND AMERICAN
BASE VERSION:	2022
UPGRADE CLASSIFICATION:	NEW BUILD
PROJECT YEAR:	2024
DESIGN TYPE:	GLOBAL
DRAWING RELEASE:	SPRING 2023

flynn
group

PROJECT TYPE:	NEW
GLOBAL NEXT GEN 40	

Wendy's.
#14461
4302 E PONY EXPRESS PKWY
EAGLE MOUNTAIN, UT 84005

REV.	DATE	DESCRIPTION
▲		
▲		
▲		

ISSUE DATE: 1/19/2024

PROJECT NUMBER: 23-XX

DRAWN BY:

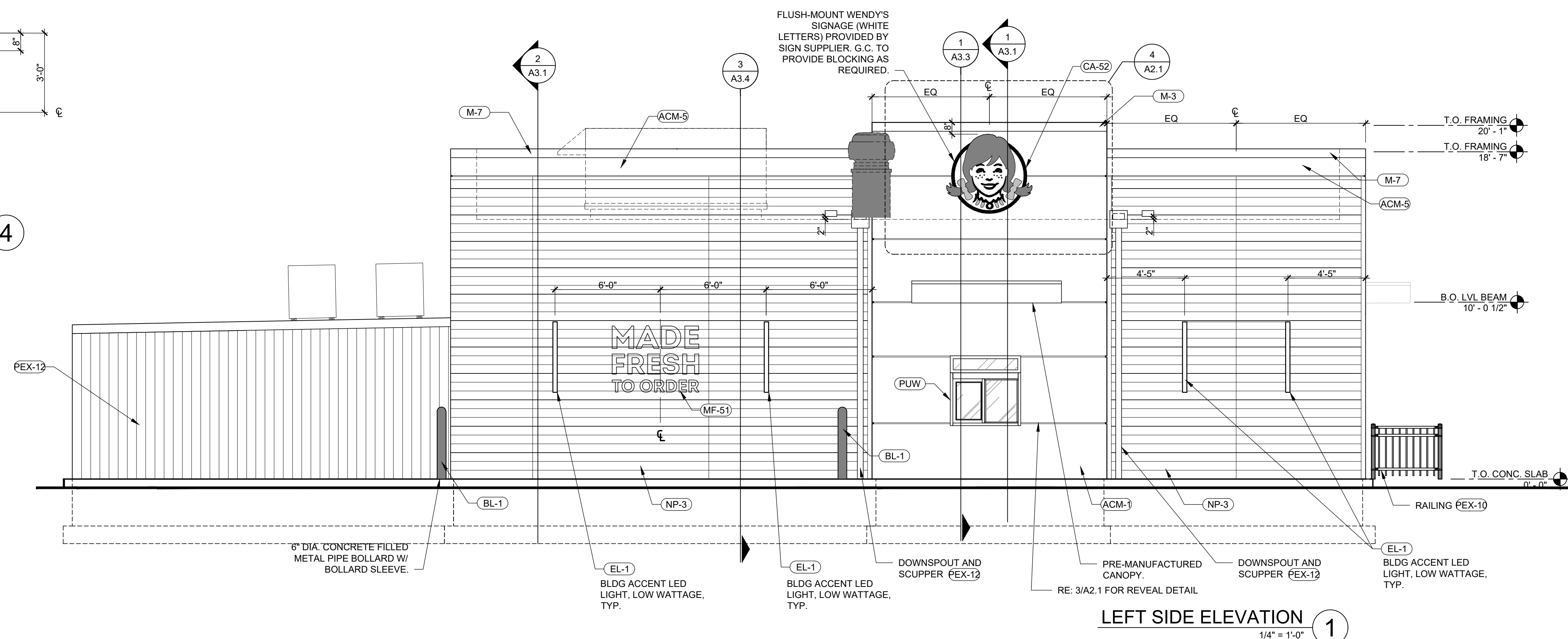
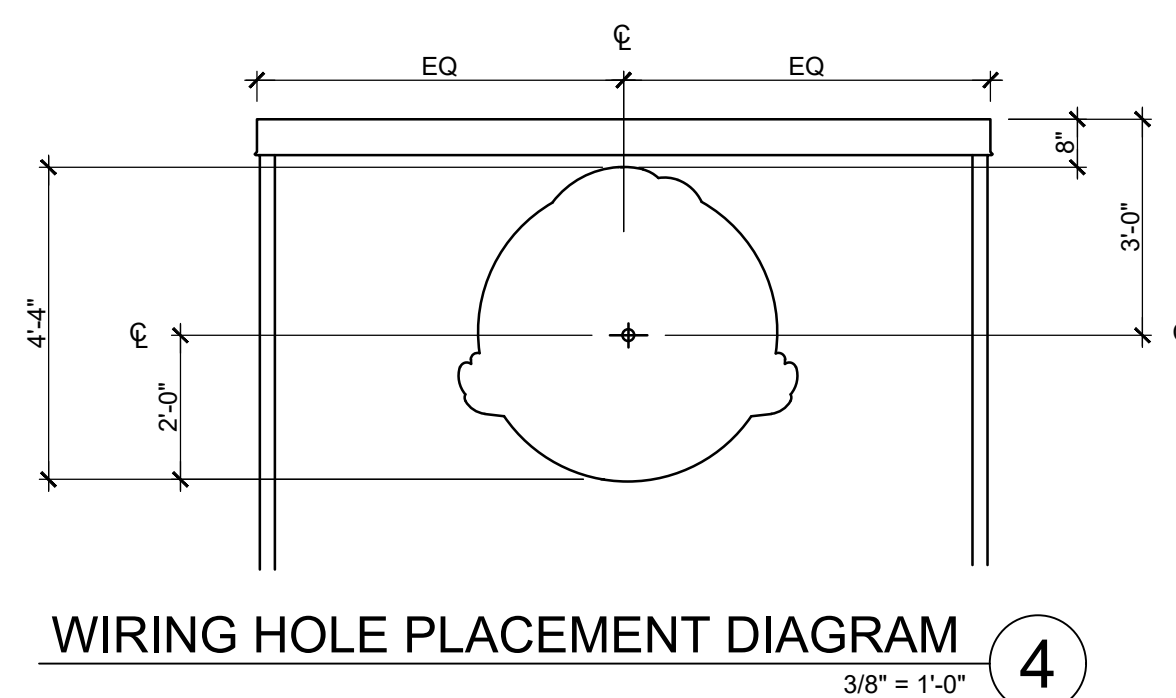
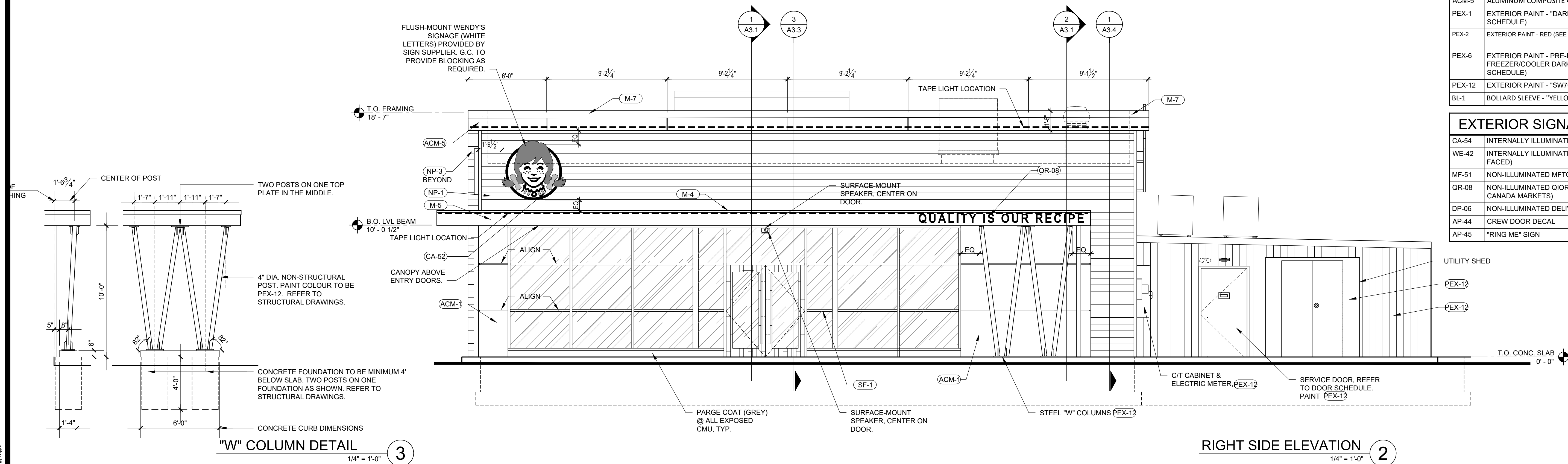
CHECKED BY:

SEAL

SHEET NAME
EXTERIOR ELEVATIONS
ACM

SHEET NUMBER

A2.1



EXTERIOR FINISH SCHEDULE	
SF-1	STOREFRONT- "DARK BRONZE"
PUW	PICK-UP WINDOW TO MATCH STOREFRONT
M-1	BRAKE METAL - "DARK BRONZE"
M-3	EXCEPTIONAL METALS DRIP EDGE - "BRIGHT RED"
M-4	EXCEPTIONAL METALS - "SILVER METALLIC"
M-5	BRAKE METAL - "CLEAR ANNOXIDIZED"
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NP-1	NICHIHA - FIBER CEMENT PANELS - "CEDAR"
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PEX-2	EXTERIOR PAINT - RED (SEE PAINT SCHEDULE)
PEX-6	EXTERIOR PAINT - PRE-FINISHED WALK-IN FREEZER/COOLER DARK BRONZE (SEE PAINT SCHEDULE)
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EXTERIOR SIGNAGE SCHEDULE	
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DP-06	NON-ILLUMINATED DELIVERY PICKUP LETTER SIGN 6"
AP-44	CREW DOOR DECAL
AP-45	"RING ME" SIGN

SITE NUMBER:	14461
BUILDING TYPE:GLOBAL NEXT GEN 40	
ASSET TYPE:	FREESTANDING
CLASSIFICATION:	NEW
OWNER:	WEND AMERICAN
BASE VERSION:	2022
UPGRADE CLASSIFICATION:	
	NEW BUILD
PROJECT YEAR:	2024
DESIGN TYPE:	GLOBAL
DRAWING RELEASE:	SPRING 2023

flynngroup

PROJECT TYPE: NEW
GLOBAL NEXT GEN 40

Wendy's.
#14461
4302 E PONY EXPRESS PKWY
EAGLE MOUNTAIN UT 84005

REV.	DATE	DESCRIPTION
△		
△		
△		
△		

ISSUE DATE: 1/19/2024

PROJECT NUMBER: 23-X0

DRAWN BY:

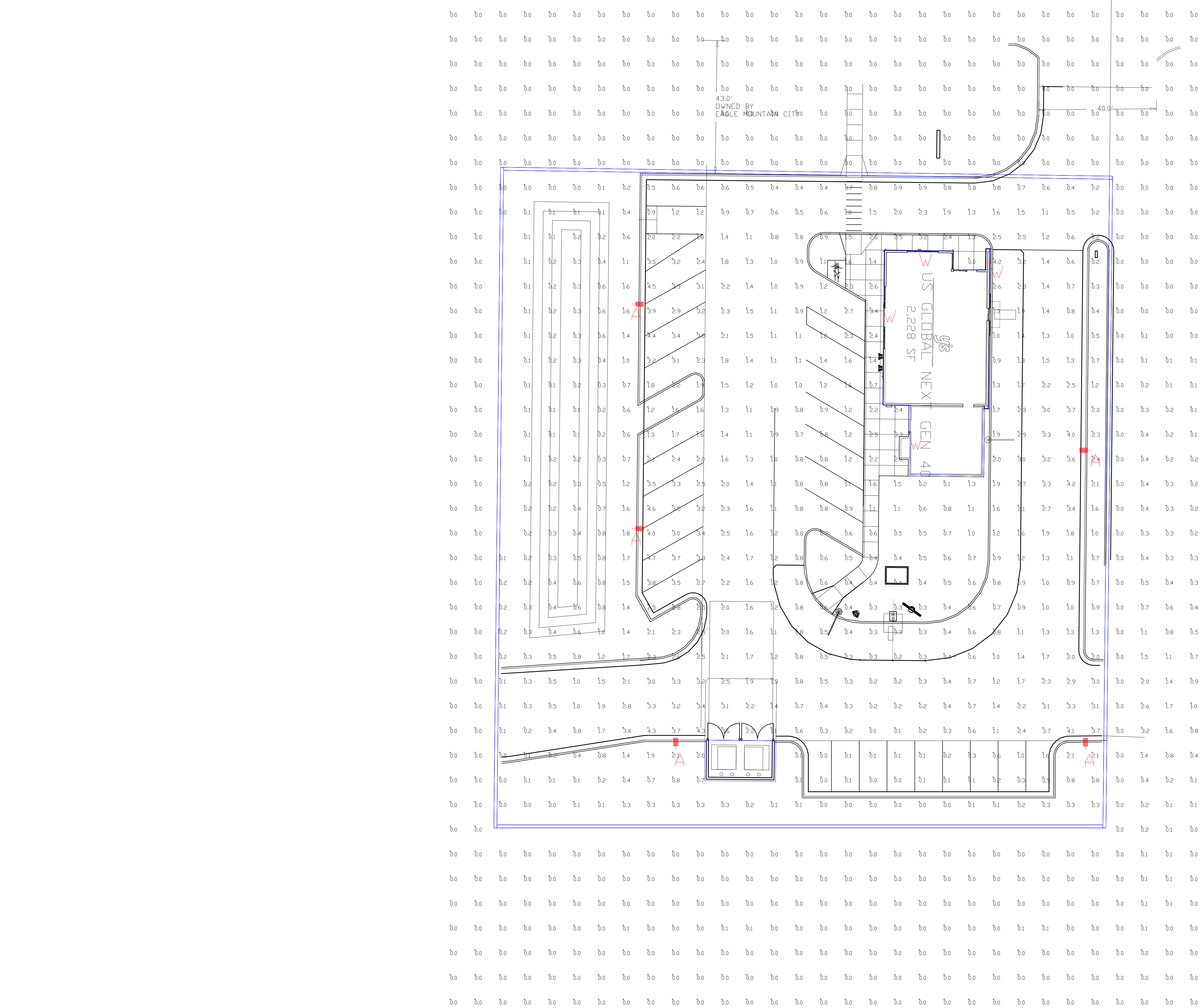
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SEAI

SHEET NAME
EXTERIOR ELEVATIONS
ACM

SHEET NUMBER

A2.2

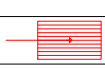


PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CALCULATION POINTS@ GRADE	Illuminance	Fc	0.64	4.7	0.0	N.A.	N.A.
PARKING & DRIVING SUMMARY	Illuminance	Fc	1.53	4.7	0.0	N.A.	N.A.

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts	
	5	A	Single	SLM-LED-09L-SIL-4-50-70CRI-SINGLE	17'	1.000	1.000	9431	63	
	4	W	Single	XWS-LED-03L-SIL-FT-50-70CRI	10'	1.000	1.000	3012	19	

5-SLM-9L @ 9,431=47,155
4-XWS-3L @ 3,012=12,048
TOTAL LUMENS PER SITE=59,203

Total Project Watts
Total Watts = 391



1000 ALLIANCE RD. CHICAGO, IL 60641 USA
TEL: 773-380-8700 FAX: 773-380-8701

LIGHTING PROPOSAL LD-159497-3B

VENDY'S
4302 PONY EXPRESS PARKWAY
EAGLE MOUNTAIN, UT

BY: SAM DATE: 1/24/24 REV: 2/15/24 SHEET 1 OF 1

SCALE: 1"=16'

0 16



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE: ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two

ITEM TYPE: General Plan Amendment

FISCAL IMPACT: Possible disposal of City property

APPLICANT: David Crockett

**GENERAL PLAN
DESIGNATION**
Community Commercial and
Civic Uses/Schools

CURRENT ZONE
Village Core Commercial
and Community Open
Space

ACREAGE
28.5 Acres

COMMUNITY
Joe's Dugout/Hidden
Hollow

PUBLIC HEARING:

Yes

PREPARED BY:

Steven Lehmitz, Planning

PRESENTED BY:

Steven Lehmitz

RECOMMENDATION:

Staff recommends the City Council deny an Ordinance of Eagle Mountain City, Utah, General Plan Amendment of Parcel Numbers 58:040:0326 and a portion of 58:040:0228 from *Community Commercial and Civic Uses/Schools* to *Neighborhood Residential Two*.

This is recommended for the following reasons:

- Commercial development of this site would be beneficial to the City; and
- The submitted concept plan shows that residential development would be challenging on this site.

Staff believes that commercial development would likely be limited to the flatter parts of the site and may potentially lead to less of the site being developed when compared to possible residential development. If the City Council chooses to approve the Ordinance, Staff recommends the following conditions be applied:

- The General Plan amendment and Rezone of the portion of City property is contingent on it being disposed of by the City; and
- The applicant provide an access easement across the site that allows the City to access the water tank to the north.

BACKGROUND:

The Ranches MDP zoned the property, located across Pony Express Parkway from Hidden Hollow Elementary, Village Core Commercial and Community Open Space. The applicants are seeking to develop

the subject property with residential lots. To do so, they are seeking a General Plan amendment, updating the Future Land Use & Transportation Map designation from *Community Commercial* and *Civic Uses/Schools* to *Neighborhood Residential Two*. A rezone would also be required and the applicant is proposing the *RC Zone*. Part of the applicant's proposal is purchasing a portion of City property to the west (about one acres worth). The property owned by the City includes a well and pumphouse that would not be included in the proposed land disposal.

ITEMS FOR CONSIDERATION:

General Plan amendments to the Future Land Use and Transportation Map are typically paired with a rezone request. Please refer to the proposed Pony Express 27 Rezone request for further information.

REQUIRED FINDINGS:

There are no approval criteria for General Plan amendments, though the approval criteria for a rezone application can be found in EMMC 17.90.060.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a recommendation of denial (3-1) of the proposed General Plan amendment.

ATTACHMENTS:

[ORD--Pony Express 27 - GP Amend](#)
[GP Amendment Exhibits](#)

ORDINANCE NO. O- -2024

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING
THE GENERAL PLAN FROM COMMUNITY COMMERCIAL AND CIVIC
USES/SCHOOLS TO NEIGHBORHOOD RESIDENTIAL TWO**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to Amend the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two, as set forth more specifically in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve Amending the General Plan from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two, as set forth in Exhibit A.

2. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 6th day of March, 2024.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of March, 2024.

Those voting yes: Those voting no: Those excused: Those abstaining:

☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

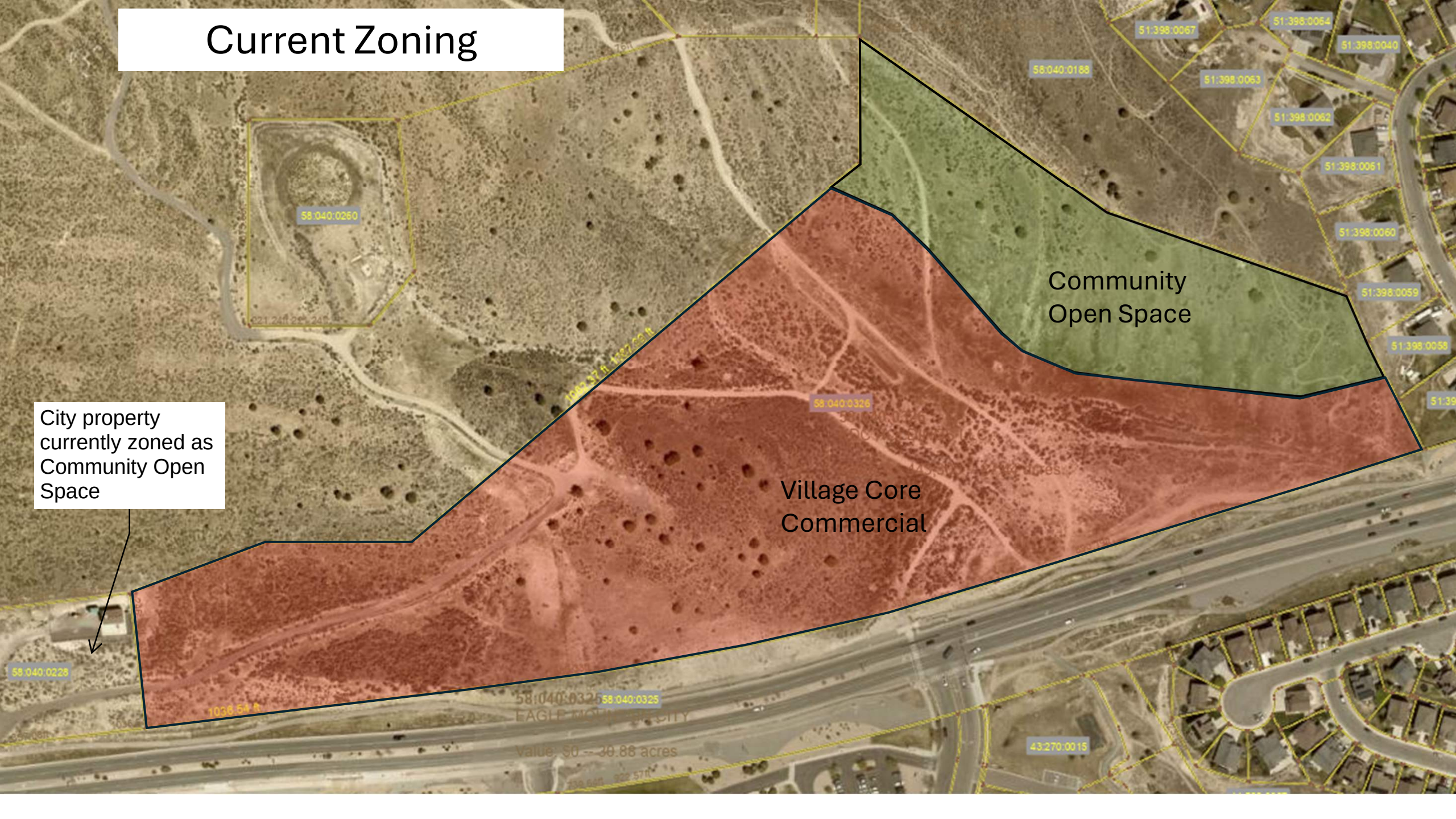
Exhibit A

Current Zoning

City property
currently zoned as
Community Open
Space

Community
Open Space

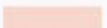
Village Core
Commercial



Proposal to amend the Future Land Use & Transportation Map from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two.

LEGEND

Residential Categories:

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

Mixed Use/Commercial Categories:

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

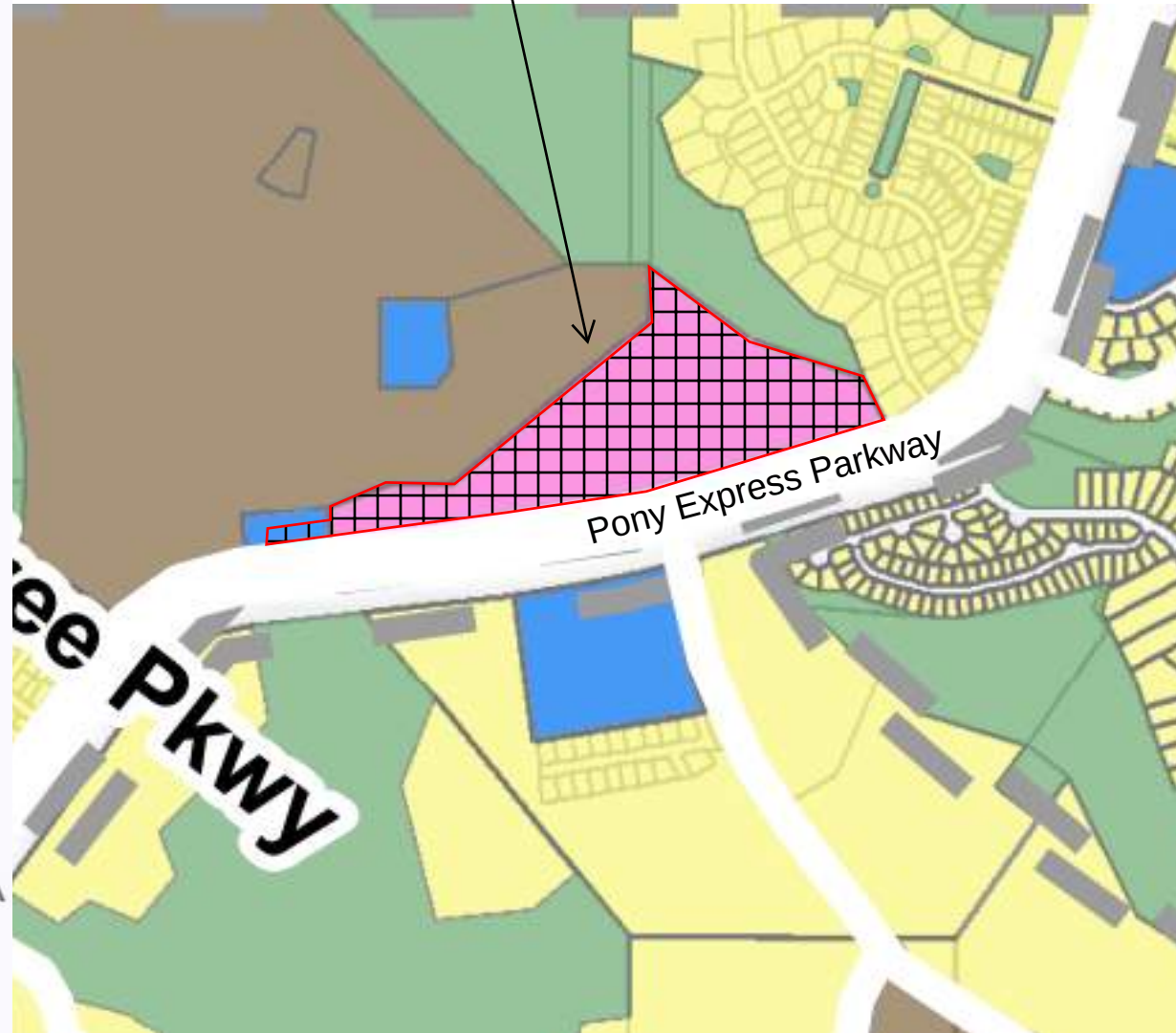
Public/Civic Categories:

-  Civic Uses/Schools
-  Parks and Open Space

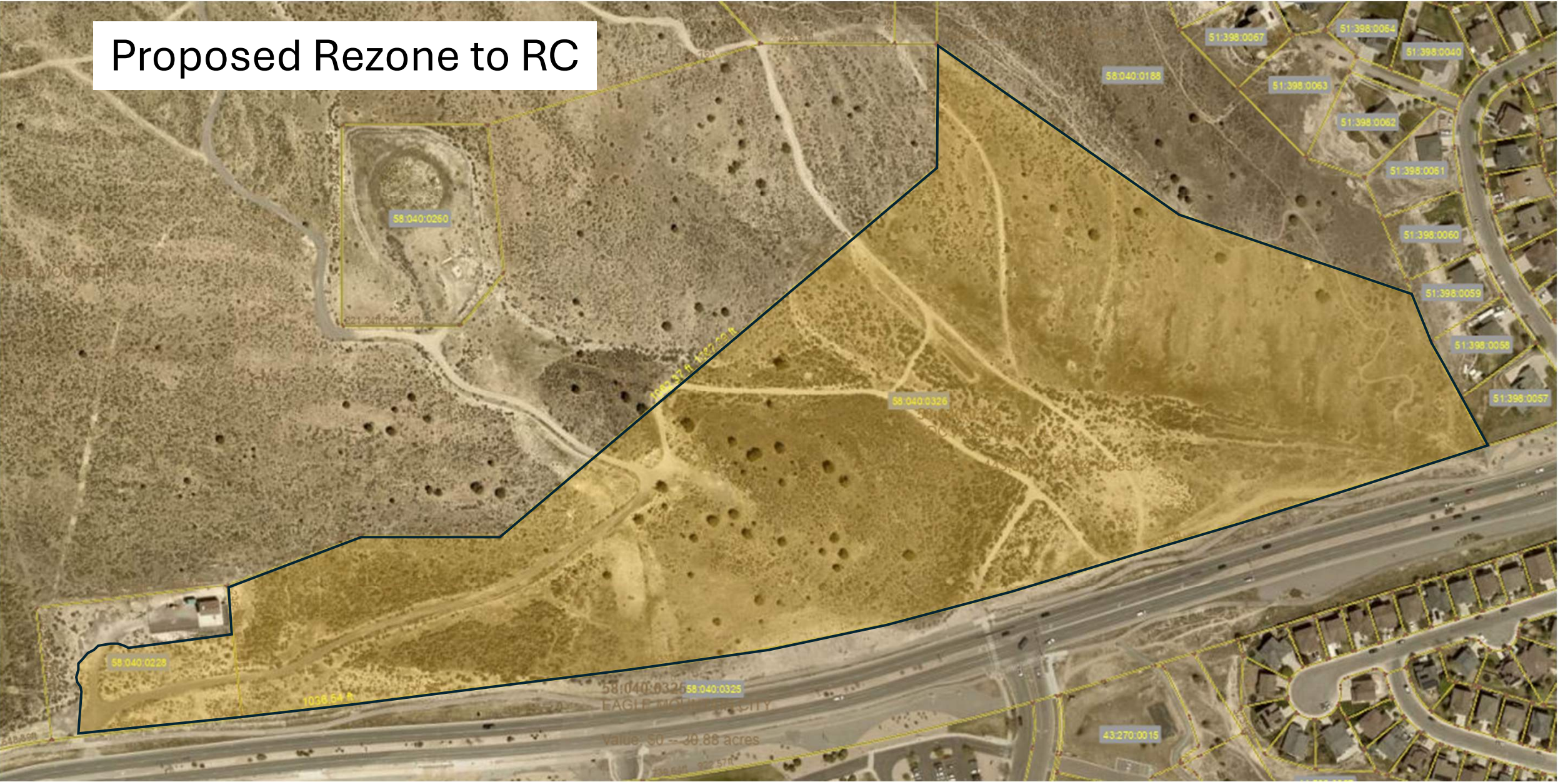
 NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

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



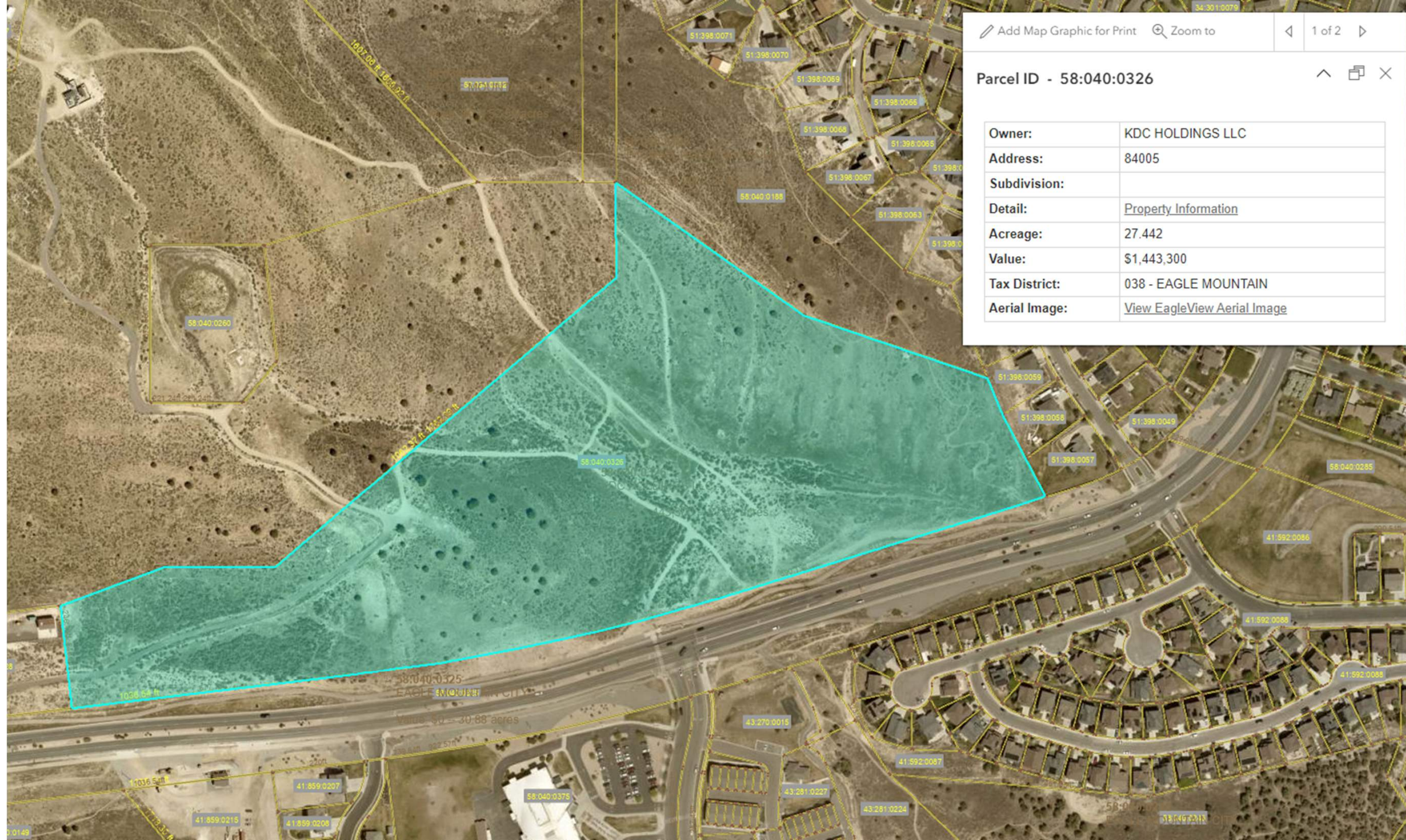
Proposed Rezone to RC



Parcel ID - 58:040:0326



Owner:	KDC HOLDINGS LLC
Address:	84005
Subdivision:	
Detail:	Property Information
Acreage:	27.442
Value:	\$1,443,300
Tax District:	038 - EAGLE MOUNTAIN
Aerial Image:	View EagleView Aerial Image







EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Utah County Parcel #58:040:0326 and a portion of Parcel #58:040:0228 from Village Core Commercial and Community Open Space to RC		
ITEM TYPE:	Rezone		
FISCAL IMPACT:	Possible disposal of City property		
APPLICANT:	David Crockett		
GENERAL PLAN DESIGNATION Community Commercial and Civic Uses/Schools	CURRENT ZONE Village Core Commercial and Community Open Space	ACREAGE 28.5 Acres	COMMUNITY Joe's Dugout/Hidden Hollow

PUBLIC HEARING:

Yes

PREPARED BY:

Steven Lehmitz, Planning

PRESENTED BY:

Steven Lehmitz

RECOMMENDATION:

Staff recommends the City Council deny an Ordinance of Eagle Mountain City, Utah, Rezoning Parcel Numbers 58:040:0326 and a portion of 58:040:0228 from *Village Core Commercial* and *Community Open Space* to RC.

This is recommended for the following reasons:

- Commercial development of this site would be beneficial to the City; and
- The submitted concept plan shows that residential development would be challenging on this site.

Staff believes that commercial development would likely be limited to the flatter parts of the site and may potentially lead to less of the site being developed when compared to possible residential development. If the City Council chooses to approve the Ordinance, Staff recommends the following conditions be applied:

- The General Plan amendment and Rezone of the portion of City property is contingent on it being disposed of by the City; and
- The applicant must provide an access easement across the site that allows the City to access the water tank to the north.

BACKGROUND:

The Ranches MDP zoned the property, located across Pony Express Parkway from Hidden Hollow Elementary, Village Core Commercial and Community Open Space. The applicants are seeking to develop the subject property with residential lots. To do so, they are seeking a

General Plan amendment, updating the Future Land Use & Transportation Map from *Community Commercial* and *Civic Uses/Schools* to *Neighborhood Residential Two*. A rezone would also be required and the applicant is proposing the *RC Zone*. Part of the applicant's proposal is purchasing a portion of City property to the west (about one acres worth). The property owned by the City includes a well and pumphouse that would not be included in the proposed land disposal.

ITEMS FOR CONSIDERATION:

Rezone

EMMC 17.25.020(E)(1) "The RC zone is for single-family homes on small lots in walkable neighborhoods with improved parks and trails that connect the neighborhoods with surrounding land uses. These neighborhoods can provide a transition between multifamily developments and neighborhoods with medium-sized lots. The minimum lot size is 4,500 square feet and an average lot size of at least 6,000 square feet is required."

EMMC 17.90.060 contains the criteria for approval of a rezone. These are included below, along with some commentary related to this application.

A. Compliance with General Plan.

- The proposed rezone would only comply with the General Plan if the amendment is approved.

B. Compatibility Determination.

- Adjacent land uses are either residential or open space, so no additional buffering would be required.

C. City Services.

- The City's service capacity likely wouldn't be overburdened by this request. Pressure tests would have to be done to ensure that all lots have adequate water pressure.

D. Traffic Generation.

- The concept plan shows four intersections being added along Pony Express Parkway in a 2,400 ft. stretch. Applicants would have to submit a traffic plan/report when applying for a preliminary plat.

E. Property Values.

- It is unlikely that additional residential units being added to this area would have a significant negative impact on surrounding property values.

Concept Plan

- Cul-de-sacs not permitted in *RC Zone* unless approved by the City Council. Maximum length is 250 ft. (EMMC 16.30.090(C)(3)(a)).
- Block length of western half too long (EMMC 16.30.090(C)(2)).

- Proximity to the Circle 5 Ranch intersection (EMMC 16.35.070(D)). The property owner of Circle 5 Ranch has expressed a willingness to have a shared access onto Pony Express Parkway if need be.
- Slopes across several of the lots seem to make them unbuildable (EMMC 15.80.020).
- Needing to add an additional 8 ft. to the ROWs may significantly alter the development's proposed layout.

REQUIRED FINDINGS:

The approval criteria for a Rezone application can be found in EMMC 17.90.060.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission forwarded a recommendation of denial (3-1) of the proposed Rezone request.

ATTACHMENTS:

[ORD--Pony Express 27 - Rezone](#)

[Rezone Exhibits](#)

[Concept Plan - Pony Express 27](#)

ORDINANCE NO. O-____-2024

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING A REZONE OF PARCEL NUMBERS 58:040:0326 AND A
PORTION OF 58:040:0228 FROM VILLAGE CORE COMMERCIAL
AND COMMUNITY OPEN SPACE TO RC

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to Rezone parcel 58:040:0326 and a portion of 58:040:0228 from Village Core Commercial and Community Open Space to RC, as set forth more specifically in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider and approve a Rezone of parcel 58:040:0326 and a portion of 58:040:0228 from Village Core Commercial and Community Open Space to RC, as set forth in Exhibit A.
2. The lands depicted and described in Exhibit A are hereby rezoned to the density and uses as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

Tom Westmoreland, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of March 2024.

Those voting yes:

Those voting no:

Those excused:

Those abstaining:

☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

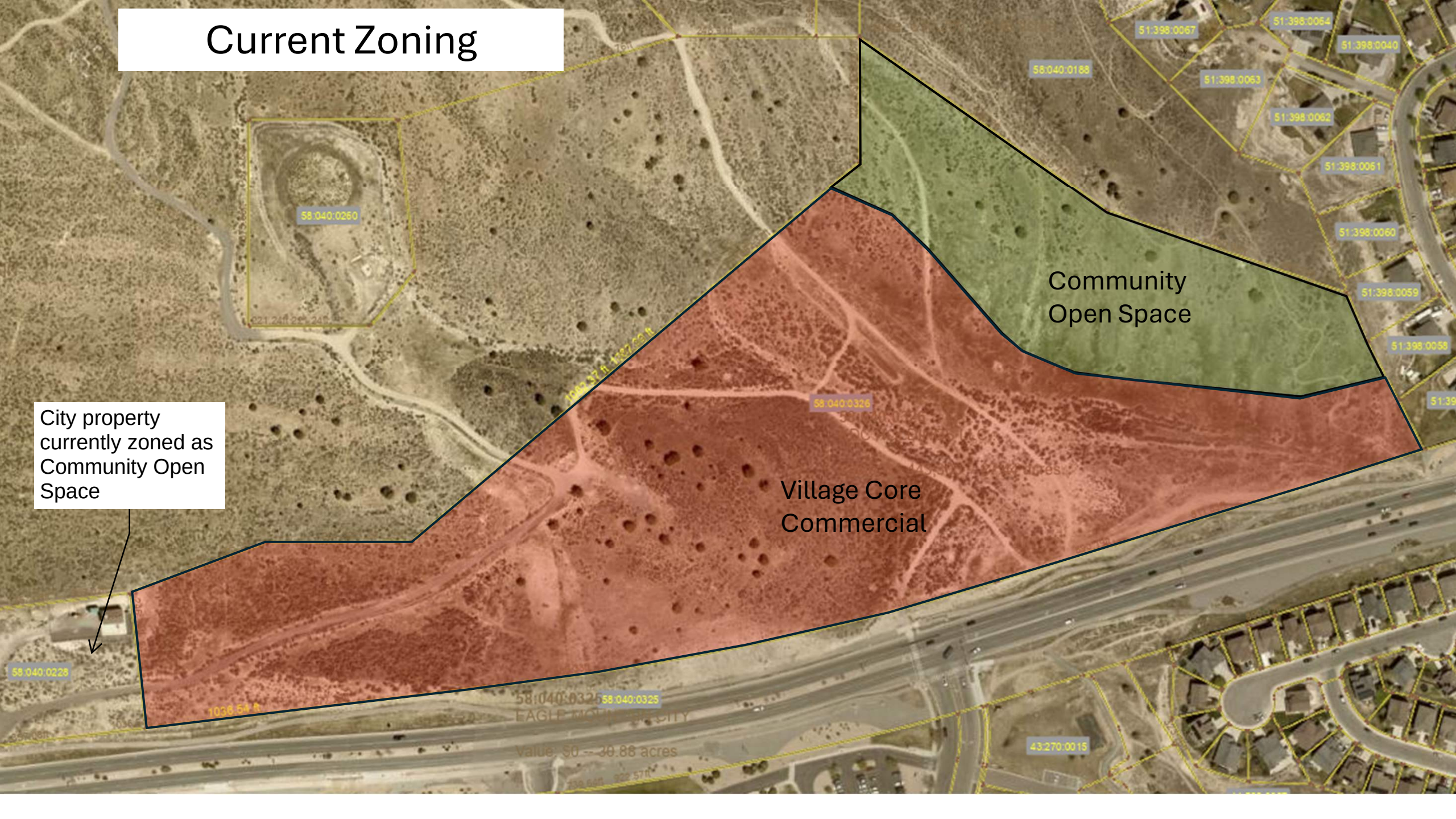
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Current Zoning

City property
currently zoned as
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Village Core
Commercial



Proposal to amend the Future Land Use & Transportation Map from Community Commercial and Civic Uses/Schools to Neighborhood Residential Two.

LEGEND

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

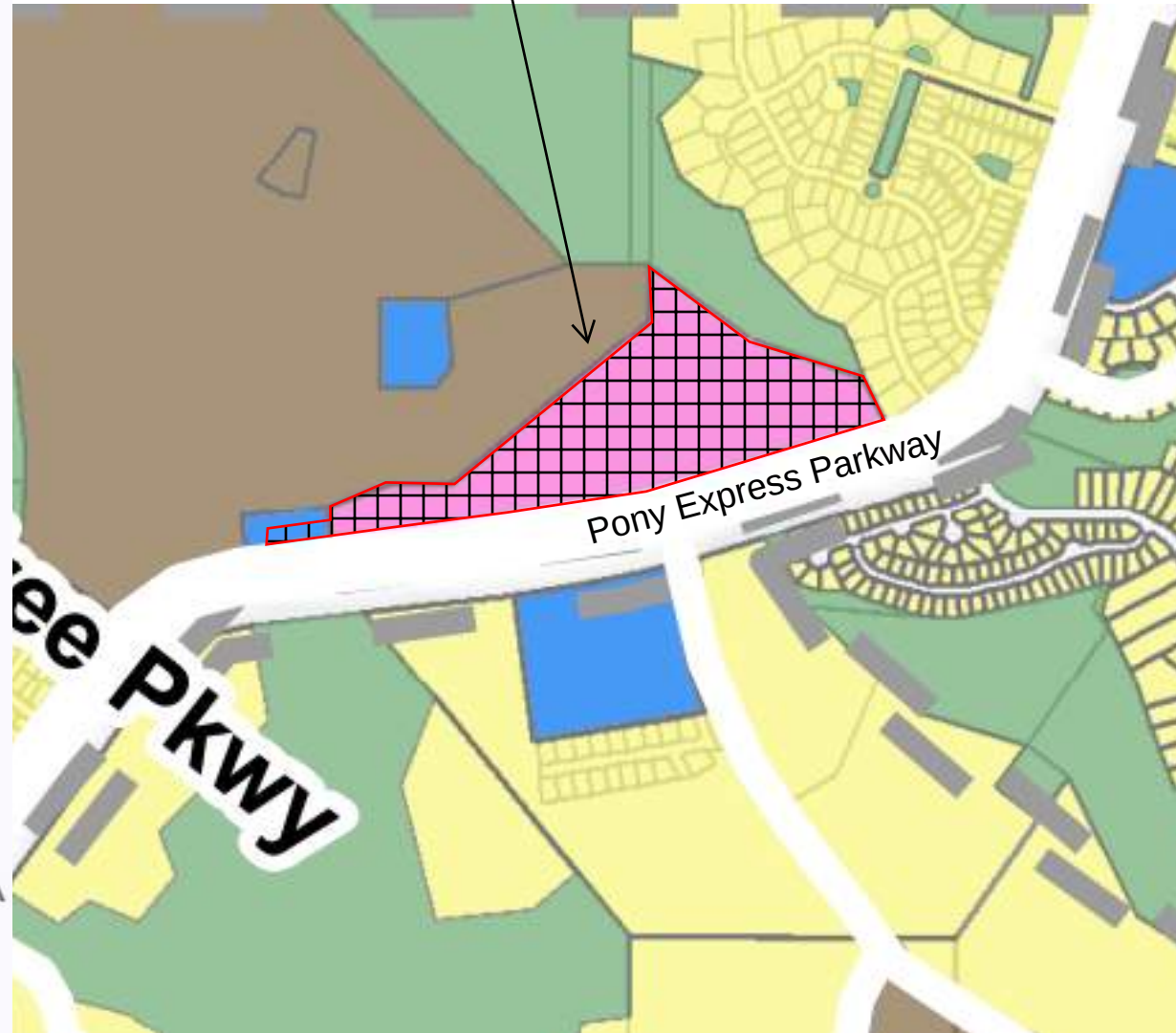
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- Parks and Open Space

 NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

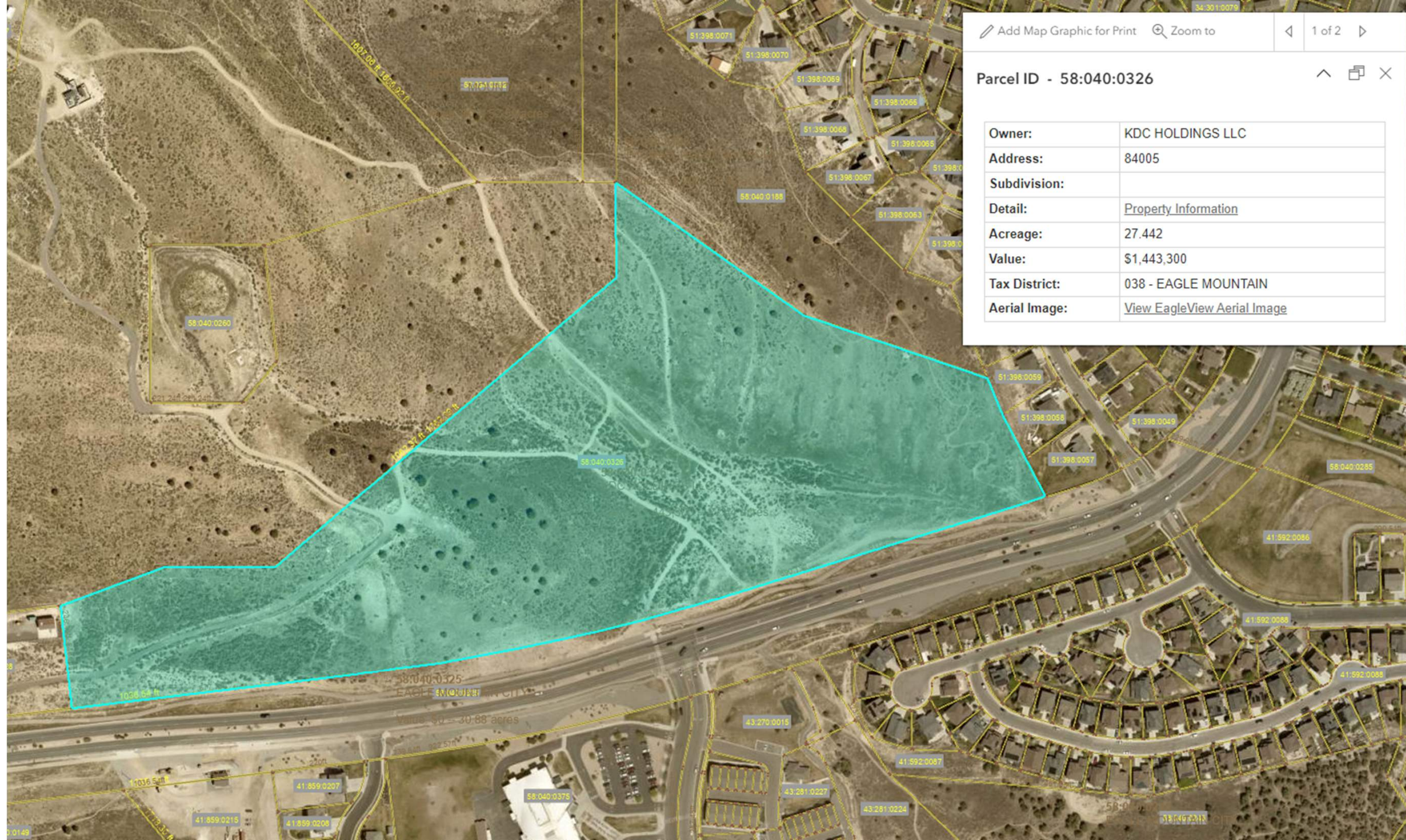
-  UDOT Highway/Freeway
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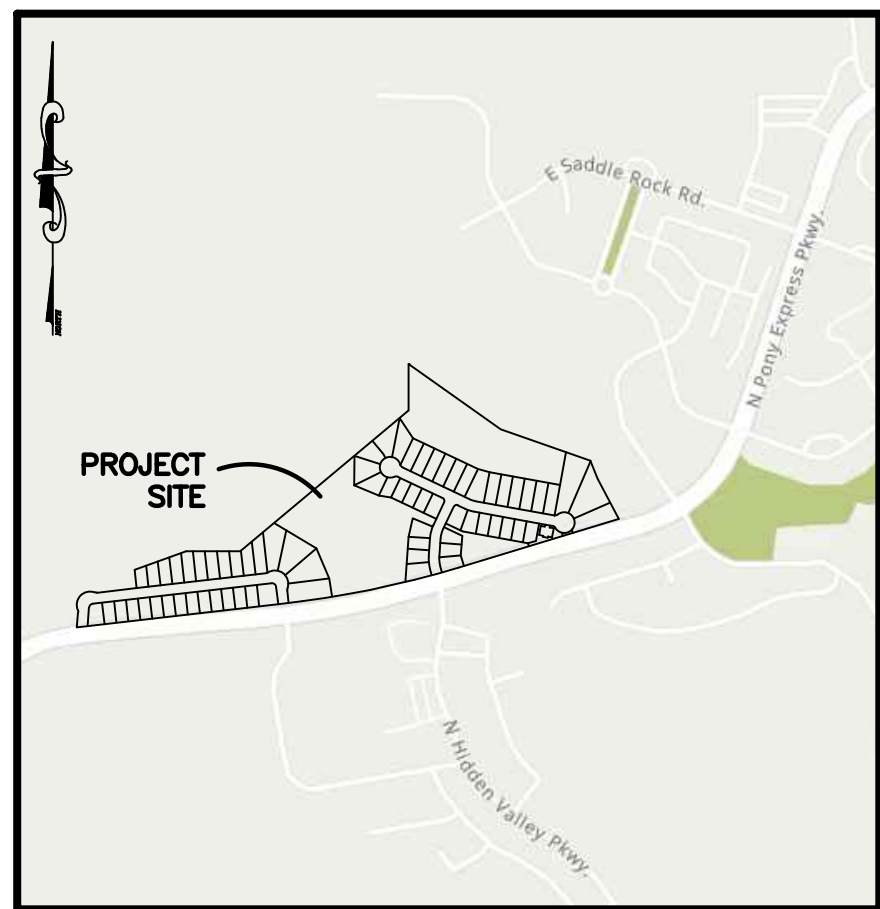
Parcel ID - 58:040:0326



Owner:	KDC HOLDINGS LLC
Address:	84005
Subdivision:	
Detail:	Property Information
Acreage:	27.442
Value:	\$1,443,300
Tax District:	038 - EAGLE MOUNTAIN
Aerial Image:	View EagleView Aerial Image







VICINITY MAP
NO SCALE

LEGEND

- = OPENSACE (TO BE DEDICATED TO CITY)
TOTAL ACREAGE: 9.28
- = IMPROVED OPENSACE <15% SLOPE
(TO BE DEDICATED TO CITY)
TOTAL ACREAGE: 1.79
- = TO BE ACQUIRED FROM THE CITY
- = EXISTING TRAIL (ASPHALT/DIRT)
- = PROPOSED TRAIL

NOTES

- 1.60 ACRES OF OPENSACE WILL BE IMPROVED WITH AMENITIES TO EQUAL 161 POINTS
- CURRENT WILDLIFE CROSSING LOCATION TO BE RE-LOCATED
- AVERAGE LOT SIZE: 8,832 S.F.
MINIMUM LOT SIZE: ~~6,000 S.F.~~ 5986 S.F.
- PROJECT IN FEMA FLOOD ZONE X PER FEMA PANEL 49049C0300F
- 69 LOTS AT 27.67 ACRES = 2.49 UNITS/ACRE

Usage of a cul-de-sac and longer block lengths will have to be justified by applicant and approved by City Council
EMMC 16.30.090(C)

Drainage along this channel will have to be addressed

27.8% slope

Buildable lots? Verify the slope across each lot.
Driveways to be less than 12% grade

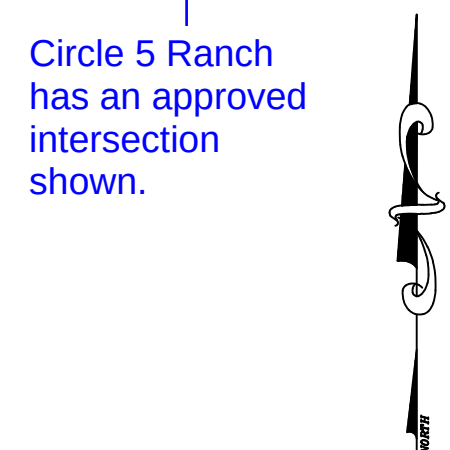
Local ROW width to be 59'

Who will own and maintain?

Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	25%	25%+	

CURVE TABLE

CURVE	RADIUS	ARC LTH	CHD LTH	CHD BEARING	DELTA
C1	22.00'	10.65'	10.55'	N82°39'18"W	27°44'29"
C2	65.00'	152.65'	119.91'	S43°56'17"W	134°33'18"
C3	22.00'	10.65'	10.55'	S09°28'07"E	27°44'29"



Circle 5 Ranch has an approved intersection shown.

Pony Express Parkway

Hidden Valley Parkway

White Birch Dr.

Hideout Drive

Lookout Drive

Mtn. Ash Way

Ruby Valley Dr.

Hidden Hollow at Pony Express

Eagle Mountain, Utah County, Utah

Developer:

Pulte Group
David Crocket
7255 S Tenaya Way, Ste. 200
Las Vegas, NV 89113
801-580-7997



REVISIONS	DATE	DESCRIPTION
1	1-25-24	LOT REVISIONS

Hidden Hollow at Pony Express

PART OF THE NORTH 1/2 OF SECTION 30 T.35S. R.1W. S.L.B & M., U.S. SURVEY
EAGLE MOUNTAIN, UTAH COUNTY, UTAH

Concept Plan

Project Info.

Engineer: N. Reeve
Planner: C. Cave

Date: 1-4-24

Name: JOE'S DUGOUT

Number: 8237-01

Sheet	1
1	Sheets



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting an Updated Impact Fee Enactment for a Transportation Impact Fee; Providing for the Calculation and Collection of Such Fees; Providing for Appeal, Accounting, and Severability of the Same; and Other Related Matters		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:	N/A		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY
PUBLIC HEARING: Yes	RECOMMENDATION: Staff recommends the City Council approve the proposed Ordinance Adopting an Updated Impact Fee Enactment for a Transportation Impact Fee; Providing for the Calculation and Collection of Such Fees; Providing for Appeal, Accounting, and Severability of the Same; and Other Related Matters.		
PREPARED BY: Chris Trusty, Engineering	BACKGROUND: With the update to the City's Transportation Impact Fee Facilities Plans (IFFP) last year, staff has been working with LRB Public Finance Advisors to provide an update Impact Fee Analysis (IFA). The IFA will determine the amount the city can collect for transportation impact fees as it relates to new growth. The updated fee increases the Single-family residential home to \$4,463 per unit (ERU), in addition to existing reimbursement agreements (equity buy-ins).		
PRESENTED BY: Chris Trusty	ITEMS FOR CONSIDERATION:		
	REQUIRED FINDINGS:		
	PLANNING COMMISSION ACTION/RECOMMENDATION:		
	ATTACHMENTS:		

ORD--Transportation Fee Analysis
Eagle Mountain Transportation IFA (NOTICE DRAFT)
Eagle Mountain IFFP

ORDINANCE NO. O- -2024

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING AN
UPDATED IMPACT FEE ENACTMENT FOR A TRANSPORTATION
IMPACT FEE; PROVIDING FOR THE CALCULATION AND COLLECTION
OF SUCH FEES; PROVIDING FOR APPEAL, ACCOUNTING, AND
SEVERABILITY OF THE SAME,
AND OTHER RELATED MATTERS.

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to Adopt an Updated Impact Fee Enactment for a Transportation Impact Fee; Providing for the Calculation and Collection of Such Fees; Providing for Appeal, Accounting, and Severability of the Same, and Other Related Matters, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider adopting an Updated Impact Fee Enactment for a Transportation Impact Fee; Providing for the Calculation and Collection of Such Fees; Providing for Appeal, Accounting, and Severability of the Same, and Other Related Matters.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City on the 6th day of March 2023.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on the 6th day of March 2024.

Those voting yes:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A



PUBLIC
FINANCE
ADVISORS



EAGLE
MOUNTAIN
UTAH

OCTOBER
2023

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

TABLE OF CONTENTS

IMPACT FEE CERTIFICATION	3
DEFINITIONS	4
SECTION 1: EXECUTIVE SUMMARY	5
SECTION 2: GENERAL IMPACT FEE METHODOLOGY	9
SECTION 3: TRANSPORTATION IFA	11
SECTION 4: GENERAL IMPACT FEE CONSIDERATIONS	17



IMPACT FEE CERTIFICATION

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for transportation services:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies with every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS



DEFINITIONS

The following acronyms or abbreviations are used in this document:

ADT: Average Daily Trips

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

ITE: Institute of Traffic Engineers

KSF: Thousand Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors (Formerly Lewis Young Robertson & Burningham, Inc.)

SF: Square Feet



SECTION 1: EXECUTIVE SUMMARY

The purpose of this impact fee analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fees Act,” and help Eagle Mountain City (the City) fund necessary capital improvements for future growth. This document will address the future transportation infrastructure needed to serve the City. For purposes of the impact fees, this analysis includes the appropriate fees the City may charge to new growth to maintain the established levels of service (LOS) over the ten-year IFFP time horizon. The **2023 Eagle Mountain Transportation Impact Fee Facilities Plan (“IFFP”)** prepared by Horrocks fulfills the requirements in the Impact Fee Act related to the completion of an IFFP and is referred to in this document as the IFFP. This document, along with information from the City, provides the information utilized in the analysis for the purposes of calculating impact fees.

- **Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed service area, which incorporates the entire municipal boundaries.
- **Demand Analysis:** The demand unit utilized in this analysis are PM peak hour trips. The Institute of Transportation Engineers (ITE) defines a PM peak hour trip as a one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. As residential and commercial growth occurs within the City, it generates new daily trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- **Level of Service:** Level of Service (LOS) assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.
- **Excess Capacity:** A buy-in related to existing reimbursement agreements is included in this analysis. The City currently has the following reimbursement agreements in effect: 2020-16, 2017-13, 2017-50, and 2016-05.
- **Capital Facilities Analysis:** The IFFP has identified the growth-related projects needed within the next ten years. The total construction year cost related to growth is **\$46,523,248**, based on an inflation rate of four percent annually.
- **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using general fund revenues, impact fees, other transportation related funds, contributions from regional transportation planning organizations, and future bonding. The costs associated with future debt is included in the Impact Fee Analysis.



SUMMARY OF PROPOSED IMPACT FEES

The impact fees proposed in this analysis will be assessed within the Service Area. The tables below illustrate the calculated impact fee for transportation.

TABLE 1.1: IMPACT FEE SUMMARY

	CONSTRUCTION YEAR COST	% TO GROWTH	IMPACT FEE FUNDED COST	IFFP PM PEAK TRIPS	COST PER TRIP
Buy-In	Calculated Based on Existing Reimbursement Agreements				
Future Facilities	\$50,595,491	100%	\$50,595,491	4,901	\$10,324.00
Professional Expense	\$8,500	100%	\$8,500	4,901	\$1.74
Total	\$50,603,991		\$50,603,991		\$10,325.74

TABLE 1.2: IMPACT FEE BY LAND-USE

LAND USE GROUP	UNIT OF MEASURE	ITE CODE	ITE LAND USE CATEGORY	WEEKDAY PEAK HOUR TRIPS	PASS BY ADJUSTMENT	NEW TRIPS PER UNIT*	FEE PER UNIT LAND USE
Industrial	KSF	110	Light Industrial	0.65	0%	0.33	\$3,407
	KSF	140	Manufacturing	0.74	0%	0.37	\$3,821
	KSF	150	Warehouse	0.18	0%	0.09	\$929
Residential	dwelling	210	Single Family House	0.94	0%	0.47	\$4,853
	dwelling	220	Multifamily Housing (Low-Rise)	0.51	0%	0.26	\$2,685
	dwelling	230	Multifamily Housing (Low-Rise with Ground Floor Commercial)	0.36	0%	0.18	\$1,859
Hotel	room	310	Hotel	0.59	0%	0.30	\$3,098
Motel	room	320	Motel	0.36	0%	0.18	\$1,859
Institutional	Students	520	Public Elementary School	0.16	0%	0.08	\$826
	Students	525	Public High School	0.14	0%	0.07	\$723
	Students	550	University/College	0.15	0%	0.08	\$826
Medical	KSF	560	Church	0.49	0%	0.25	\$2,581
	Employees	565	Day Care	4.36	0%	2.18	\$22,510
	KSF	610	Hospital	0.86	0%	0.43	\$4,440
Office	KSF	620	Nursing Home	0.59	0%	0.30	\$3,098
	KSF	710	General Office	1.44	0%	0.72	\$7,435
Retail/Service	KSF	720	Medical/Dental Office	3.93	0%	1.97	\$20,342
		820	General Commercial/Shopping Center	3.40	29%	1.21	\$12,494
	KSF	890	Furniture Store	0.52	53%	0.12	\$1,239
Restaurant/Drinking	KSF	931	Fine Dining	7.80	44%	2.18	\$22,510
	KSF	932	Restaurant: Sit-Down	9.05	43%	2.58	\$26,640
	KSF	934	Fast Food, w/Drive-Up	33.03	55%	7.43	\$76,720
Other	Vehicle Fueling Positions	945	Convenience Store/Gas Station	18.42	76%	2.21	\$22,820
	KSF	912	Drive-In Bank	21.01	38%	6.51	\$67,221

Source: Institute of Traffic Engineers (ITE) Manual, 11th Edition.

This worksheet represents only the most common uses and is NOT all-inclusive.

* Trips are adjusted by 50 percent to account for entering and existing trips.

NON-STANDARD IMPACT FEES

The Impact Fees Act¹ allows the City to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's infrastructure. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The following formulas will help determine the non-standard impact fee.

Weekday Peak Hour Trips / 2 * % pass-by adjustment * \$10,325.74 = Estimate of Trips per Unit

The formula for a non-standard impact fee should be included in the impact fee enactment (by resolution or ordinance). In addition, the impact fee enactment should contain the following elements:

- A provision establishing one or more service areas within which the local political subdivision or private entity calculates and imposes impact fees for various land use categories.
- A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the local political subdivision or private entity will use to calculate each impact fee.
- A provision authorizing the local political subdivision or private entity to adjust the standard impact fee at the time the fee is charged to:
 - Respond to unusual circumstances in specific cases or a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected.
 - Ensure that the impact fees are imposed fairly.
- A provision governing calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.
- A provision that allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
 - Dedicates land for a system improvement.
 - Builds and dedicates some or all of a system improvement.
 - Dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.
- A provision that requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities:
 - Are system improvements; or,
 - Dedicated to the public and offset the need for an identified system improvement.

Other provisions of the impact fee enactment include exemption of fees for development activity attributable to low-income housing, the state, a school district, or a charter school. Exemptions may also include other development activities with a broad public purpose. If an exemption is provided,

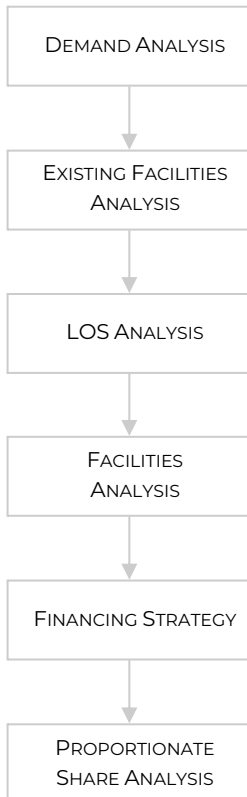
¹ 11-36a-402(1)(c)

the entity should establish one or more sources of funds other than impact fees to pay for that development activity. The impact fee exemption for development activity attributable to a school district or charter school should be applied equally to either scenario.



SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP identifies the demands placed upon the City's existing facilities by future development and evaluates how these demands will be met by the City. The IFFP is also intended to outline the improvements, which are intended to be funded by impact fees. The purpose of IFA is to allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The Impact Fee Act requires that the IFFP and IFA consider the historic level of service provided to existing development and ensure that the proposed impact fees maintain the existing level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP and IFA. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will affect system facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible the IFFP provides an inventory of the City's existing system facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

LEVEL OF SERVICE ANALYSIS

"Level of service" or LOS means the defined performance standard or unit of demand for each capital component of a public facility within a service area. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the existing LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards.

EXCESS CAPACITY AND FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources and the dedication of system improvements, which may be used to finance system improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

² 11-36a-302(2)

³ 11-36a-302(3)



SECTION 3: TRANSPORTATION IFA

This section addresses transportation impact fee calculations to fund the necessary capital improvements for future growth. This section will address the future transportation infrastructure needed to serve the City through the next ten years, as well as address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS. The information provided herein is taken from the **2023 Eagle Mountain Transportation Impact Fee Facilities Plan ("IFFP")** prepared by Horrocks.

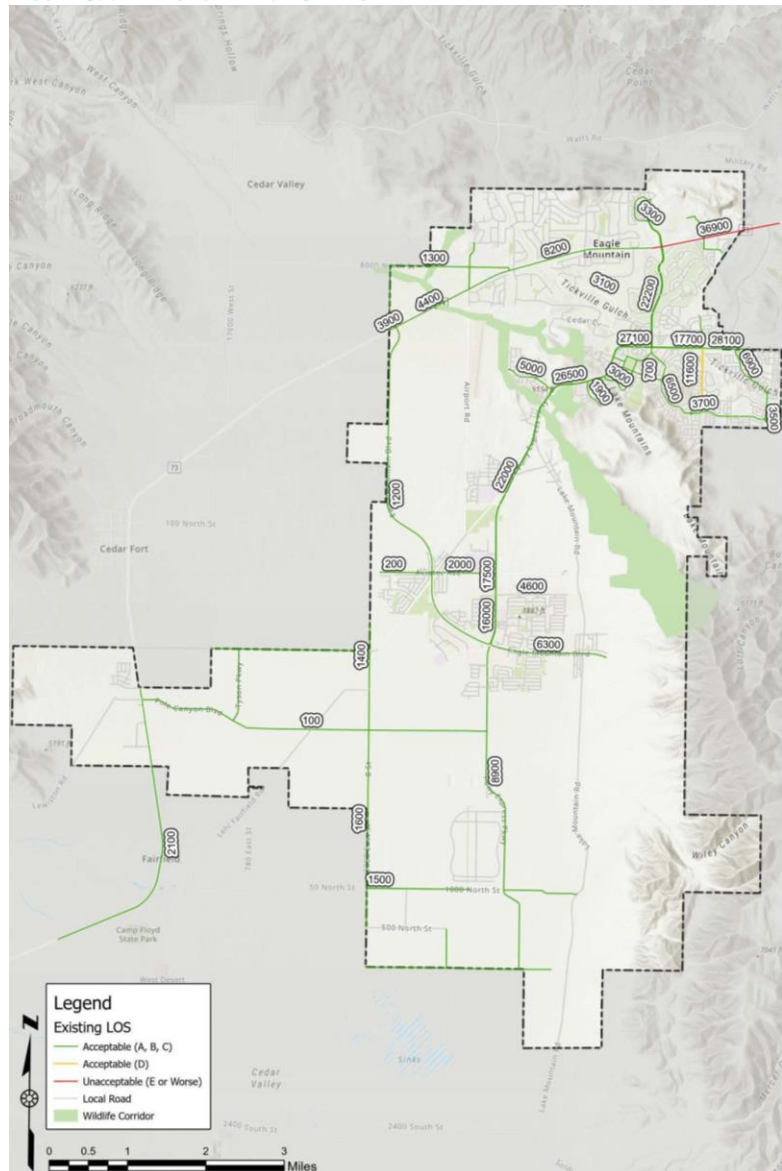
SERVICE AREA

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.⁴ This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS into the future. According to the 2023 IFFP, the Service Area includes areas within the City boundary as shown in **Figure 3.1**.

DEMAND

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new daily trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used to quantify the impact that future users will have upon the City's

FIGURE 3.1: TRANSPORTATION SERVICE AREA



⁴ UC 11-36a-402(1)(a)

system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of daily trips generated. The existing and future trip statistics used in this analysis were prepared by the transportation engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing daily trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in daily trips, the City will need to expand its current facilities to accommodate new growth. Growth of new development will create an additional 4,901 PM peak trips by 2030, as show in **TABLE 3.1**.

TABLE 3.1: PROJECTED TRIPS

YEAR	AM PEAK TRIPS	NEW AM PEAK TRIPS	PM PEAK TRIPS	NEW PM PEAK TRIPS	AVERAGE DAILY TRIPS (ADT)	NEW ADT
Existing	5,350	-	5,051	-	64,589	-
2030	8,977	3,627	9,952	4,901	119,645	55,056
Buildout	21,168	15,818	27,659	22,608	312,089	247,500

EXISTING FACILITIES & EXCESS CAPACITY

Several existing transportation facilities were funded using Reimbursement Agreements. These projects have remaining capacity to be recouped by the City. The table below illustrates the specific buy-in for these projects, which will be assessed to new development within the reimbursement agreement boundaries.

TABLE 3.2: EXISTING REIMBURSEMENT AGREEMENTS WITH REMAINING CAPACITY

ID	PROJECT	TOTAL REIMBURSEMENT AMOUNT	FEE PER ERU
2020-16	Silverlake/Rockcress Development	\$746,854	\$1,067
2017-13	Golden Eagle Parkway Extension	\$100,000	\$143
2017-50	Porter Ranch	\$192,841	\$3,000
2016-05	RCA65	\$185,566	\$265

LEVEL OF SERVICE STANDARDS

Level of Service (LOS) assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.⁵

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing transportation infrastructure has been funded through a combination of general fund revenues, impact fees, regional transportation funding, and other governmental funds, including debt service. In order to maintain the existing level of service, impact fees will be necessary to fund future growth-related infrastructure.

⁵ See Eagle Mountain Transportation IFFP p.3



FUTURE CAPITAL FACILITIES ANALYSIS

The following table identifies the needed system improvements to maintain the stated LOS, according to the City, over the next 10 years. The impact fee analysis only considers the system improvements to be constructed in the next ten years and includes the growth-related cost to determine the impact fees.

TABLE 3.3: ESTIMATE OF IMPACT FEE ELIGIBLE SYSTEM IMPROVEMENTS

PROJECT	LOCATION	COST ATTRIBUTED TO EAGLE MOUNTAIN	% ATTRIBUTABLE TO GROWTH	COST ATTRIBUTABLE TO GROWTH	CONSTRUCTION YEAR	CONSTRUCTION YEAR COST TO GROWTH
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	\$11,715,000	36%	\$4,217,000	2024	\$4,385,680
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	\$1,188,000	30%	\$356,000	2024	\$370,240
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	\$1,408,000	25%	\$352,000	2024	\$366,080
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd	\$37,298,000	47%	\$17,530,000	2025	\$18,960,448
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway	\$2,244,000	75%	\$1,683,000	2026	\$1,893,146
9	Eagle Mountain Blvd Widening: SR-73 to East Expressway	\$15,313,000	13%	\$1,991,000	2023	\$1,991,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$3,919,000	7%	\$274,000	2030	\$360,565
24	New Road (possibly W 3500 N St?): Tyson Pkwy to East Expressway	\$11,132,000	43%	\$4,787,000	2030	\$6,299,365
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy	\$1,336,000	0%	\$0	2026	\$0
27	New Road (Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road	\$2,494,000	29%	\$723,000	2030	\$951,419
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Blvd	\$1,107,000	40%	\$443,000	2030	\$582,958
48	New Road (Wagstaff Way): N Spring Run Dr to Spring Run Pkwy	\$780,000	0%	\$0	2025	\$0
49	New Road (Spring Run Pkwy): SR-73 to northern border	\$2,344,000	38%	\$891,000	2026	\$1,002,254
51	New Road (Wagstaff Way): Spring Run Pkwy to eastern border	\$2,128,000	27%	\$575,000	2026	\$646,797
56	New Road (unknown W/E Rd): Pony Express Pkwy to Project 31	\$3,563,000	10%	\$356,000	2026	\$400,452
57	New Road (W/E Rd): Eagle Mountain Blvd to Pony Express Pkwy	\$2,450,000	15%	\$368,000	2025	\$398,029
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway	\$7,626,000	7%	\$534,000	2026	\$600,677
62	New Road (Aviator Avenue): Pony Express Pkwy to East Expressway	\$2,938,000	11%	\$323,000	2025	\$349,357
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$1,426,000	15%	\$214,000	2025	\$231,462
65	Pony Express Pkwy Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$7,645,000	1%	\$76,000	2024	\$79,040
67	Wood Haven Blvd & Pony Express Pkwy - new signal	\$300,000	99%	\$297,000	2028	\$361,346

PROJECT	LOCATION	COST ATTRIBUTED TO EAGLE MOUNTAIN	% ATTRIBUTABLE TO GROWTH	COST ATTRIBUTABLE TO GROWTH	CONSTRUCTION YEAR	CONSTRUCTION YEAR COST TO GROWTH
68	Pony Express Pkwy & East Expressway - new signal	\$300,000	99%	\$297,000	2023	\$297,000
69	Eagle Mountain Blvd & Project 57 - new signal	\$300,000	99%	\$297,000	2023	\$297,000
70	Bobby Wren Blvd & Pony Express Pkwy - new signal	\$21,000	99%	\$21,000	2026	\$23,622
71	Eagle Mountain Blvd & Major Street - new signal	\$300,000	99%	\$297,000	2023	\$297,000
72	Pony Express Pkwy & Eagle Mountain Blvd - new signal	\$2,426,000	99%	\$2,402,000	2023	\$2,402,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$1,745,000	12%	\$209,000	2024	\$217,360
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$1,626,000	99%	\$1,610,000	2026	\$1,811,031
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$321,000	99%	\$318,000	2024	\$330,720
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$126,000	99%	\$125,000	2025	\$135,200
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$187,000	99%	\$185,000	2023	\$185,000
105	Ranches Pkwy & Stonebridge Ln - new signal	\$300,000	99%	\$297,000	2023	\$297,000
	Total	\$128,006,000		\$42,048,000		\$46,523,248
Associated Interest						\$4,072,243
Total						\$50,595,491

FUNDING OF IFFP SYSTEM IMPROVEMENTS

The City anticipates using bond proceeds to fund projects identified in the IFFP. The City will utilize proceeds from the 2022 Sales Tax Bonds to fund or partially fund projects associated with Project 1 and Project 7 of the IFFP. The principal of the 2022 bonds equals \$22,915,000. The "Construction Year Cost to Growth" funded by the 2022 bonds equals \$7,015,146, or approximately 31 percent of the bond proceed. Therefore, 31 percent of the associated interest is included in the cost attributed to growth.

TABLE 3.4: DEBT FINANCING ASSOCIATED WITH IFFP PROJECTS

DATE	PRINCIPAL	INTEREST	TOTAL P+I
Total	\$22,915,000.00	\$13,301,996.53	\$36,216,996.53

Series 2022 Sales Tax Revenue Bonds



PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fees are calculated based on a defined set of capital costs specified for future development. The improvements are identified in the impact fee facilities plan as growth-related system improvements. The City's existing and proposed future facilities are then proportionately allocated, providing an equitable distribution of the existing and proposed facilities that will serve development. The total cost is divided by the total demand units the improvements are designed to serve. Impact fees are then calculated based on many variables centered on proportionality and LOS.

TRANSPORTATION IMPACT FEE COST PER TRIP CALCULATION

The transportation impact fees proposed in this analysis will be assessed within the entire Service Area. The table below illustrates the appropriate impact fee to maintain the existing LOS, based on the assumptions within this document. The fee below represents the maximum cost per trip assignable to new development.

TABLE 3.5: ESTIMATE OF IMPACT FEE COST PER TRIP

	CONSTRUCTION YEAR COST	% TO GROWTH	IMPACT FEE FUNDED COST	IFFP PM PEAK TRIPS	COST PER TRIP
Buy-In	Calculated Based on Existing Reimbursement Agreements (See Table 3.2)				
Future Facilities	\$50,595,491	100%	\$50,595,491	4,901	\$10,324.00
Professional Expense	\$8,500	100%	\$8,500	4,901	\$1.74
Total	\$50,603,991		\$50,603,991		\$10,325.74

TRANSPORTATION IMPACT FEE BY LAND USE

Table 3.6 illustrates the proposed impact fee based on the land use type. The cost per trip is multiplied by the average trips per unit for each type of land use.

TABLE 3.6: RECOMMENDED TRANSPORTATION IMPACT FEE SCHEDULE

LAND USE GROUP	UNIT OF MEASURE	ITE CODE	ITE LAND USE CATEGORY	WEEKDAY PEAK HOUR TRIPS	PASS BY ADJUSTMENT	NEW TRIPS PER UNIT*	FEE PER UNIT LAND USE**
Industrial	KSF	110	Light Industrial	0.65	0%	0.33	\$3,407
	KSF	140	Manufacturing	0.74	0%	0.37	\$3,821
	KSF	150	Warehouse	0.18	0%	0.09	\$929
Residential	dwelling	210	Single Family House	0.94	0%	0.47	\$4,853
	dwelling	220	Multifamily Housing (Low-Rise)	0.51	0%	0.26	\$2,685
	dwelling	230	Multifamily Housing (Low-Rise with Ground Floor Commercial)	0.36	0%	0.18	\$1,859
Hotel	room	310	Hotel	0.59	0%	0.30	\$3,098
Motel	room	320	Motel	0.36	0%	0.18	\$1,859
Institutional	Students	520	Public Elementary School	0.16	0%	0.08	\$826
	Students	525	Public High School	0.14	0%	0.07	\$723
	Students	550	University/College	0.15	0%	0.08	\$826
	KSF	560	Church	0.49	0%	0.25	\$2,581
	Employees	565	Day Care	4.36	0%	2.18	\$22,510
Medical	KSF	610	Hospital	0.86	0%	0.43	\$4,440
	KSF	620	Nursing Home	0.59	0%	0.30	\$3,098

LAND USE GROUP	UNIT OF MEASURE	ITE CODE	ITE LAND USE CATEGORY	WEEKDAY PEAK HOUR TRIPS	PASS BY ADJUSTMENT	NEW TRIPS PER UNIT*	FEE PER UNIT LAND USE**
Office	KSF	710	General Office	1.44	0%	0.72	\$7,435
	KSF	720	Medical/Dental Office	3.93	0%	1.97	\$20,342
Retail/Service	KSF	820	General Commercial/Shopping Center	3.40	29%	1.21	\$12,494
	KSF	890	Furniture Store	0.52	53%	0.12	\$1,239
Restaurant/Drinking	KSF	931	Fine Dining	7.80	44%	2.18	\$22,510
	KSF	932	Restaurant: Sit-Down	9.05	43%	2.58	\$26,640
	KSF	934	Fast Food, w/Drive-Up	33.03	55%	7.43	\$76,720
Other	Vehicle Fueling Positions	945	Convenience Store/Gas Station	18.42	76%	2.21	\$22,820
	KSF	912	Drive-In Bank	21.01	38%	6.51	\$67,221

Source: Institute of Traffic Engineers (ITE) Manual, 11th Edition.

This worksheet represents only the most common uses and is NOT all-inclusive.

* Trips are adjusted by 50 percent to account for entering and existing trips.

** Applicable reimbursement agreement buy-in added to this fee.

NON-STANDARD TRANSPORTATION IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon transportation facilities.⁶ This adjustment could result in a higher fee if the City determines that a particular user may create a greater impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEE (BY LAND USE):

PM Peak Trips x (1-Adjustment Factor) x 50% x \$10,325.74 + Applicable Reimbursement Agreements = Impact Fee

⁶ UC 11-36a-402(1)(c)



SECTION 4: GENERAL IMPACT FEE CONSIDERATIONS

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁷ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁸ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁹ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.¹⁰

In considering the funding of future facilities, the City has determined the portion of future projects that will be funded by impact fees as growth-related, system improvements. Revenues from other government agencies, grants or developer contributions have been identified within the IFFP to help offset future capital costs. If additional revenues become available in the future, the impact fee analysis should be revised. It is anticipated that future project improvements will be funded by the developer. These costs have not been included in the calculation of the impact fee.

Other revenues such as utility rate revenues will be necessary to fund non growth-related projects and to fund growth related projects when sufficient impact fee revenues are not available. In the latter case, impact fee revenues will be used to repay utility rate revenues for growth related projects. A brief description of alternative financing options is included below.

- **General Fund Revenues:** General Fund revenues serve as the primary funding mechanism for transportation-related improvements. Impact fee revenues are generally considered non-operating revenues and help offset future capital costs.
- **Grants, Donations and Other Contributions:** Grants and donations are not expected as a future funding source. The impact fees should be adjusted if grant monies are received. New development may be entitled to reimbursement for any grants or donations received for growth related projects, or for developer funded IFFP projects.
- **Debt Financing:** The City does not anticipate the need to utilize debt financing to fund future capital facility projects. the Impact Fees Act allows for the costs related to the financing of future capital projects to be included in the impact fee. The impact fee analysis should be updated to reflect any future inclusion of debt related expenses.

⁷ 11-36a-102(21)

⁸ 11-36a-102(14)

⁹ 11-36a-302(2)

¹⁰ 11-36a-302(3)



EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis of each impact fee calculation as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues, such as General Fund revenues, will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of capital improvements related to new growth. In addition, alternative funding mechanisms are identified to help offset the cost of future capital improvements.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.¹¹ The facilities must be considered system improvements or be dedicated to the public, and offset the need for an improvement identified in the IFFP.

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth-related costs to maintain the LOS. Impact fees collected as a buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

¹¹ 11-36a-402(2)

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred later are accurately calculated to include the costs of construction inflation. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



Impact Fee Facilities Plan Certification (11-36a-306)

I certify that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
 - d. existing deficiencies documented as such and not meant for inclusion in impact analysis.
2. Does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. Complies in each and every relevant respect with the Impact Fees Act

This certification is made with the following limitations:

1. All the recommendations for implementing this IFFP are followed in their entirety by the City.
2. If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.
3. All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside source.

Kevin J. Croshaw, P.E.

Transportation Impact Fee Facilities Plan Summary

Introduction

The Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Section 11-36a of the Utah State Impact Fee Code. The purpose of the IFFP is to identify master planned roadway infrastructure projects that are eligible for impact fees, estimate the implementation costs associated with those projects that are eligible for impact fees, and estimate the available capacities in the existing roadway network that are eligible for reimbursement through impact fees.

Existing Level of Service

According to the Impact Fee Act, level of service (LOS) is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Eagle Mountain. Based on existing traffic volumes, Eagle Mountain does not show existing deficiencies within the City.

Future Demand

The basis of the future travel demand was projected using the trip generation created as part of the Transportation Master Plan (TMP). The entire region is divided into eight development zones. Within each development zones are individual land-use zones which were assigned trips using ITE’s trip generation methodology. The percentage of each of these zones that is currently developed was determined and projections were made in coordination with the City for how much development will occur in future years (20-year and 40-year scenarios). As part of the IFFP process, it is proposed that 10-year traffic growth follows straight line growth from the existing data and 20-year data.

Project Cost Attributable to Future Demand

Utilizing the TMP growth projections, a 10-year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2019-2030 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic. Of the **\$127,706,000** required from Eagle Mountain to build the expected roadway projects from 2019-2030, **\$41,751,000** is eligible to be paid using impact fees. All project costs included in the IFFP are based on 2023 costs.

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Impact Fee Facilities Plan

May 3, 2023

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Impact Fee Facilities Plan

Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development, and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- **The existing level of service**
- **A proposed level of service**
- **Any excess capacity to accommodate future growth at the proposed level of service.**
- **The demands placed on existing public facilities by new development.**
- **A proposed means by which the local political subdivision will meet those demands.**
- **A general consideration of all potential revenue sources to finance the impacts on system improvements.**

This analysis incorporates the information provided in the Eagle Mountain Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable LOS. Reference should be made to the previous chapters for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next ten years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase because of additional development.

Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Eagle Mountain. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS D means that vehicles should not have to wait more than one cycle to proceed through the intersection and experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. [Table 1](#) below summarizes the capacities for roadway segments used by Eagle Mountain at LOS D. The capacity used for the roadways

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are 10,500 vehicles per day. The local roadway cross-section capacity, as shown in [Table 1](#), was determined based on local knowledge in the Wasatch Front area as well as with assistance from City Staff. Because roadways throughout the network were built at different times, all roadways do not exactly fit the classifications and capacities shown in [Figure 2](#) and [Table 1](#). For analysis purposes, the existing roadway width and number of lanes are used to best determine the existing capacity of a roadway.

Table 1: Capacity Criteria in Vehicles per Day at LOS D

Functional Classification	Lanes	Capacity
Major Arterial	5	32,800
Minor Arterial	3	15,100
Major Collector	3	13,400
Minor Collector	2	12,100
Local Road	2	7,500

Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. Intersections have different stop controls such as: no control, stop controlled, signal, roundabout, or are controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary to maintain LOS D. One method to reduce costs is to coordinate the placement of signal wiring, foundations, and other features, with roadway construction before the placement of the actual traffic signals and other elements. The costs of these intersection improvements have been included in the roadway network cost estimates included in [Table 3](#).

Trips

The unit of demand for transportation impact is the PM peak hour trip. A PM peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the PM peak hour.

An additional consideration is that certain types of developments do not generate primary trips or trips that originated for the sole purpose of visiting that development. An example of a primary trip is a home-based work trip where someone leaves their house with the express purpose of going to work. This primary trip has been generated by a combination of the home the trip originated in and the place of occupation where the trip is terminated. Thus, it is easily understood that the impact of this trip should be attributed to the housing development and workplace development, without either of these locations, the trip doesn't happen. Some trips are not primary trips, they are defined as pass-by trips. This essentially means that the trip (crossing the driveway of a development) was generated by a driver deciding to make a stop on their way to their primary destination. Good examples of pass-by trips are someone that stops at the gas station on their way to work (a gas station is a pass-by trip) or a driver that is enticed to stop at a fast-food restaurant as they drive by because the HOT DONUTS sign is illuminated (the fast-food restaurant is a pass-by trip). Pass-by trips do not add traffic to the roadway and therefore do not create additional impact.

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System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and freeways/expressways. Eagle Mountain classifies street facilities based on the relative amounts of through and land-access service they provide. Local streets primarily serve land-access functions, while freeways and expressways are primarily meant for mobility. Each classification may have a variable number of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered “system improvements” according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements may include anything within the roadway such as curb and gutter, asphalt, road base, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service.
2. Exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
3. Establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

This IFFP will not make any changes to the existing level of service, and LOS D will be the standard by which future growth will be evaluated.

Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

Included is the determination of excess capacity on the existing roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. **Table 2** represents the excess capacity for each existing roadway under Eagle Mountain jurisdiction. A positive excess capacity represents available capacity for new development in the city before additional infrastructure will be needed. This represents a buy-in component from the City as the existing residents/property owners/developers are to proportionately reimburse the City for its actual cost of excess capacity in these improvements. The portion of these roadways which are calculated as the buy-in component of the impact fee is included in the Impact Fee Analysis (IFA). For the existing roadway segments with a negative existing excess capacity in **Table 2** (existing deficiencies under the Impact Fee Act) will undergo capacity improvements that will not be funded with Impact Fee revenues and the analysis is included in the IFFP.

Table 2: Existing and 2030 Excess Capacity/Deficiency Calculations on Existing Roadways

Road Name	Existing Capacity	Existing Volume	Excess Capacity/Deficiency	Excess Capacity/Deficiency %	2030 Capacity (Projects Included)	2030 Volume	2030 Excess Capacity/Deficiency	2030 Excess Capacity/Deficiency %
Cory Wride Highway: Mountain View Corridor to Ranches Parkway	32,800	31,000	1,800	5%	32,800	37,200	-4,400	-13%
Cory Wride Highway: Ranches Parkway to Old Airport Road	13,400	8,900	4,500	34%	32,800	26,700	6,100	19%
Pony Express Parkway	12,100	8,900	3,200	26%	32,800	13,500	19,300	59%
Eagle Mountain Boulevard	12,100	6,300	5,800	48%	32,800	5,300	27,500	84%

Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law, to “identify demands placed upon existing public facilities by new development activity at the proposed level of service” and to “identify the means by which the political subdivision or private entity will meet those growth demands”, the following steps were completed and are explained in further detail in the following sections:

- Existing Demand** – The traffic demand at the present time was estimated using traffic counts and population data.
- Existing Capacity** – The capacity of the current roadway network was estimated using the calculated LOS.
- Existing Deficiencies** – The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
- Future Demand** – The future demand on the network was estimated using development projections.
- Future Deficiencies** – The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard.
- Recommended Improvements** – Recommendations were made that will help meet future demands.

Existing Roadway Network Conditions

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. Variables include in the model come directly from the Utah Governor’s Office of Management and budget such as total population, total households, household size, total income as well as average income.

The MAD TDM was calibrated to fit existing traffic conditions in Eagle Mountain City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and included annual average daily traffic (AADT) volumes as defined in Traffic on Utah Highways. On City owned roadways, traffic counts were either provided by Eagle Mountain City or were manually counted as part of the analysis.

Figure 1 shows the count locations throughout the City used for model calibration. Once collected, the TDM is updated so the model produces similar traffic patterns within the City.

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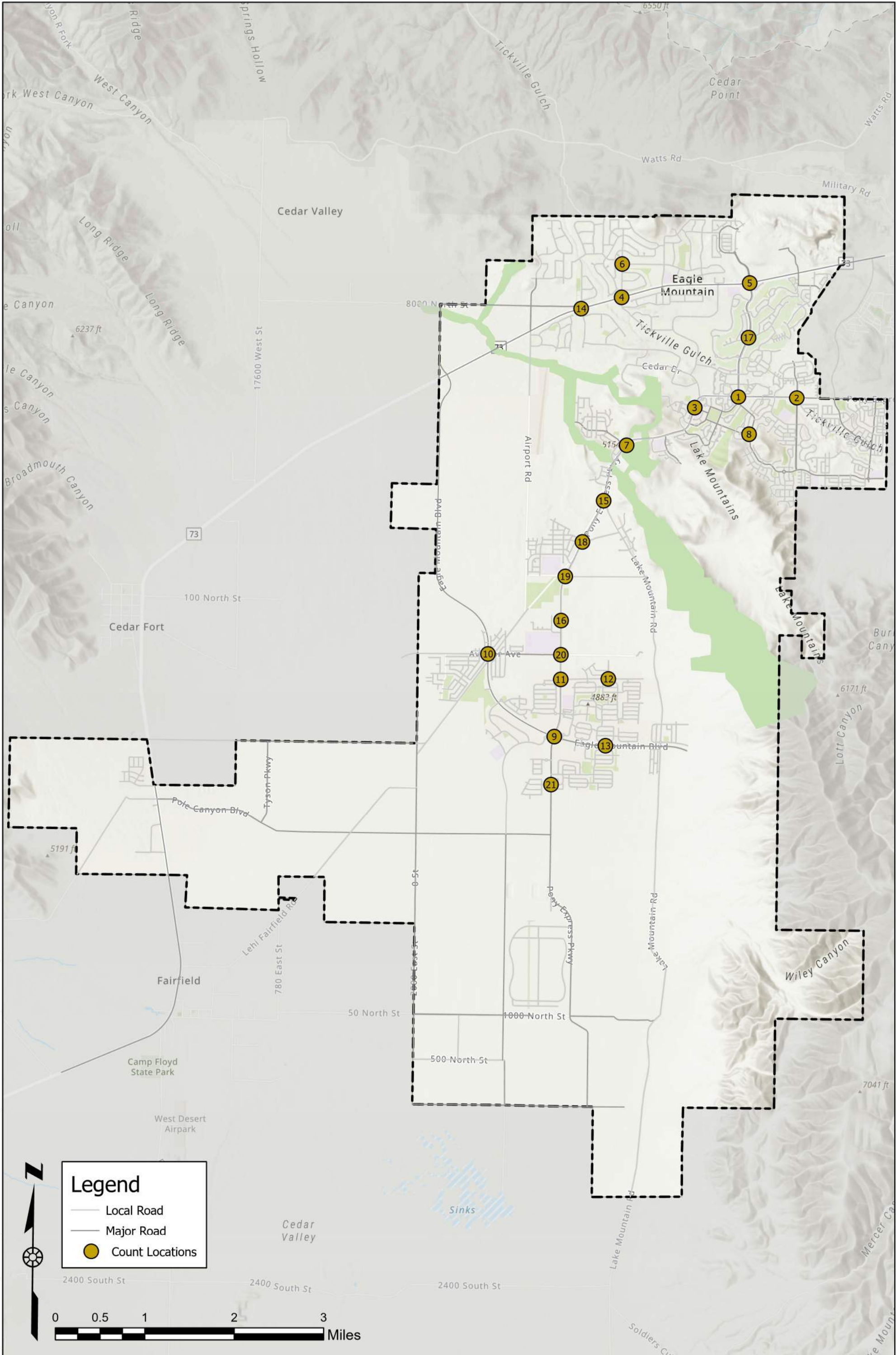
May 3, 2023

The TDM generates traffic projects and future traffic demands/impacts based in the socioeconomic data within each TAZ. There are numerous variables within each TAZ, but the two main variables that determine traffic generation are total households and total employment. Since the MAG TDM provides a regional model with large TAZ's, citywide traffic volumes generated in the model are not accurate. To align the MAG TDM with the existing local conditions, each TAZ is split into smaller units based on the roadway network in Eagle Mountain. The socioeconomic data within the original TAZ's are then redistributed within the split TAZ's. No data in the model is changed, but redistributed to ensure that the model is calibrated with the existing roadway conditions and better reflects future growth impacts (The TAZ socioeconomic data is included in TAZ Socioeconomic Data).

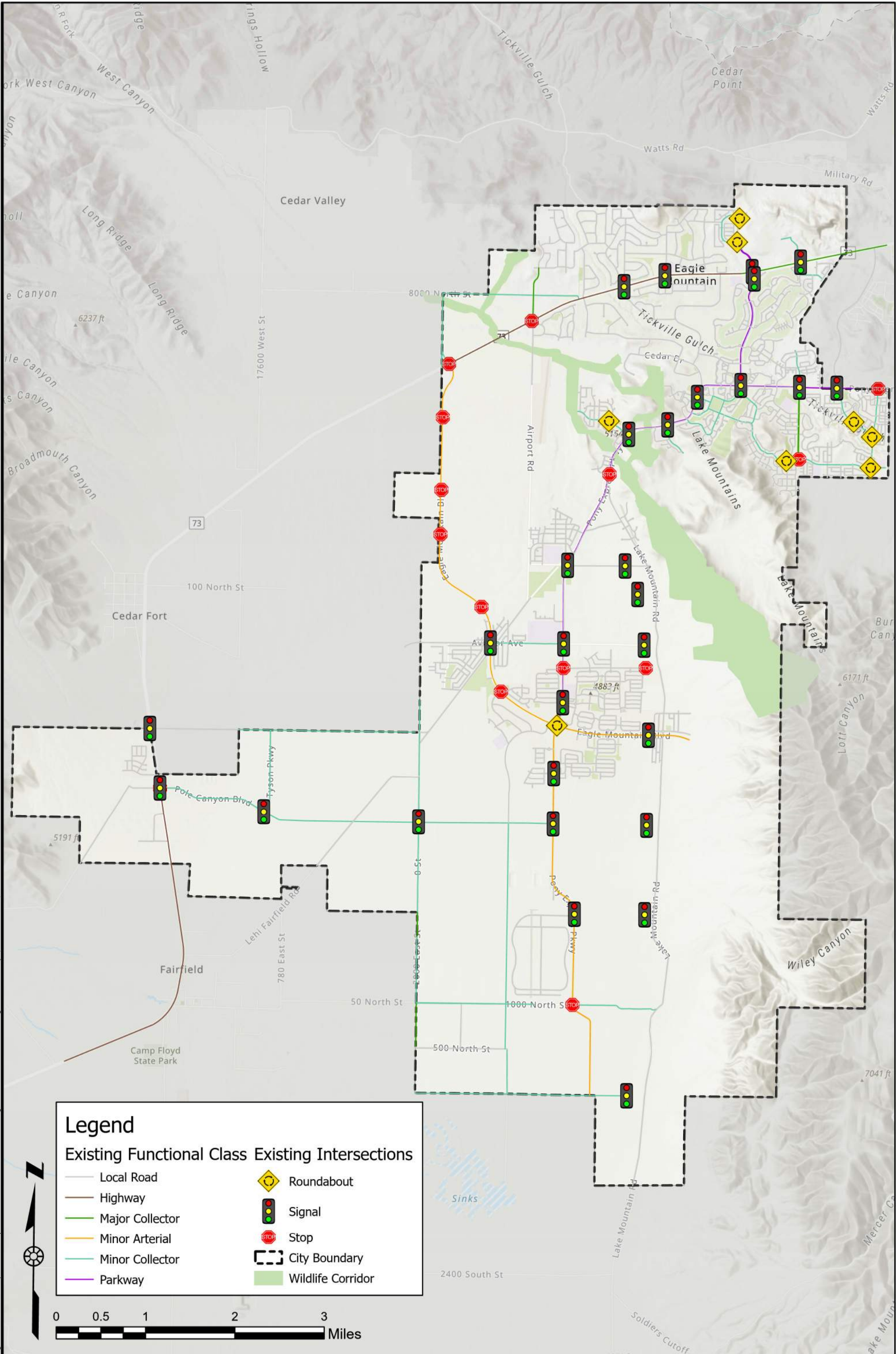
Within these development zones are individual land use zones which were assigned trips using ITE's trip generation methodology. The percentage of each of these zones that is currently developed was determined and projections were made in coordination with the City for how much development will occur in future years (10-year and 30-year scenarios).

Existing Functional Classification and Level of Service

The existing functional classification used in the TMP is shown in [Figure 2](#). The LOS was calculated for each roadway and intersection according to the guidelines explained in the Level of Service section and a LOS map is included in [Figure 3](#).



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Legend

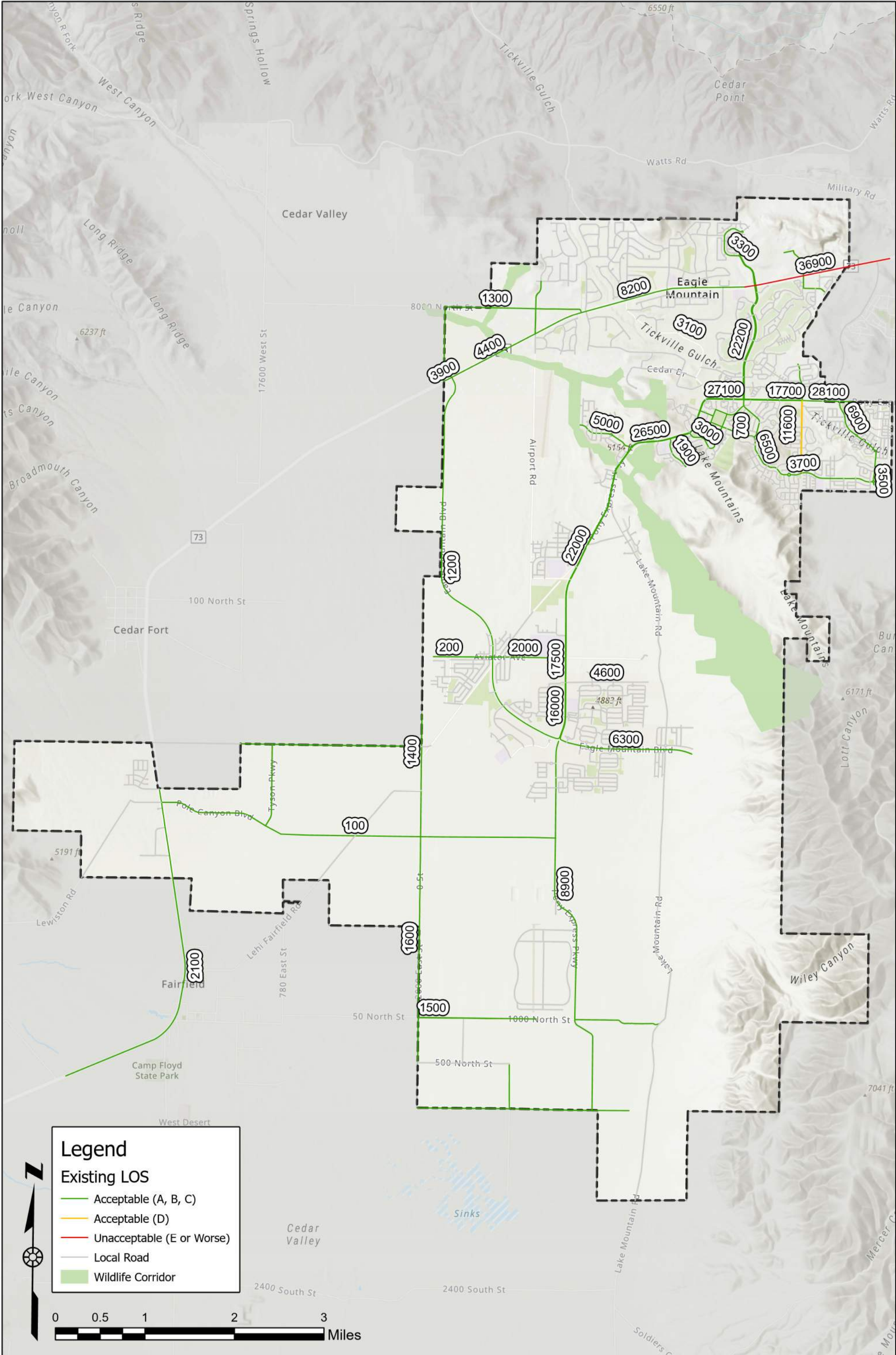
Existing Functional Class Existing Intersections

- Local Road
- Highway
- Major Collector
- Minor Arterial
- Minor Collector
- Parkway
- Roundabout
- Signal
- Stop
- City Boundary
- Wildlife Corridor

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

Existing Functional Classification Eagle Mountain Impact Fee Facilities Plan

DATE
4/3/2023
DRAWN
SEE
Figure 2



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Legend

- Existing LOS
 - Acceptable (A, B, C)
 - Acceptable (D)
 - Unacceptable (E or Worse)
 - Local Road
 - Wildlife Corridor



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

Existing Level of Service Eagle Mountain Impact Fee Facilities Plan

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	Figure 3

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Mitigations to Existing Capacity Deficiencies

Using LOS D as the threshold for roadway improvements in **Figure 3** (Indicated by red lines), the following shows the roadways that have existing capacity deficiencies:

Roadway Segments at or below LOS E:

- **Cory Wride Highway: Mountain View Corridor to Ranches**

In most cases, roadway capacity improvements are achieved by adding travel lanes. In some cases, additional capacity can be gained by striping additional lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on street parking, creating narrower travel lanes, and adding two-way left turn lanes where they don't currently exist. For all roadway capacity improvements, it is recommended to investigate other mitigation methods before widening the roadway.

Future Roadway Network Conditions

By calibrating the MAG Travel Demand Model to fit the existing traffic conditions in Eagle Mountain, the model is prepared to project traffic volumes into the future. There are two future models used for this TMP. The first model used was to identify potential capacity deficiencies, called the 2030 No Build Model. The other model used was the 2030 Master Plan Solution Model, which includes all future projects to improve the deficiencies in the 2030 No Build Model.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. As shown in **Figure 4**, the following roadways would perform at LOS E or worse if no action were taken by 2030 to improve the roadway network:

- **Cory B Wride Highway:** Airport Road to eastern border.
- **Pony Express Parkway:** Aviator Avenue to Ranches Parkway.
- **Pony Express Parkway:** Porters Crossing Parkway to eastern border.
- **Mount Airey Drive:** North of Cory Wride Highway
- **Porters Crossing Parkway:** Pony Express Parkway to Golden Eagle Road

Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

Table 3 and **Figure 5** show the funding sources for IFFP project costs attributable to new growth as a percentage of the total project. A portion of each project in **Table 3** is impact fee eligible, depending on the funding. Only that portion of a project cost funded by Eagle Mountain is impact fee eligible. For each project, that amount is indicated in the **Eagle Mountain %** and **Eagle Mountain Total** columns. Where the project is likely to be completed using UDOT's Small Urban fund, the Eagle Mountain impact fee eligible portion of the project is its "matching funds" obligation of the total project cost. UDOT projects will be funded with state funds and are not eligible for impact fee expenditure.

There are additional costs included in each cost estimate based on a percentage of the construction costs. The four additional costs include contingency, mobilization, preconstruction engineering, and construction engineering. The percentages used for the additional costs may vary as these values are estimated for each individual project. These estimates are based on the concept cost estimate values used by UDOT. Contingency accounts for the items not estimated during the concept cost estimate. Examples include roadway striping, utility placement, and survey. Contingency costs can range up to 25% based on the number of items not estimated. Mobilization is the preparation before construction begins on a project. It is recommended that a value of 10% be used for project mobilization. Preconstruction engineering is based on the complexity of the project as well as the construction costs. It is recommended that for local projects the preconstruction costs can range up to 16% of the construction costs. For the cost estimates included in this IFFP, a value of 10% was used. Construction engineering includes the construction management and additional design necessary during construction. Recommended costs for local projects range up to 16% and a value of 10% was used for the cost estimates included in the IFFP. All cost estimates along with all unit costs and assumptions are included in **IFFP Cost Estimates**.

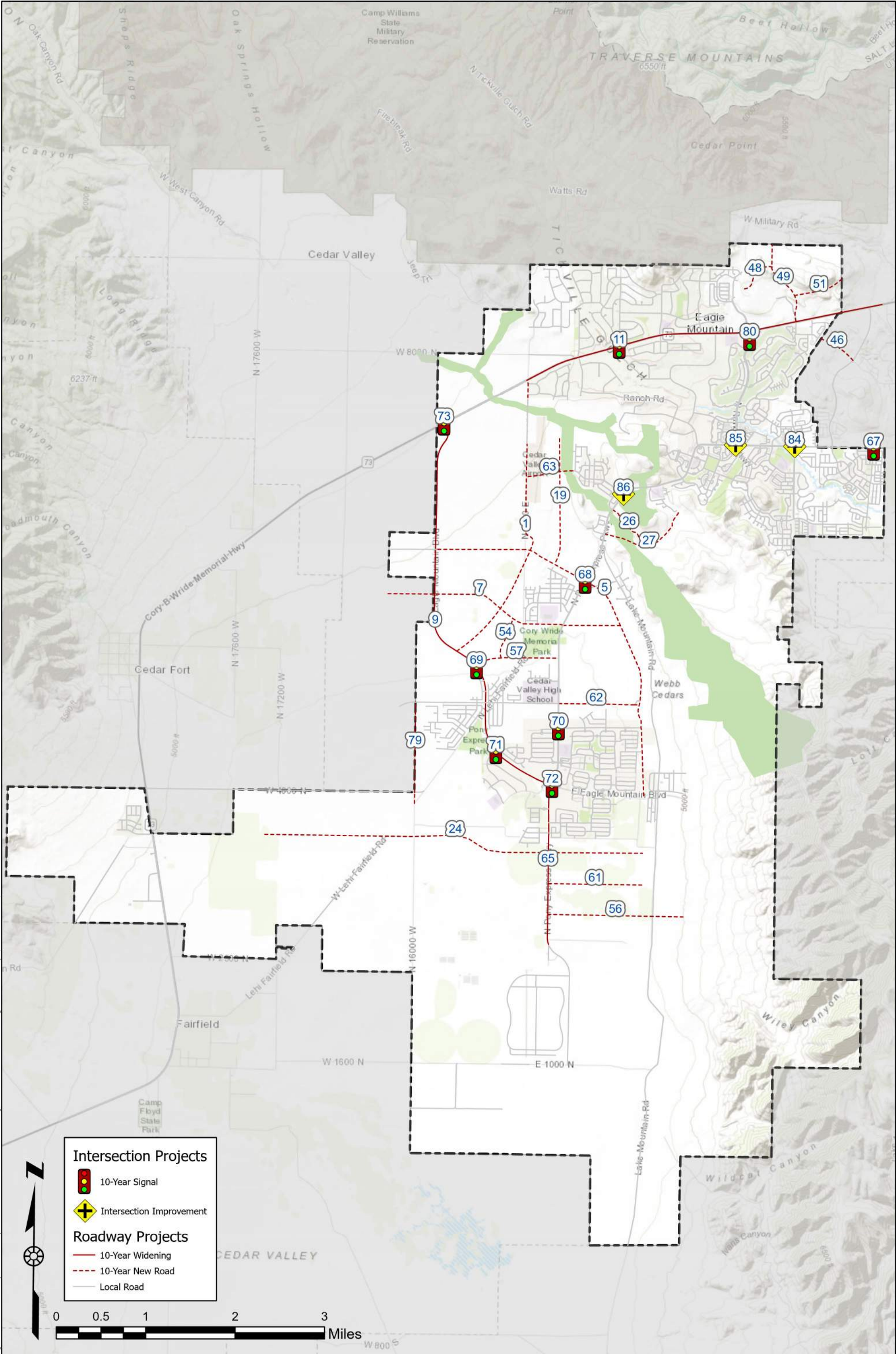
Table 3: Impact Fee Facilities Plan Project Funding Sources

Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	\$20,197,000	Eagle Mountain	58%	\$11,715,000
1b	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	\$2,699,000	Eagle Mountain	44%	\$1,188,000
1c	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	\$3,608,000	Eagle Mountain	39%	\$1,408,000
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	\$37,298,000	MAG/Eagle Mountain	100%	\$37,298,000
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	\$5,099,000	Eagle Mountain	44%	\$2,244,000
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	\$15,313,000	Eagle Mountain	100%	\$15,313,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,047,000	Eagle Mountain	39%	\$3,919,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	\$28,542,000	Eagle Mountain	39%	\$11,132,000

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Project	Location	Total Price	Funding Source	Eagle Mountain %	Eagle Mountain Total
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	\$3,425,000	Eagle Mountain	39%	\$1,336,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road -	\$6,394,000	Eagle Mountain	39%	\$2,494,000
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	\$2,837,000	Eagle Mountain	39%	\$1,107,000
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Parkway	\$1,998,000	Eagle Mountain	39%	\$780,000
49	New Road (Spring Run Parkway): SR-73 to northern border	\$6,008,000	Eagle Mountain	39%	\$2,344,000
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	\$5,454,000	Eagle Mountain	39%	\$2,128,000
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	\$9,134,000	Eagle Mountain	39%	\$3,563,000
57	New Road (unknown W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	\$6,280,000	Eagle Mountain	39%	\$2,450,000
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	\$13,148,000	Eagle Mountain	58%	\$7,626,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	\$6,677,000	Eagle Mountain	44%	\$2,938,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,654,000	Eagle Mountain	39%	\$1,426,000
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	\$7,645,000	Eagle Mountain	100%	\$7,645,000
67	Wood Haven Boulevard & Pony Express Parkway - new signal	\$300,000	Eagle Mountain	100%	\$300,000
68	Pony Express Parkway & East Expressway - new signal	\$300,000	Eagle Mountain	100%	\$300,000
69	Eagle Mountain Boulevard & Project 57 - new signal	\$300,000	Eagle Mountain	100%	\$300,000
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	\$300,000	Eagle Mountain	7%	\$21,000
71	Eagle Mountain Boulevard & Major Street - new signal	\$300,000	Eagle Mountain	100%	\$300,000
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	\$2,426,000	Eagle Mountain	100%	\$2,426,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$3,965,000	Eagle Mountain	44%	\$1,745,000
80	New High-T Signal: Ranches Parkway & Campus Drive	\$1,626,000	Eagle Mountain	100%	\$1,626,000
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	\$321,000	Eagle Mountain	100%	\$321,000
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	\$126,000	Eagle Mountain	100%	\$126,000
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	\$187,000	Eagle Mountain	100%	\$187,000
Total		\$205,608,000			\$127,706,000



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Project Cost Attributable to 10-Year Growth

Using the travel demand model mentioned in previous chapters it is possible to estimate the number of PM trips originating or terminating in Eagle Mountain for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development. The city of Eagle Mountain currently generates approximately **4,916** one-way PM peak hour trips. The projected 2030 PM peak hour trip number for Eagle Mountain is **9,500** a **93%** increase on today's value. This gives a total increase of **4,584** trips.

Included in the IFFP are reductions to the City's total cost that are not attributed to growth. The reductions included in the following sections are for existing deficiencies, pass-through, and excess capacity that will not be consumed through 2030. These are calculated based on the projected 2030 traffic volumes.

Also included are the reductions for traffic signals. Traffic signals are implemented based on the traffic signal warrants found in Chapter 4C of the Utah Manual on Uniform Traffic Control Devices (MUTCD). Included in the MUTCD are warrants based of traffic volumes, pedestrian volumes, safety, as well as the roadway network in proximity to the intersection. A traffic signal is not installed without meeting one of the signal warrants included in the Utah MUTCD. To estimate the reductions for existing deficiencies, pass-through, and excess capacity, the weighted average of the two intersecting streets was used.

Pass-Through Reduction

Included in **Table 4** is the percent Pass-Through traffic for all project roadways. A vehicle trip is considered pass-through when the origin and the destination for a specific trip occurs outside the city limits. For all growth within Eagle Mountain, there is a certain percentage of new trips which are considered pass-through. This percentage is determined using the MAG Travel Demand Model. The Travel Demand Model determines pass-through traffic by keeping track of the origin, destination, and path for each vehicle trip generated. When the vehicle trip uses a roadway in Eagle Mountain and the origin and destination of that trip is located outside of Eagle Mountain, that trip is considered a pass-through trip. Since a pass-through trip does not arise from new development activity in Eagle Mountain, it cannot be paid for with impact fees. The proportion of pass-through traffic not attributable to impact fees is the proportion of pass-through traffic to the added capacity of the roadway.

Table 4: Pass-Through Traffic Cost Reduction Calculation

Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	32,800	533	2%
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	13,400	1	1%
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	13,400	3	1%
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	13,400	2	1%
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	13,400	6	1%
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	20,700	3	1%
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	12,100	2	1%

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Project	Location	Added Capacity	Pass-Through Volume	Pass Through %
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	12,100	2	1%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	12,100	0	0%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road -	12,100	1	1%
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	12,100	1	1%
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Parkway	12,100	0	0%
49	New Road (Spring Run Parkway): SR-73 to northern border	12,100	4	1%
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	12,100	3	1%
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	12,100	7	1%
57	New Road (unknown W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	12,100	6	1%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	12,100	1	1%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	13,400	7	1%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	12,100	0	0%
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	20,700	4	1%
67	Wood Haven Boulevard & Pony Express Parkway - new signal	0	0	0%
68	Pony Express Parkway & East Expressway - new signal	0	0	0%
69	Eagle Mountain Boulevard & Project 57 - new signal	0	0	0%
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	0	0	0%
71	Eagle Mountain Boulevard & Major Street - new signal	0	0	0%
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	12,100	1	1%
80	New High-T Signal: Ranches Parkway & Campus Drive	0	0	0%
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	0	0	0%
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	0	0	0%
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	0	0	0%

Excess Capacity Reduction

Included in **Table 5** is the calculated excess capacity remaining in 2030. The excess capacity is the proportion of the added capacity that is not used in 2030. Since this capacity is not used by 2030, it is not a cost of growth in this IFFP period but can be recouped in a later IFFP period.

Table 5: Excess Capacity Cost Reduction Calculations

Project	Location	Future Capacity	Added Capacity	2030 Traffic Volume	2030 Excess Capacity	Cost Reduction %
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	32,800	32,800	12,800	20,000	61%
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	13,400	13,400	4,320	9,080	68%
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	12,100	12,100	3,310	8,790	73%

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Project	Location	Future Capacity	Added Capacity	2030 Traffic Volume	2030 Excess Capacity	Cost Reduction %
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	13,400	13,400	15,910	-2,510	0%
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	13,400	13,400	10,300	3,100	23%
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	32,800	20,700	15,200	17,600	85%
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	12,100	12,100	1,030	11,070	14%
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	12,100	12,100	5,400	6,700	55%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	12,100	12,100	0	12,100	100%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road -	12,100	12,100	3,810	8,290	69%
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	12,100	12,000	5,000	7,100	59%
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Parkway	12,100	12,100	0	12,100	100%
49	New Road (Spring Run Parkway): SR-73 to northern border	12,100	12,100	4,820	7,280	60%
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	12,100	12,100	3,480	8,620	71%
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	12,100	12,100	1,400	10,700	88%
57	New Road (unknown W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	12,100	12,100	2,080	10,020	83%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	12,100	12,100	1,130	10,970	91%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	13,400	13,400	1,720	11,680	87%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	12,100	12,100	1,910	10,190	84%
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	32,800	20,700	12,800	20,000	97%
67	Wood Haven Boulevard & Pony Express Parkway - new signal	0	0	0	0	0%
68	Pony Express Parkway & East Expressway - new signal	0	0	0	0	0%
69	Eagle Mountain Boulevard & Project 57 - new signal	0	0	0	0	0%
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	0	0	0	0	0%
71	Eagle Mountain Boulevard & Major Street - new signal	0	0	0	0	0%
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	0	0	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	12,100	12,100	1,720	10,380	86%
80	New High-T Signal: Ranches Parkway & Campus Drive	0	0	0	0	0%
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	0	0	0	0	0%
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	0	0	0	0	0%
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	0	0	0	0	0%

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Existing User Share for New Construction Projects

For all roadways in the roadway system, a portion of the traffic volume would be used by the existing roadway users regardless of future development. For existing roadways, the existing user share is the existing roadway volume. For new construction, a proportion of the new traffic volume is attributed to those users who would use the road regardless of the development. **Table 6** shows the cost reduction based on the existing user share for all new roadway construction.

Table 6: Existing User Share Cost Reduction Calculation

Project	Location	Added Capacity	Existing User Volume	Existing User %
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	32,800	128	1%
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	13,400	43	1%
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	12,100	33	1%
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	13,400	163	1%
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	13,400	35	1%
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	20,700	10	1%
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	12,100	105	1%
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	12,100	56	1%
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	12,100	0	1%
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road -	12,100	32	1%
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	12,100	50	1%
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Parkway	12,100	0	1%
49	New Road (Spring Run Parkway): SR-73 to northern border	12,100	47	1%
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	12,100	35	1%
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	12,100	14	1%
57	New Road (unknown W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	12,100	23	1%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	12,100	11	1%
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	13,400	17	1%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	12,100	7	1%
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	20,700	44	1%
67	Wood Haven Boulevard & Pony Express Parkway - new signal	0	0	0%
68	Pony Express Parkway & East Expressway - new signal	0	0	0%
69	Eagle Mountain Boulevard & Project 57 - new signal	0	0	0%
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	0	0	0%
71	Eagle Mountain Boulevard & Major Street - new signal	0	0	0%
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	0	0	0%
79	New Road (1600 West): Aviator Avenue to 4000 North	12,100	18	1%

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Project	Location	Added Capacity	Existing User Volume	Existing User %
80	New High-T Signal: Ranches Parkway & Campus Drive	0	0	0%
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	0	0	0%
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	0	0	0%
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	0	0	0%

Proportion Attributable to Growth Summary and Costs

Impact fees can only be collected for the proportion of the added capacity which is used by new development that is projected to occur through 2030. **Table 7** is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

Table 7: Proportion of Projects Attributed to New Development

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	1%	2%	61%	36%
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	1%	1%	68%	30%
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	1%	1%	73%	25%
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	1%	1%	0%	98%
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	1%	1%	23%	75%
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	1%	1%	85%	13%
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	1%	1%	91%	7%
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	1%	1%	55%	43%
26	New Road (Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	1%	0%	99%	0%
27	New Road (Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road	1%	1%	69%	29%
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	1%	1%	58%	40%
48	New Road (Wagstaff Way): N Spring Run Dr to Spring Run Parkway	1%	0%	99%	0%
49	New Road (Spring Run Parkway): SR-73 to northern border	1%	1%	60%	38%
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	1%	1%	71%	27%
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	1%	1%	88%	10%
57	New Road (W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	1%	1%	83%	15%
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	1%	1%	91%	7%

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Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	1%	1%	87%	11%
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	1%	1%	84%	15%
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	1%	1%	97%	1%
67	Wood Haven Boulevard & Pony Express Parkway - new signal	1%	0%	0%	99%
68	Pony Express Parkway & East Expressway - new signal	1%	0%	0%	99%
69	Eagle Mountain Boulevard & Project 57 - new signal	1%	0%	0%	99%
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	1%	0%	0%	99%
71	Eagle Mountain Boulevard & Major Street - new signal	1%	0%	0%	99%
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	1%	0%	0%	99%
79	New Road (1600 West): Aviator Avenue to 4000 North	1%	1%	86%	12%
80	New High-T Signal: Ranches Parkway & Campus Drive	1%	0%	0%	99%
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	1%	0%	0%	99%
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	1%	0%	0%	99%
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	1%	0%	0%	99%

Using the proportion attributed to future growth in [Table 7](#), the cost attributable to future growth is calculated in [Table 8](#). Of the **\$127,706,000** required by Eagle Mountain for roadway improvements, **\$41,751,000** is eligible to be paid using impact fees. All project costs in [Table 8](#) are 2023 project costs. All assumptions, rates and specific project costs are found in [IFFP Cost Estimates](#).

Table 8: Cost Attributable to Growth

Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
1a	New Road (Old Airport Rd): Cory B Wride Highway to East Expressway	\$20,197,000	\$11,715,000	36%	\$4,217,000
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road	\$2,699,000	\$1,188,000	30%	\$356,000
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57	\$3,608,000	\$1,408,000	25%	\$352,000
5	New road (East Expressway): Eagle Mountain Boulevard to Eagle Mountain Boulevard	\$37,298,000	\$37,298,000	47%	\$17,530,000
7	New Road (Mid Valley Road): Eagle Mountain Boulevard to East Expressway	\$5,099,000	\$2,244,000	75%	\$1,683,000
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway	\$15,313,000	\$15,313,000	13%	\$1,991,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,047,000	\$3,919,000	7%	\$274,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway	\$28,542,000	\$11,132,000	43%	\$4,787,000

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Project	Location	Total Cost	Eagle Mountain Total	Proportion Attributable to Growth	Cost Attributable to Growth
26	New Road (Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Parkway	\$3,425,000	\$1,336,000	0%	\$0
27	New Road (Oquirrh Ranch Parkway): Pony Express Parkway to Hidden Valley Road	\$6,394,000	\$2,494,000	29%	\$723,000
46	New Road (Talus Ridge Dr): Scenic Mountain Dr to Mt Saratoga Boulevard	\$2,837,000	\$1,107,000	40%	\$443,000
48	New Road (Wagstaff Way): N Spring Run Dr to Spring Run Parkway	\$1,998,000	\$780,000	0%	\$0
49	New Road (Spring Run Parkway): SR-73 to northern border	\$6,008,000	\$2,344,000	38%	\$891,000
51	New Road (Wagstaff Way): Spring Run Parkway to eastern border	\$5,454,000	\$2,128,000	27%	\$575,000
56	New Road (unknown W/E Rd): Pony Express Parkway to Project 31	\$9,134,000	\$3,563,000	10%	\$356,000
57	New Road (W/E Rd): Eagle Mountain Boulevard to Pony Express Parkway	\$6,280,000	\$2,450,000	15%	\$368,000
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	\$13,148,000	\$7,626,000	7%	\$534,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway	\$6,677,000	\$2,938,000	11%	\$323,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,654,000	\$1,426,000	15%	\$214,000
65	Pony Express Parkway Widening: Eagle Mountain Boulevard to Eagle Mountain Public Works	\$7,645,000	\$7,645,000	1%	\$76,000
67	Wood Haven Boulevard & Pony Express Parkway - new signal	\$300,000	\$300,000	99%	\$297,000
68	Pony Express Parkway & East Expressway - new signal	\$300,000	\$300,000	99%	\$297,000
69	Eagle Mountain Boulevard & Project 57 - new signal	\$300,000	\$300,000	99%	\$297,000
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	\$300,000	\$21,000	99%	\$21,000
71	Eagle Mountain Boulevard & Major Street - new signal	\$300,000	\$300,000	99%	\$297,000
72	Pony Express Parkway & Eagle Mountain Boulevard - new signal	\$2,426,000	\$2,426,000	99%	\$2,402,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$3,965,000	\$1,745,000	12%	\$209,000
80	New High-T Signal: Ranches Parkway & Campus Drive	\$1,626,000	\$1,626,000	99%	\$1,610,000
84	Intersection Improvement: Porter's Crossing Parkway/Pony Express Parkway	\$321,000	\$321,000	99%	\$318,000
85	Intersection Improvement: Ranches Parkway/Pony Express Parkway	\$126,000	\$126,000	99%	\$125,000
86	Intersection Improvement: Lone Tree Parkway/Pony Express Parkway	\$187,000	\$187,000	99%	\$185,000
Total		\$205,608,000	\$127,706,000		\$41,751,000

Proposed Means to Meet Demands of New Development (11-36a-302.2)

All possible revenue sources have been considered as a means of financing transportation capital improvements needed because of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs because of new development.

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Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State Government or UDOT, or MAG. The City will need to continue to partner and work with these other jurisdictions to ensure the adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Eagle Mountain recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. The MAG Technical Advisory and Regional Planning committees select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs.

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The rest is made available to counties and cities. As many of the roads in Eagle Mountain fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found online at www.udot.utah.gov/public/ucon. Currently, Eagle Mountain uses Class C funding for their transportation projects.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects using impact fees. These fees are assessed because of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. The City of Eagle Mountain currently uses Class D funding for their transportation improvements. Providing a line item in the City budgeted general funds to address roadway improvements, which are not impact fee eligible is a recommended practice to fund transportation projects should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed because of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed because of new growth.

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Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications and Exactions

Developer dedications and exactions for road System Facilities can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or exactions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

Necessity of Improvements to Maintain Level of Service

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only projects costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.



10 Year Capital Facilities Plan Cost Summary

Eagle Mountain 10 Year Capital Facilities Plan					
Project	Location	Total Cost	Funding Source	Eagle	Eagle Mountain
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	\$20,197,000	Eagle Mountain	58%	\$11,715,000
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	\$2,699,000	Eagle Mountain	44%	\$1,188,000
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	\$3,608,000	Eagle Mountain	39%	\$1,408,000
5	New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road	\$37,298,000	MAG/Other Funds	100%	\$37,298,000
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	\$5,099,000	Eagle Mountain	44%	\$2,244,000
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes	\$15,313,000	Eagle Mountain	100%	\$15,313,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,047,000	Eagle Mountain	39%	\$3,919,000
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road	\$28,542,000	Eagle Mountain	39%	\$11,132,000
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy -	\$3,425,000	Eagle Mountain	39%	\$1,336,000
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	\$6,394,000	Eagle Mountain	39%	\$2,494,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	\$2,837,000	Eagle Mountain	39%	\$1,107,000
48	New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway	\$1,998,000	Eagle Mountain	39%	\$780,000
49	New Road (Spring Run Parkway): SR-73 to northern border	\$6,008,000	Eagle Mountain	39%	\$2,344,000
51	New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border	\$5,454,000	Eagle Mountain	39%	\$2,128,000
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	\$9,134,000	Eagle Mountain	39%	\$3,563,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway	\$6,280,000	Eagle Mountain	39%	\$2,450,000
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	\$13,148,000	Eagle Mountain	58%	\$7,626,000
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	\$6,677,000	Eagle Mountain	44%	\$2,938,000
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	\$3,654,000	Eagle Mountain	39%	\$1,426,000
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$7,645,000	Eagle Mountain	100%	\$7,645,000
67	WoodHaven Blvd & Pony Express Pkwy - New Signal	\$300,000	Eagle Mountain	100%	\$300,000
68	Pony Express Pkwy & East Expressway - New Signal	\$300,000	Eagle Mountain	100%	\$300,000
69	Eagle Mountain Boulevard & Project 57 - New Signal	\$300,000	Eagle Mountain	100%	\$300,000
70	Bobby Wren Boulevard & Pony Express Parkway - New Signal	\$300,000	Eagle Mountain	7%	\$21,000
71	Eagle Mountain Boulevard & Major Street - New Signal	\$300,000	Eagle Mountain	100%	\$300,000
72	Pony Express Pkwy & Eagle Mountain Boulevard - New Signal	\$2,426,000	Eagle Mountain	100%	\$2,426,000
79	New Road (1600 West): Aviator Avenue to 4000 North	\$3,965,000	Eagle Mountain	44%	\$1,745,000
80	New High-T Signal: Ranches Parkway & Campus Drive	\$1,626,000	Eagle Mountain	100%	\$1,626,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$321,000	Eagle Mountain	100%	\$321,000
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$126,000	Eagle Mountain	100%	\$126,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$187,000	Eagle Mountain	100%	\$187,000
	Total	\$205,608,000			\$127,706,000



IFFP Cost Estimates

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	292,136	\$2,921,357
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	35	\$69,111
Roadway Excavation	C.Y.	\$11	66,019	\$693,203
HMA Concrete	Ton	\$85	18,419	\$1,565,649
Untreated Base Course	C.Y.	\$15	17,605	\$264,077
Granular Borrow	C.Y.	\$40	30,809	\$1,232,361
Curb and Gutter (2.5' width)	L.F.	\$23	19,806	\$445,631
Sidewalk (5' width)	L.F.	\$25	19,806	\$495,145
Drainage	L.F.	\$45	19,806	\$891,261
Right of Way	S.F.	\$2.30	1,505,241	\$3,462,055
Street Lighting	L.F.	\$100	9,903	\$990,290
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$13,030,141
Mobilization (10% of Construction)	Lump	10%	1,303,014	\$1,303,014
Contingency (25% of Construction)	Lump	25%	3,257,535	\$3,257,535
Subtotal				\$17,590,691

Preconstruction Engineering	10%	\$1,303,014
Construction Engineering	10%	\$1,303,014

Total Project Costs	\$20,197,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 1
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	33,347	\$333,465
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,722
Roadway Excavation	C.Y.	\$11	7,485	\$78,594
HMA Concrete	Ton	\$85	2,088	\$177,511
Untreated Base Course	C.Y.	\$15	1,996	\$29,941
Granular Borrow	C.Y.	\$40	2,495	\$99,802
Curb and Gutter (2.5' width)	L.F.	\$23	4,042	\$90,945
Sidewalk (5' width)	L.F.	\$25	4,042	\$101,050
Drainage	L.F.	\$45	4,042	\$181,890
Right of Way	S.F.	\$2.30	189,974	\$436,940
Street Lighting	L.F.	\$100	2,021	\$202,100
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,740,961
Mobilization (10% of Construction)	Lump	10%	174,096	\$174,096
Contingency (25% of Construction)	Lump	25%	435,240	\$435,240
Subtotal				\$2,350,298

Preconstruction Engineering	10%	\$174,096
Construction Engineering	10%	\$174,096

Total Project Costs	\$2,699,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 1b
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	25,280	\$252,800
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,172
Roadway Excavation	C.Y.	\$11	11,704	\$122,889
HMA Concrete	Ton	\$85	3,265	\$277,553
Untreated Base Course	C.Y.	\$15	3,121	\$46,815
Granular Borrow	C.Y.	\$40	3,901	\$156,049
Curb and Gutter (2.5' width)	L.F.	\$23	6,320	\$142,200
Sidewalk (5' width)	L.F.	\$25	6,320	\$158,000
Drainage	L.F.	\$45	6,320	\$284,400
Right of Way	S.F.	\$2.30	243,320	\$559,636
Street Lighting	L.F.	\$100	3,160	\$316,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,327,514
Mobilization (10% of Construction)	Lump	10%	232,751	\$232,751
Contingency (25% of Construction)	Lump	25%	581,879	\$581,879
Subtotal				\$3,142,144

Preconstruction Engineering	10%	\$232,751
Construction Engineering	10%	\$232,751

Total Project Costs	\$3,608,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 1c
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	539,496	\$5,394,955
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	64	\$127,630
Roadway Excavation	C.Y.	\$11	121,920	\$1,280,159
HMA Concrete	Ton	\$85	34,016	\$2,891,330
Untreated Base Course	C.Y.	\$15	32,512	\$487,680
Granular Borrow	C.Y.	\$40	56,896	\$2,275,838
Curb and Gutter (2.5' width)	L.F.	\$23	36,576	\$822,959
Sidewalk (5' width)	L.F.	\$25	36,576	\$914,399
Drainage	L.F.	\$45	36,576	\$1,645,919
Right of Way	S.F.	\$2.30	2,779,774	\$6,393,479
Street Lighting	L.F.	\$100	18,288	\$1,828,798
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$24,063,146
Mobilization (10% of Construction)	Lump	10%	2,406,315	\$2,406,315
Contingency (25% of Construction)	Lump	25%	6,015,787	\$6,015,787
Subtotal				\$32,485,247

Preconstruction Engineering	10%	\$2,406,315
Construction Engineering	10%	\$2,406,315

Total Project Costs	\$37,298,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 5
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	63,001	\$630,006
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$16,479
Roadway Excavation	C.Y.	\$11	14,142	\$148,486
HMA Concrete	Ton	\$85	3,945	\$335,367
Untreated Base Course	C.Y.	\$15	3,771	\$56,566
Granular Borrow	C.Y.	\$40	4,714	\$188,554
Curb and Gutter (2.5' width)	L.F.	\$23	7,636	\$171,820
Sidewalk (5' width)	L.F.	\$25	7,636	\$190,911
Drainage	L.F.	\$45	7,636	\$343,640
Right of Way	S.F.	\$2.30	358,913	\$825,499
Street Lighting	L.F.	\$100	3,818	\$381,822
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,289,150
Mobilization (10% of Construction)	Lump	10%	328,915	\$328,915
Contingency (25% of Construction)	Lump	25%	822,287	\$822,287
Subtotal				\$4,440,352

Preconstruction Engineering	10%	\$328,915
Construction Engineering	10%	\$328,915

Total Project Costs	\$5,099,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 7
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	221,481	\$2,214,808
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	26	\$52,396
Roadway Excavation	C.Y.	\$11	50,052	\$525,548
HMA Concrete	Ton	\$85	13,965	\$1,186,987
Untreated Base Course	C.Y.	\$15	13,347	\$200,209
Granular Borrow	C.Y.	\$40	23,358	\$934,307
Curb and Gutter (2.5' width)	L.F.	\$23	15,016	\$337,852
Sidewalk (5' width)	L.F.	\$25	15,016	\$375,391
Drainage	L.F.	\$45	15,016	\$675,704
Right of Way	S.F.	\$2.30	1,141,189	\$2,624,735
Street Lighting	L.F.	\$100	7,508	\$750,782
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$9,878,720
Mobilization (10% of Construction)	Lump	10%	987,872	\$987,872
Contingency (25% of Construction)	Lump	25%	2,469,680	\$2,469,680
Subtotal				\$13,336,272

Preconstruction Engineering	10%	\$987,872
Construction Engineering	10%	\$987,872

Total Project Costs	\$15,313,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 9
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown N/S road): East of Old Airport Rd to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	70,400	\$704,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	16	\$31,111
Roadway Excavation	C.Y.	\$11	32,593	\$342,222
HMA Concrete	Ton	\$85	9,093	\$772,933
Untreated Base Course	C.Y.	\$15	8,691	\$130,370
Granular Borrow	C.Y.	\$40	10,864	\$434,568
Curb and Gutter (2.5' width)	L.F.	\$23	17,600	\$396,000
Sidewalk (5' width)	L.F.	\$25	17,600	\$440,000
Drainage	L.F.	\$45	17,600	\$792,000
Right of Way	S.F.	\$2.30	677,600	\$1,558,480
Street Lighting	L.F.	\$100	8,800	\$880,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,481,685
Mobilization (10% of Construction)	Lump	10%	648,168	\$648,168
Contingency (25% of Construction)	Lump	25%	1,620,421	\$1,620,421
Subtotal				\$8,750,275

Preconstruction Engineering	10%	\$648,168
Construction Engineering	10%	\$648,168

Total Project Costs	\$10,047,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 19
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	200,000	\$2,000,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	44	\$88,384
Roadway Excavation	C.Y.	\$11	92,593	\$972,222
HMA Concrete	Ton	\$85	25,833	\$2,195,833
Untreated Base Course	C.Y.	\$15	24,691	\$370,370
Granular Borrow	C.Y.	\$40	30,864	\$1,234,568
Curb and Gutter (2.5' width)	L.F.	\$23	50,000	\$1,125,000
Sidewalk (5' width)	L.F.	\$25	50,000	\$1,250,000
Drainage	L.F.	\$45	50,000	\$2,250,000
Right of Way	S.F.	\$2.30	1,925,000	\$4,427,500
Street Lighting	L.F.	\$100	25,000	\$2,500,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$18,413,878
Mobilization (10% of Construction)	Lump	10%	1,841,388	\$1,841,388
Contingency (25% of Construction)	Lump	25%	4,603,469	\$4,603,469
Subtotal				\$24,858,735

Preconstruction Engineering	10%	\$1,841,388
Construction Engineering	10%	\$1,841,388

Total Project Costs	\$28,542,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 24
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	24,000	\$240,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$10,606
Roadway Excavation	C.Y.	\$11	11,111	\$116,667
HMA Concrete	Ton	\$85	3,100	\$263,500
Untreated Base Course	C.Y.	\$15	2,963	\$44,444
Granular Borrow	C.Y.	\$40	3,704	\$148,148
Curb and Gutter (2.5' width)	L.F.	\$23	6,000	\$135,000
Sidewalk (5' width)	L.F.	\$25	6,000	\$150,000
Drainage	L.F.	\$45	6,000	\$270,000
Right of Way	S.F.	\$2.30	231,000	\$531,300
Street Lighting	L.F.	\$100	3,000	\$300,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,209,665
Mobilization (10% of Construction)	Lump	10%	220,967	\$220,967
Contingency (25% of Construction)	Lump	25%	552,416	\$552,416
Subtotal				\$2,983,048

Preconstruction Engineering	10%	\$220,967
Construction Engineering	10%	\$220,967

Total Project Costs	\$3,425,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 26
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	44,800	\$448,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,798
Roadway Excavation	C.Y.	\$11	20,741	\$217,778
HMA Concrete	Ton	\$85	5,787	\$491,867
Untreated Base Course	C.Y.	\$15	5,531	\$82,963
Granular Borrow	C.Y.	\$40	6,914	\$276,543
Curb and Gutter (2.5' width)	L.F.	\$23	11,200	\$252,000
Sidewalk (5' width)	L.F.	\$25	11,200	\$280,000
Drainage	L.F.	\$45	11,200	\$504,000
Right of Way	S.F.	\$2.30	431,200	\$991,760
Street Lighting	L.F.	\$100	5,600	\$560,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,124,709
Mobilization (10% of Construction)	Lump	10%	412,471	\$412,471
Contingency (25% of Construction)	Lump	25%	1,031,177	\$1,031,177
Subtotal				\$5,568,357

Preconstruction Engineering	10%	\$412,471
Construction Engineering	10%	\$412,471

Total Project Costs	\$6,394,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 27
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	19,877	\$198,774
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,784
Roadway Excavation	C.Y.	\$11	9,202	\$96,626
HMA Concrete	Ton	\$85	2,567	\$218,237
Untreated Base Course	C.Y.	\$15	2,454	\$36,810
Granular Borrow	C.Y.	\$40	3,067	\$122,700
Curb and Gutter (2.5' width)	L.F.	\$23	4,969	\$111,810
Sidewalk (5' width)	L.F.	\$25	4,969	\$124,234
Drainage	L.F.	\$45	4,969	\$223,621
Right of Way	S.F.	\$2.30	191,320	\$440,036
Street Lighting	L.F.	\$100	2,485	\$248,467
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,830,099
Mobilization (10% of Construction)	Lump	10%	183,010	\$183,010
Contingency (25% of Construction)	Lump	25%	457,525	\$457,525
Subtotal				\$2,470,634
Preconstruction Engineering			10%	\$183,010
Construction Engineering			10%	\$183,010
Total Project Costs				\$2,837,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 46
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	14,000	\$140,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,187
Roadway Excavation	C.Y.	\$11	6,481	\$68,056
HMA Concrete	Ton	\$85	1,808	\$153,708
Untreated Base Course	C.Y.	\$15	1,728	\$25,926
Granular Borrow	C.Y.	\$40	2,160	\$86,420
Curb and Gutter (2.5' width)	L.F.	\$23	3,500	\$78,750
Sidewalk (5' width)	L.F.	\$25	3,500	\$87,500
Drainage	L.F.	\$45	3,500	\$157,500
Right of Way	S.F.	\$2.30	134,750	\$309,925
Street Lighting	L.F.	\$100	1,750	\$175,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,288,971
Mobilization (10% of Construction)	Lump	10%	128,897	\$128,897
Contingency (25% of Construction)	Lump	25%	322,243	\$322,243
Subtotal				\$1,740,111

Preconstruction Engineering	10%	\$128,897
Construction Engineering	10%	\$128,897

Total Project Costs	\$1,998,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 48
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Spring Run Parkway): SR-73 to northern border

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	40,000	\$400,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$17,677
Roadway Excavation	C.Y.	\$11	18,519	\$194,444
HMA Concrete	Ton	\$85	5,167	\$439,167
Untreated Base Course	C.Y.	\$15	4,938	\$74,074
Granular Borrow	C.Y.	\$40	6,173	\$246,914
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$225,000
Sidewalk (5' width)	L.F.	\$25	10,000	\$250,000
Drainage	L.F.	\$45	10,000	\$450,000
Right of Way	S.F.	\$2.30	385,000	\$885,500
Street Lighting	L.F.	\$100	5,000	\$500,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$3,875,776
Mobilization (10% of Construction)	Lump	10%	387,578	\$387,578
Contingency (25% of Construction)	Lump	25%	968,944	\$968,944
Subtotal				\$5,232,297

Preconstruction Engineering	10%	\$387,578
Construction Engineering	10%	\$387,578

Total Project Costs	\$6,008,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 49
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	34,400	\$344,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$15,202
Roadway Excavation	C.Y.	\$11	15,926	\$167,222
HMA Concrete	Ton	\$85	4,443	\$377,683
Untreated Base Course	C.Y.	\$15	4,247	\$63,704
Granular Borrow	C.Y.	\$40	5,309	\$212,346
Curb and Gutter (2.5' width)	L.F.	\$23	8,600	\$193,500
Sidewalk (5' width)	L.F.	\$25	8,600	\$215,000
Drainage	L.F.	\$45	8,600	\$387,000
Right of Way	S.F.	\$2.30	331,100	\$761,530
Street Lighting	L.F.	\$100	4,300	\$430,000
Bridge/Culvert	S.F.	\$225	1,560	\$351,000
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,518,187
Mobilization (10% of Construction)	Lump	10%	351,819	\$351,819
Contingency (25% of Construction)	Lump	25%	879,547	\$879,547
Subtotal				\$4,749,552

Preconstruction Engineering	10%	\$351,819
Construction Engineering	10%	\$351,819

Total Project Costs	\$5,454,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 51
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Pony Express Pkwy to Project 31 above

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	64,000	\$640,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	14	\$28,283
Roadway Excavation	C.Y.	\$11	29,630	\$311,111
HMA Concrete	Ton	\$85	8,267	\$702,667
Untreated Base Course	C.Y.	\$15	7,901	\$118,519
Granular Borrow	C.Y.	\$40	9,877	\$395,062
Curb and Gutter (2.5' width)	L.F.	\$23	16,000	\$360,000
Sidewalk (5' width)	L.F.	\$25	16,000	\$400,000
Drainage	L.F.	\$45	16,000	\$720,000
Right of Way	S.F.	\$2.30	616,000	\$1,416,800
Street Lighting	L.F.	\$100	8,000	\$800,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,892,441
Mobilization (10% of Construction)	Lump	10%	589,244	\$589,244
Contingency (25% of Construction)	Lump	25%	1,473,110	\$1,473,110
Subtotal				\$7,954,795

Preconstruction Engineering	10%	\$589,244
Construction Engineering	10%	\$589,244

Total Project Costs	\$9,134,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 56
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	44,000	\$440,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,444
Roadway Excavation	C.Y.	\$11	20,370	\$213,889
HMA Concrete	Ton	\$85	5,683	\$483,083
Untreated Base Course	C.Y.	\$15	5,432	\$81,481
Granular Borrow	C.Y.	\$40	6,790	\$271,605
Curb and Gutter (2.5' width)	L.F.	\$23	11,000	\$247,500
Sidewalk (5' width)	L.F.	\$25	11,000	\$275,000
Drainage	L.F.	\$45	11,000	\$495,000
Right of Way	S.F.	\$2.30	423,500	\$974,050
Street Lighting	L.F.	\$100	5,500	\$550,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,051,053
Mobilization (10% of Construction)	Lump	10%	405,105	\$405,105
Contingency (25% of Construction)	Lump	25%	1,012,763	\$1,012,763
Subtotal				\$5,468,922

Preconstruction Engineering	10%	\$405,105
Construction Engineering	10%	\$405,105

Total Project Costs	\$6,280,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 57
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	185,850	\$1,858,500
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	22	\$43,967
Roadway Excavation	C.Y.	\$11	42,000	\$441,000
HMA Concrete	Ton	\$85	11,718	\$996,030
Untreated Base Course	C.Y.	\$15	11,200	\$168,000
Granular Borrow	C.Y.	\$40	19,600	\$784,000
Curb and Gutter (2.5' width)	L.F.	\$23	12,600	\$283,500
Sidewalk (5' width)	L.F.	\$25	12,600	\$315,000
Drainage	L.F.	\$45	12,600	\$567,000
Right of Way	S.F.	\$2.30	957,600	\$2,202,480
Street Lighting	L.F.	\$100	6,300	\$630,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$8,482,477
Mobilization (10% of Construction)	Lump	10%	848,248	\$848,248
Contingency (25% of Construction)	Lump	25%	2,120,619	\$2,120,619
Subtotal				\$11,451,344

Preconstruction Engineering	10%	\$848,248
Construction Engineering	10%	\$848,248

Total Project Costs	\$13,148,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 61
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	82,500	\$825,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$21,579
Roadway Excavation	C.Y.	\$11	18,519	\$194,444
HMA Concrete	Ton	\$85	5,167	\$439,167
Untreated Base Course	C.Y.	\$15	4,938	\$74,074
Granular Borrow	C.Y.	\$40	6,173	\$246,914
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$225,000
Sidewalk (5' width)	L.F.	\$25	10,000	\$250,000
Drainage	L.F.	\$45	10,000	\$450,000
Right of Way	S.F.	\$2.30	470,000	\$1,081,000
Street Lighting	L.F.	\$100	5,000	\$500,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,307,178
Mobilization (10% of Construction)	Lump	10%	430,718	\$430,718
Contingency (25% of Construction)	Lump	25%	1,076,795	\$1,076,795
Subtotal				\$5,814,691

Preconstruction Engineering	10%	\$430,718
Construction Engineering	10%	\$430,718

Total Project Costs	\$6,677,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 62
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	25,600	\$256,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,313
Roadway Excavation	C.Y.	\$11	11,852	\$124,444
HMA Concrete	Ton	\$85	3,307	\$281,067
Untreated Base Course	C.Y.	\$15	3,160	\$47,407
Granular Borrow	C.Y.	\$40	3,951	\$158,025
Curb and Gutter (2.5' width)	L.F.	\$23	6,400	\$144,000
Sidewalk (5' width)	L.F.	\$25	6,400	\$160,000
Drainage	L.F.	\$45	6,400	\$288,000
Right of Way	S.F.	\$2.30	246,400	\$566,720
Street Lighting	L.F.	\$100	3,200	\$320,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,356,976
Mobilization (10% of Construction)	Lump	10%	235,698	\$235,698
Contingency (25% of Construction)	Lump	25%	589,244	\$589,244
Subtotal				\$3,181,918

Preconstruction Engineering	10%	\$235,698
Construction Engineering	10%	\$235,698

Total Project Costs	\$3,654,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 63
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	28,622	\$114,489
Clearing and Grubbing	Acre	\$2,000	21	\$42,241
Roadway Excavation	C.Y.	\$11	37,481	\$393,556
HMA Concrete	Ton	\$85	10,457	\$888,873
Untreated Base Course	C.Y.	\$15	9,995	\$149,926
Granular Borrow	C.Y.	\$40	17,491	\$699,654
Curb and Gutter (2.5' width)	L.F.	\$23	18,400	\$414,000
Sidewalk (5' width)	L.F.	\$25	18,400	\$460,000
Drainage	L.F.	\$45	18,400	\$828,000
Right of Way	S.F.	\$2.30	9,200	\$21,160
Street Lighting	L.F.	\$100	9,200	\$920,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,931,899
Mobilization (10% of Construction)	Lump	10%	493,190	\$493,190
Contingency (25% of Construction)	Lump	25%	1,232,975	\$1,232,975
Subtotal				\$6,658,063

Preconstruction Engineering	10%	\$493,190
Construction Engineering	10%	\$493,190

Total Project Costs	\$7,645,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 65
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

WoodHaven Blvd & Pony Express Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 67
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 68
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Project 57 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 69
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Bobby Wren Boulevard & Pony Express Parkway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 70
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Major Street - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$193,000
Mobilization (10% of Construction)	Lump	10%	19,300	\$19,300
Contingency (25% of Construction)	Lump	25%	48,250	\$48,250
Subtotal				\$260,550

Preconstruction Engineering	10%	\$19,300
Construction Engineering	10%	\$19,300

Total Project Costs	\$300,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Project Number: 71
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Eagle Mountain Boulevard - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0
HMA Concrete	Ton	\$85	0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0
Granular Borrow	C.Y.	\$40	0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Street Lighting	L.F.	\$100	637	\$63,661
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$1,501,223	1	\$1,501,223
Construction Cost				\$1,564,884
Mobilization (10% of Construction)	Lump	10%	156,488	\$156,488
Contingency (25% of Construction)	Lump	25%	391,221	\$391,221
Subtotal				\$2,112,593

Preconstruction Engineering	10%	\$156,488
Construction Engineering	10%	\$156,488

Total Project Costs	\$2,426,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	14
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 72
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 152' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (1600 West): Aviator Avenue to 4000 North

Costs

Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$22,874
Roadway Excavation	C.Y.	\$11	19,630	\$206,111
HMA Concrete	Ton	\$85	5,477	\$465,517
Untreated Base Course	C.Y.	\$15	5,235	\$78,519
Granular Borrow	C.Y.	\$40	6,543	\$261,728
Curb and Gutter (2.5' width)	L.F.	\$23	10,600	\$238,500
Sidewalk (5' width)	L.F.	\$25	10,600	\$265,000
Drainage	L.F.	\$45	10,600	\$477,000
Right of Way	S.F.	\$2.30	5,300	\$12,190
Street Lighting	L.F.	\$100	5,300	\$530,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,557,439
Mobilization (10% of Construction)	Lump	10%	255,744	\$255,744
Contingency (25% of Construction)	Lump	25%	639,360	\$639,360
Subtotal				\$3,452,542

Preconstruction Engineering	10%	\$255,744
Construction Engineering	10%	\$255,744

Total Project Costs	\$3,965,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granular Borrow Thickness (in) =	10
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 79
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Major Collector - 94'

Eagle Mountain				
Transportation Master Plan				
New High-T Signal: Ranches Parkway & Campus Drive				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,868
Roadway Excavation	C.Y.	\$11	8,471	\$88,948
HMA Concrete	Ton	\$85	2,363	\$200,896
Untreated Base Course	C.Y.	\$15	2,259	\$33,885
Granular Borrow	C.Y.	\$40	3,953	\$158,130
Curb and Gutter (2.5' width)	L.F.	\$23	2,541	\$57,181
Sidewalk (5' width)	L.F.	\$25	2,541	\$63,535
Drainage	L.F.	\$45	2,541	\$114,362
Right of Way	S.F.	\$2.30	1,271	\$2,923
Street Lighting	L.F.	\$100	1,271	\$127,069
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$1,048,797
Mobilization (10% of Construction)	Lump	10%	104,880	\$104,880
Contingency (25% of Construction)	Lump	25%	262,199	\$262,199
Subtotal				\$1,415,876
Preconstruction Engineering			10%	\$104,880
Construction Engineering			10%	\$104,880
Total Project Costs				\$1,626,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**

Granual Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **80**
Improvement Type: **Capacity Improvement**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 152' - Five Lanes**

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	4,467	\$17,867
Clearing and Grubbing	Acre	\$2,000	1	\$1,047
Roadway Excavation	C.Y.	\$11	278	\$2,917
HMA Concrete	Ton	\$85	78	\$6,588
Untreated Base Course	C.Y.	\$15	74	\$1,111
Granular Borrow	C.Y.	\$40	130	\$5,185
Curb and Gutter (2.5' width)	L.F.	\$23	1,200	\$27,000
Sidewalk (5' width)	L.F.	\$25	1,200	\$30,000
Drainage	L.F.	\$45	1,200	\$54,000
Right of Way	S.F.	\$2.30	600	\$1,380
Street Lighting	L.F.	\$100	600	\$60,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$207,094
Mobilization (10% of Construction)	Lump	10%	20,709	\$20,709
Contingency (25% of Construction)	Lump	25%	51,773	\$51,773
Subtotal				\$279,577
Preconstruction Engineering			10%	\$20,709
Construction Engineering			10%	\$20,709
Total Project Costs				\$321,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**

Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **84**
Improvement Type: **Capacity Improvement**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 152' - Five Lanes**

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Ranches Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	1,222	\$4,889
Clearing and Grubbing	Acre	\$2,000	0	\$459
Roadway Excavation	C.Y.	\$11	315	\$3,306
HMA Concrete	Ton	\$85	88	\$7,466
Untreated Base Course	C.Y.	\$15	84	\$1,259
Granular Borrow	C.Y.	\$40	147	\$5,877
Curb and Gutter (2.5' width)	L.F.	\$23	400	\$9,000
Sidewalk (5' width)	L.F.	\$25	400	\$10,000
Drainage	L.F.	\$45	400	\$18,000
Right of Way	S.F.	\$2.30	200	\$460
Street Lighting	L.F.	\$100	200	\$20,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$80,715
Mobilization (10% of Construction)	Lump	10%	8,072	\$8,072
Contingency (25% of Construction)	Lump	25%	20,179	\$20,179
Subtotal				\$108,966
Preconstruction Engineering			10%	\$8,072
Construction Engineering			10%	\$8,072
Total Project Costs				\$126,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**

Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **85**
Improvement Type: **Capacity Improvement**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 152' - Five Lanes**

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2023)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	2,233	\$8,933
Clearing and Grubbing	Acre	\$2,000	0	\$358
Roadway Excavation	C.Y.	\$11	139	\$1,458
HMA Concrete	Ton	\$85	39	\$3,294
Untreated Base Course	C.Y.	\$15	37	\$556
Granular Borrow	C.Y.	\$40	65	\$2,593
Curb and Gutter (2.5' width)	L.F.	\$23	600	\$13,500
Sidewalk (5' width)	L.F.	\$25	600	\$15,000
Drainage	L.F.	\$45	600	\$27,000
Right of Way	S.F.	\$2.30	7,800	\$17,940
Street Lighting	L.F.	\$100	300	\$30,000
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$120,632
Mobilization (10% of Construction)	Lump	10%	12,063	\$12,063
Contingency (25% of Construction)	Lump	25%	30,158	\$30,158
Subtotal				\$162,853
Preconstruction Engineering			10%	\$12,063
Construction Engineering			10%	\$12,063
Total Project Costs				\$187,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
HMA Thickness (in) = **4**
Untreated Base Course Thickness (in) = **8**

Granular Borrow Thickness (in) = **14**
Roadway Excavation Depth (ft) = **2.5**
Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **86**
Improvement Type: **Capacity Improvement**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 152' - Five Lanes**



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapter 17.49 Wildlife Corridor Overlay Zone		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:	N/A		
APPLICANT:	City-initiated		
GENERAL PLAN DESIGNATION N/A	CURRENT ZONE N/A	ACREAGE N/A	COMMUNITY N/A

PUBLIC HEARING:

Yes

PREPARED BY:

Todd Black, Planning

PRESENTED BY:

Todd Black

RECOMMENDATION:

Staff recommends the City Council approve the proposed Ordinance Amending the Eagle Mountain Municipal Code Chapter 17.49 Wildlife Corridor Overlay Zone.

BACKGROUND:

Code amendment changes to 17.49 were presented as a discussion item to Planning Commission and City Council previously within the past year. This section has gone through multiple staff revisions, has received approval from the Planning Commission, and is now ready to present to City Council. While not changing the intent of the Wildlife Overlay Zone, several additions have been made to add clarity and definitions.

ITEMS FOR CONSIDERATION:

Several additions and deletions were added to 17.49 (see attached exhibit). New additions are in blue text, suggested deletions are red-lined, and black text is the original text of the existing code. These changes were made to add clarity, provide code to add additional wildlife overlay zones, and to amend existing overlay zones.

REQUIRED FINDINGS:

N/A

PLANNING COMMISSION ACTION/RECOMMENDATION:

Planning Commission voted in favor of the code amendments and recommended the changes move forward for City Council review and approval.

ATTACHMENTS:

[ORD--EMMC Chapter 17.49 Wildlife Corridor](#)

[EMMC Chapter 17.49 - Redlines](#)

ORDINANCE NO. O-____-2024

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING
THE EAGLE MOUNTAIN MUNICIPAL CODE CHAPTER 17.49
WILDLIFE CORRIDOR OVERLAY ZONE

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Chapter 17.49 Wildlife Corridor Overlay Zone, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code Chapter 17.49 Wildlife Corridor Overlay Zone.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City on the 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this the 6th day of March 2024.

Those voting yes:

Those voting no:

Those excused:

Those abstaining:

☐ Donna Burnham

☐ Donna Burnham

☐ Donna Burnham

☐ Donna Burnham

☐ Melissa Clark

☐ Melissa Clark

☐ Melissa Clark

☐ Melissa Clark

☐ Jared Gray

☐ Jared Gray

☐ Jared Gray

☐ Jared Gray

☐ Rich Wood

☐ Rich Wood

☐ Rich Wood

☐ Rich Wood

☐ Brett Wright

☐ Brett Wright

☐ Brett Wright

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 17.49

WILDLIFE CORRIDOR OVERLAY ZONE

Sections:

17.49.010	Purpose and objective
17.49.015	Definitions
17.49.020	Area of designation
17.49.030	Applicability
17.49.040	Definitions.
17.49.040	Land use regulations
17.49.050	Conflict regulations
17.49.060	Development standards and regulations
17.49.070	Development recommendations adjacent to the wildlife overlay zone
17.49.080	Wildlife corridor overlay protection
17.49.090	Noncompliance with a wildlife corridor overlay zone.

17.49.010 Purpose and objective.

This Chapter ~~establishes the land use regulations and protections~~ allows for the creation of wildlife corridor overlay zones within Eagle Mountain City ~~and creates~~. ~~including permitted minimum land use standards and other development provisions. It sets forth~~ regulations and protections from development which may adversely impact wildlife and their habitat. ~~This chapter creates criteria to establish and manage wildlife overlay zones within the city.~~ This Chapter does not change the underlying zoning but establishes standards, requirements, and procedures for areas where an existing zone and the wildlife corridor overlay zone overlap.

~~Additionally,~~ This chapter provides support for and methods by which to preserve wildlife, ~~migration routes~~ wildlife habitats ~~and~~ wildlife migration routes, especially the critical mule deer migration corridor in and through Eagle Mountain City. This preservation of wildlife habitat and open space is a key strategy identified in the Eagle Mountain City "General Plan" and "Parks, Trails, and Open Space Master Plan," and the "Transportation Master Plan. This chapter Wildlife corridor overlay zones provides a means to reduce the continuing wildlife habitat loss and fragmentation of wildlife habitat and migration routes for native and migrating species while simultaneously accommodating development appropriate improvements to these areas.

Wildlife corridors ~~preserve~~ safeguard and connect wildlife habitat, allowing for movement, migration, foraging, breeding, dispersal of flora and fauna, and connectivity of their habitat. Fragmentation and habitat loss from development and other anthropogenic disturbances, such as roads, structures, excessive noise, and/or excessive movements, can alter daily movement patterns of wildlife, often leading to increased human-wildlife conflict. ~~natural habitat areas or undeveloped lands that can facilitate movement, migration, foraging, breeding, and dispersal of animals, birds, insects, and reptiles. These areas of land permit wildlife such as raptors, deer, pronghorn, and other fauna to move from one area of their range to another. Habitat fragmented by subdivision and development, such as roads and structures, prevents wildlife from accessing their full home range and often leads to human-wildlife conflict. It is important that animals be able to move for food, access thermal and hiding cover, and to preserve genetic diversity of the species. These corridors also help provide contiguous habitat for plants, invertebrates that are essential pollinators, and other wildlife.~~ Preservation of these corridors, along with fencing and safe crossings will also help ~~to~~ reduce human-wildlife conflict. ~~vehicle-animal collisions.~~

~~Further, by~~ **Primarily** supporting wildlife in the region, ~~and~~ wildlife corridor **overlay zones** ~~may~~ also provides for recreational opportunities, open space preservation, potential tourism, and education for students and ~~the citizens/residents.~~ **general public.** [Ord. O-06-2021 § 2 (Exh. A)].

17.49.015 17.49.040 Definitions.

Agricultural activities refer to an activity within a wildlife corridor overlay zone involving farming (raising crops) or ranching (raising livestock). Agricultural activities don't allow for the construction of barns, loafing sheds, greenhouses or other buildings.

Anthropogenic refers to things that have been caused or produced by human activities.

Critical mule deer migration corridor refers to Eagle Mountain City's mule deer migration corridor and is part of the Utah Wildlife Migration Initiative (Utah Wildlife Migration Initiative-Eagle Mountain). The critical mule deer migration route was established in 2021 by Eagle Mountain City Council with data provided by the Utah Division of Wildlife Resources (UDWR). The critical mule deer migration corridor is a vital wildlife corridor subject to additional protections, standards, and regulations, and every effort shall be made to achieve the 330-foot minimum width.

Connectivity of habitats refers to how and to what degree distinct patches of habitat are connected to each other, which can influence species preservation and movement.

Conservation nonprofit organization refers to a private organization operating under Section 501(c)(3) of the U.S. Internal Revenue Code with the primary purpose of preserving and protecting land in its natural,

scenic, historical, recreational, or open space condition.

Coverage refers to a raster over a vector layer in a geographic information system (GIS) database that may contain objects such as points, lines, and polygons.

Development refers to any practice or activity within a wildlife corridor overlay zone, excluding normal agricultural activities, which changes the basic character and/or function of the landscape, including but not limited to construction, reconstruction, conversion, installation, structural alteration, relocation, mining, excavation, landfill, or land disturbance.

Fauna refers to all the animal life in a particular region and/or during a specific time. The words "wildlife" and "fauna" are interchangeable in this chapter.

Flora refers to all the plant life in a particular region and/or during a specific time.

Fragmentation refers to dividing large and contiguous habitats into smaller, isolated ones. This process directly impacts all flora/fauna species, community structure, and the overall ecosystem within those isolated fragments.

Home range refers to the geographic area where fauna spend their lifetime, including where all their resources needed to survive and reproduce are readily available.

Landscape refers to the relationships between ecological processes in the environment and a particular ecosystem across a given area and time.

Motorized machine refers to any machine, vehicle, or equipment that uses or is activated by any power source excluding class 1 eBikes.

Mule deer migration season refers to ~~the time of year~~ when the mule deer migrate between their winter and summer ranges. The Utah Division of Wildlife Resources defines this season based on the best available science. ~~The~~ Mule deer typically migrate through Eagle Mountain City ~~bi-annually~~ between March 15th and April 30th and December 1st and January 15th.

~~"Native vegetation" refers to all plant species that occur naturally in a particular habitat and provide essential habitat for native insects and animals. These plants have evolved together over time to form communities that are well-suited to the specific combination of soil, temperature, nutrients, and rainfall of their region. Native species are naturally resilient because they adapt to local conditions.~~

Natural wash refers to a dry creek bed where water can flow upon sufficient moisture through the creek. These often have narrow and steep sides marking the course of a fast-moving stream. Washes typically have

flowing water during normal spring runoff and/or rainstorms.

Natural surface trails refer to trails where the predominant surface is the native substrate, and the trail is designed and managed. These are also referred to as dirt trails.

Nesting season refers to the period of the year in which birds are building nests and raising young, generally March 15th through July 31st. The phrase includes any nesting period for documented bird species within ~~a~~ **the** **wildlife** overlay zone.

Riparian refers to semiterrestrial/semiaquatic transition areas influenced by fresh water. These usually extend from the edges of water bodies to the edges of upland communities.

Sensitive areas refers to areas that include **migration routes**, nesting grounds/boxes, natural wash, recently planted/**seeded or** seedlings, **habitat improvements**, and other regions deemed sensitive by Eagle Mountain City, Utah ~~Division of Wildlife Resources (DWR)~~, or other public **land management** agency**ies**.

Special use permit refers to a legal document such as a permit, term permit, lease, or easement, allowing occupancy, use, rights, or land privileges. Authorization is granted for a specific land use for a specified time.

Wildlife refers to wild animals and vegetation, especially animals living in a natural, undomesticated state.

Wildlife corridor refers to an area or areas designed to move wildlife safely across the landscape. Wildlife corridors are often called habitat corridors, migration routes, or green corridors. These are areas of habitat connecting wildlife populations.

Wildlife crossing structure refers to a structure such as a culvert, bridge, or underpass **that could** contain**ing** features that enhance its suitability for use by wildlife to safely cross human-made barriers such as roads or highways. Examples of such features include the presence of vegetation providing cover or habitat near the entrances and/or natural light visible at the opposite entrance. ~~The term does not include cattle guards.~~

Wildlife habitat refers to the combination of food, water, shelter, and space arranged to meet the needs of wildlife.

Wildlife impermeable fencing refers to an **seven-foot or greater**~~taller~~ fence or wall, other than a retaining wall, that prevents various species of wildlife from freely passing through. ~~with little or no interference. Except for gates and associated gate support components, a fence or wall that includes the following design features is considered wildlife impermeable fencing:~~

- ~~1. Any fence or wall that is higher than eight feet above grade, inclusive of any wire strands placed above a top rail of a fence or wall.~~

Wildlife migration route refers to the geographic path along which wildlife typically migrate.

Wildlife permeable fencing refers to a wildlife-friendly fence visible to ungulates and birds, **which** allows wildlife to jump over or crawl under **safely** and provides wildlife access to essential habitats and travel corridors. ~~Wildlife permeable fencing has the following characteristics:~~

~~Uses a rail, high-visibility wire, flagging, or other visual markers for the top.~~

~~Smooth wire or rounded rail for the top and bottom.~~

~~Height of top rail or wire should be 42 inches or less from grade.~~

~~At least 12 inches or more between the top two wires.~~

~~At least 16 inches between the bottom wire or rail and grade.~~

~~Posts at a minimum of 16-foot intervals.~~

~~Gates, dropdowns, removable fence sections, or other passages where animals congregate and cross.~~ [Ord. [O-06-2021](#) § 2 (Exh. A)].

17.49.020 Areas of designation.

Wildlife corridors overlay zones shall be approved by the ~~C~~city ~~C~~council in accordance with the rezoning process outlined in EMMC 17.90.050, shall be digitized in GIS, and ~~shall~~ housed on a server by Eagle Mountain City. This GIS data shall be updated as new wildlife overlay zones are created or amended. These shall be included in the City's official digital zoning map, which shall be available to the public and maintained by city staff, ~~and made available as a pdf map and as a GIS coverage to the public. The city council shall approve a new or amended wildlife overlay zone through a public hearing process. The city shall update this zone coverage after approval of a new or amended wildlife corridor overlay zone by the city council.~~

A new or amended wildlife corridor overlay zones shall include ~~and be characterized by~~ one or more of the following:

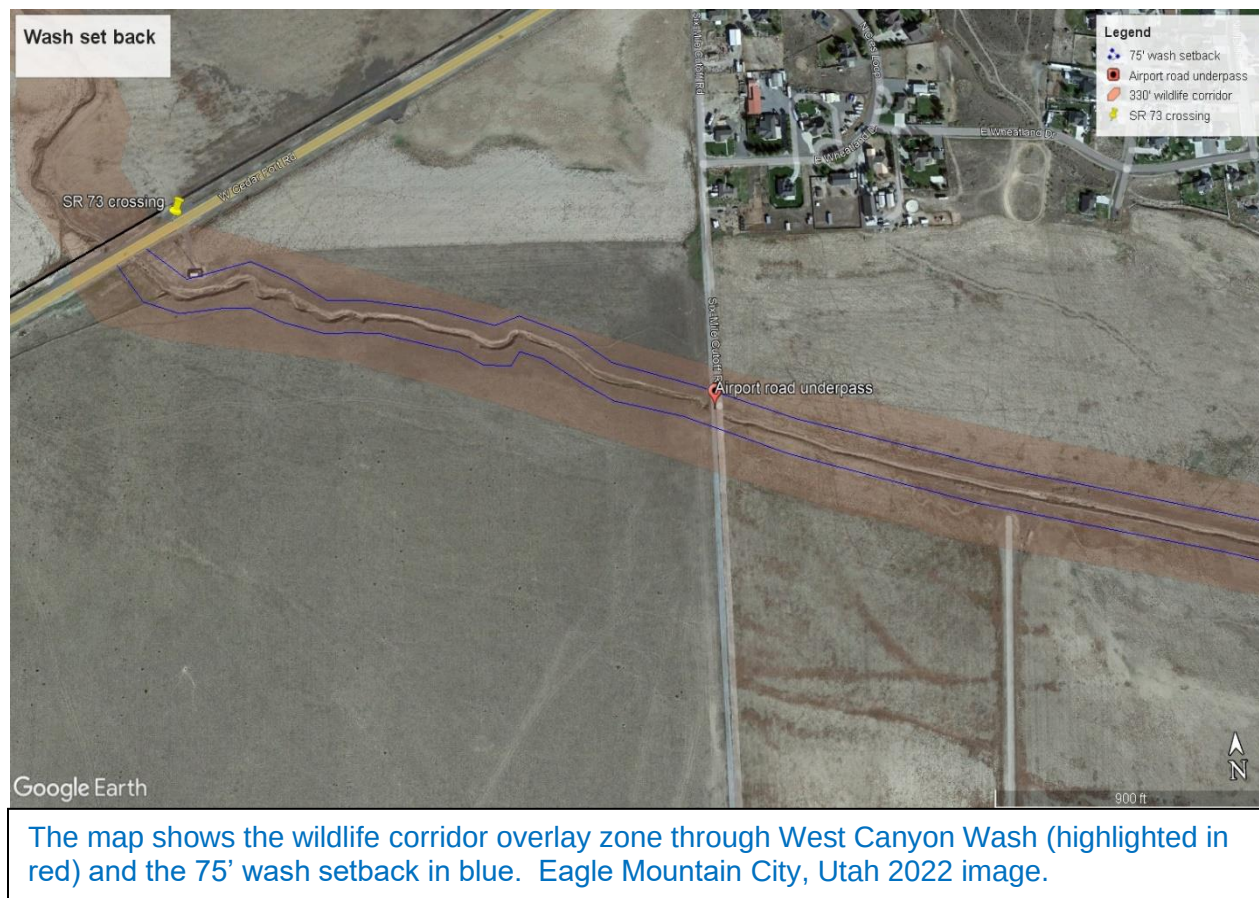
- A. **Essential** wildlife corridors, **wildlife habitat**, and/or landscape linkages.
- B. Areas **identified using scientific data by city, county, state officials, non-governmental organizations, and/or federal agencies that can show** ~~with one of the following attributes: significant~~ seasonal **habitat use within the home ranges of an individual species.** ~~for wildlife and/or wildlife migration corridors, and continuous habitat appropriate for wildlife. These may be identified using scientific data by city, county, state, and/or federal agencies.~~

- C. **Wildlife habitat areas used by** species that are unique, rare, threatened, endangered, or otherwise deemed to be of significance to Eagle Mountain City, ~~a~~ **as a** listed species and or critical habitat designation by The U.S. Fish and Wildlife Service, ~~or a~~ **or a** species and or habitat of special concern to the Utah DWR, The Bureau of Land Management and/or other government ~~as well as those deemed as such by city, county, state, and/or federal~~ agencies.
- D. **Natural geographic or topological areas such as gulches, washes, riparian areas, drainages, ridge tops, or other significant habitats used to connect/link and/or safeguard habitats.** These may include watering areas and/or microhabitats such as natural riparian areas or traditional/historic nesting locations. [Ord. [O-06-2021](#) § 2 (Exh. A)].

17.49.030 Applicability.

- A. **Partial Coverage.** If ~~only~~ a portion of a property is located within the **wildlife corridor** overlay zone, the standards, requirements, and procedure of this chapter shall only apply to the portion of the property ~~that is~~ located inside the **wildlife corridor** overlay zone.
- B. The recommended minimum width for ~~the a~~ **a wildlife corridor overlay zone used by large mammals (pronghorn or bigger)** is **recommended minimum width of 330 feet wide.** The United States Department of Agriculture **National Agroforestry Center (USDA)**, the U.S. Forest Service, and the **Natural Resources Conservation Service** utilized over 1400 peer reviewed research publications to ~~and other research studies have determine this minimum width based on the various species and size of animals that utilize migratory corridors~~ **determine the necessary width for large mammals. based on the various species and size of animals that utilize migratory corridors.** Wherever possible, ~~The~~ **C**city shall make every effort to safeguard the 330-foot minimum width within the critical mule deer migration corridor. Road crossings and other constrained areas such as **topographical barriers, existing developments, and infrastructure such as roads, highways, or essential public service facilities** may require a reduced width for short distances.
- C. **Natural Wash.** When applying the **wildlife corridor** overlay zone ~~any natural wash within the corridor should include a 50-foot area on both sides of the wash within the overlay zone. This additional area is measured from the top of the bank of the natural wash. This adds a buffer to minimize erosion; stabilize the wash banks; prevent pollution; protect sensitive animals, plants, and riparian habitat; and protect property owners from building on highly collapsible soil.~~ to any linear features such as wash, stream, gulch, or creek, as recorded on the United States Geological Survey 1:24,000 topographic maps, a 75-foot buffer on both sides of the wash shall be required. This 75-foot buffer shall be determined by measuring/surveying from the top of the wash ~~out~~. Existing ~~m~~Master ~~d~~Development ~~a~~Agreements and plat maps previously approved by the **C**city **C**ouncil before Chapter 17.49 existed are excluded from this requirement. This setback adds an additional layer of protection to 1) minimize erosion, 2) prevent property loss, 3) discourage property owners from building on highly erodible soils, 4) help with bank stabilization, 5) prevent or minimize water

pollution, and 6) protect sensitive flora, fauna, and sensitive habitat (see map below). [Ord. [O-06-2021](#) § 2 (Exh. A)].



17.49.040 Definitions Land use regulations.

The land use regulations shall be those of the underlying zoning with which the wildlife corridor overlay zone is combined unless modified by the overlay zone. [Ord. [O-06-2021](#) § 2 (Exh. A)].

17.49.050 Conflict regulations.

Where any provision of federal, state, county, or city statutes, codes, or laws conflicts with any provision of this chapter, the most restrictive shall govern unless enforcement will result in a violation of the federal, state, county, or city statutes, codes, or laws. [Ord. [O-06-2021](#) § 2 (Exh. A)].

17.49.060 Development standards and regulations.

The following standards ~~are designed~~ and regulations shall be employed to ensure ~~that~~ the resources

comprising the wildlife corridor ~~overlay zones~~ ~~area~~ are impacted to the least extent possible. The standards ensure the landscape will remain connected and the resources can function in a natural state. ~~The following~~ applies to all sections of 17.49.060.

1. The ~~C~~city's wildlife biologist/environmental planner opinion shall be weighted heavily with any development in the wildlife corridor overlay zone. If this person is not available, the city shall seek outside opinions from federal agencies, state agencies, and/or from an environmental consulting firm that has a local wildlife biologist on staff. Additionally, the ~~e~~city may seek opinions from local conservation experts.
2. All development and building applications will include a georeferenced coverage of any proposed disturbed vegetation within a wildlife corridor overlay zone,
3. ~~Altered, disturbed, or destroyed wildlife habitat or public trails or amenities within a wildlife corridor overlay zone due to development activities~~ ~~Any existing public trails or amenities within a wildlife corridor overlay zone that have been disturbed, damaged, or destroyed through development activities~~ shall be restored to pre-development condition.
4. No development shall occur in the critical mule deer migration corridor, except for safety mitigating measures and outdoor recreational amenities if the ~~city council~~ approval authority believes the amenity is in the public's best interest and will not significantly impact wildlife and the surrounding habitat. Where possible, ~~the critical mule deer migration corridor is near or at its minimum width of 330 feet~~, the public amenity will be placed on the corridor's outer border to minimize the destruction of habitat and human-wildlife conflicts.

~~The following~~ These standards and regulations are applicable to all development activities that occur within a wildlife corridor overlay zone:

A. Open Space Credit/Density Transfer.

1. The developer may be awarded amenity points toward the requirements of EMMC 16.35.105 for public trails, observation structures, and other passive recreation improvements built within the overlay zone as approved by the city.

B.

1. The ~~city council~~ approval authority, at its discretion, can permit the transfer of densities that would have been located on buildable property inside a wildlife corridor to a more suitable location within the same Master Development ~~Agreement~~ Plan (MDPA) or ~~parcel~~ project. The overall density of the MDAP or individual planning area cannot exceed the original entitlement.
2. The ~~e~~City may utilize other tools to aid in the application of the wildlife corridor overlay zone on a property,

as approved on a case-by-case basis by the ~~city council~~ [approval authority](#).

- C. **Fragmentation.** To avoid fragmentation of a wildlife corridor overlay zone, any development shall be designed and planned to maintain ecological functions and the connection of contiguous habitats to protect critical resources and species preservation. ~~Gaps~~ Any obstructions within the wildlife corridor overlay zone created by development other than ~~city council~~-approved roadways, outdoor recreational public amenities that don't significantly impact wildlife and their habitat, underground utility lines, or safety mitigating measures are not permitted. ~~This includes, but is not limited to, non-utility structures, buildings, and wildlife-impermeable fencing.~~
- D. **Construction Period.** No construction or development within a wildlife corridor overlay zone shall occur during the mule deer migration or bird nesting season (see section 17.48.015, also the Migratory Bird Treaty Act, <https://www.fws.gov/law/migratory-bird-treaty-act-1918>, and The Eagle Protection Act <https://www.fws.gov/law/bald-and-golden-eagle-protection-act>) to minimize disturbances of ecologically important events. ~~Permitted construction within the overlay zone shall only occur outside the mule deer migration season and nesting season. Construction may only be permitted during the mule deer migration season and nesting season when certification from DWR is provided stating that the construction area will not impede migration or nesting during the proposed construction period.~~
- E. **Vegetation and re-vegetation.** ~~Native~~ Desirable vegetation shall be retained and protected wherever possible. ~~The DWR, City, volunteer groups, developers, and other organizations should work together to replant native vegetation where it has been previously removed or destroyed. Native, drought-tolerant vegetation is permitted.~~ An approved seed mix and a list of desirable shrubs, plants, and trees shall be maintained by the Parks and Recreation Director and used to re-vegetate any disturbed area within a wildlife corridor overlay zone.
1. Property ~~used for farming or grazing is~~ historically used for agricultural activities ~~is~~ ~~are~~ is exempt from this requirement unless the landowner grants the ~~Cc~~City or ~~other~~ another organization permission to restore the land to an acceptable wildlife habitat.
 2. ~~Development adjacent to the overlay zone is encouraged to integrate native vegetation into their landscape plan.~~
- F. **Underground Utility Construction.** The construction of underground utility lines involving installation, maintenance, or repair shall be subject to the following criteria:
1. Trenches ~~of no more~~ longer than half the width of the wildlife corridor, and not to exceed 165 feet wide, ~~at the construction area~~ are to be opened at one time.
 2. ~~Wherever possible, t~~Trenches will not remain open for more than 72 hours.

3. During periods when active construction is not occurring, trenches shall be: ~~a-~~ covered to prevent wildlife access, ~~b~~ or surrounded by temporary wildlife impermeable fencing, or ~~c-~~ include escape ramps with slopes of 45% or less at either end of the trench.

4. ~~Where consistent with safety and space consideration, e~~Excavated material ~~is to~~ will be placed on the uphill side of trenches whenever possible.

5. Trench dewatering devices shall discharge in a manner that will not adversely affect flowing streams, drainage systems, or off-site property.

6. Disturbed areas are to be re-vegetated with ~~C~~city-approved grasses, forbs shrubs, and trees. ~~replanted with native vegetation to resemble their native state prior to construction.~~

G. **Fencing and Walls.** The following fencing and walls ~~s are permitted requirements apply~~ within ~~and adjacent to~~ the wildlife corridor overlay zone:

1. ~~All fencing located within the wildlife corridor overlay zone needs city council approval after receiving recommendations from the city's wildlife biologist/environmental planner.~~
2. ~~Overlay zone perimeter only – Wildlife impermeable fencing to discourage or hinder wildlife from exiting the corridor into developed, urban areas of the city.~~ Wildlife impermeable fencing is not permitted within the wildlife corridor overlay zone unless it's necessary to mitigate human-wildlife conflicts and public safety. Wildlife impermeable fencing must follow the following criteria:
 - a. A fence or wall, other than a retaining wall, greater than or equal to seven feet above grade shall be installed. A seven-foot field wire mesh fence is the preferred method of fencing in residential areas.
 - b. The wildlife impermeable fencing shall safely and effectively prohibit fauna from traversing the landscape on the other side of the fence. Depending on the type of targeted species, some areas shall require wire to be buried below grade.
3. Wildlife permeable fencing for agricultural purposes that permits wildlife movement through the wildlife ~~overlay~~ corridor is allowed if approved by the ~~city council~~ approval authority. The following standards shall apply:
 - a. The Natural Resources Conservation Service (NRCS) "Wildlife Friendly Fencing" guidelines shall be followed. See "A Landowner's Guide to Fences and Wildlife." Existing fencing used for agricultural purposes is exempt from these requirements.
4. All other fences or walls are prohibited unless otherwise approved by the ~~city council~~ City.

H. Natural surface trails.

1. Natural surface trails are permitted within the wildlife corridor overlay zone to provide public use, access, and outreach education; however, they must mitigate ~~as best as possible~~ any negative impact on ~~or restrictions of the needs of~~ wildlife and habitat as best as possible.
 2. ~~These Natural surface trails are permitted within a wildlife corridor overlay zone to provide public use, access, and education but must mitigate as best possible any negative impact on or restrictions of the needs of wildlife.~~ These trails may include the trail itself, trail facilities such as trailheads, trailhead parking, restrooms, and pavilions so long as these features do not ~~cut off the migration route within the corridor nor deter wildlife from utilizing the area of breeding or feeding~~ impede wildlife movements or disturb, obstruct, or fragment habitat.
 3. After receiving a recommendation from the ~~Ceity's~~ wildlife biologist/environmental planner, the ~~city council~~ City's approval authority shall decide whether a natural surface trail or trail facility should be located within a wildlife corridor overlay zone. If a natural surface trail or trail facility is approved within the , the trail or trail facility ~~should~~ must be located along its perimeter, where possible. ~~A government-approved natural surface trail may bisect the critical mule deer migration corridor only to connect to existing trails.~~
- I. **Wildlife Crossing Structures.** To aid in wildlife access and movement through the corridor, wildlife crossing structures are permitted ~~and encouraged~~ over and under roads and highways. When installing any wildlife crossing structures, devices, or technologies, minimum standards from the "Federal Highway Administration's (FHWA) Wildlife Crossing Structure Handbook" ~~need to~~ shall be followed. See FHWA Wildlife Crossing Structure Handbook. ~~Public use of these structures may be permitted and may include trails or paths for the public if it does not negatively impact the wildlife from using the crossing.~~
1. **Public use.** ~~Of these~~ Wildlife crossing structures may ~~be permitted and~~ include natural surface trails or paths for the public if ~~it does~~ they do not negatively impact wildlife from using the crossing. Public uses may be seasonally restricted due to migrating wildlife and on occasions to avoid human-wildlife conflicts.
 2. **Feasibility.** In situations where a wildlife crossing structure over or under a road is not possible or feasible, an alternative at-grade wildlife crossing is ~~required~~ acceptable.
 3. **At-Grade Crossings.** The preferred at-grade wildlife crossing is a combination of impermeable wildlife fencing on both sides of the opening and an advanced animal ~~detecting~~ detection system located in the wildlife crossing alerting drivers of possible animals crossing. At a minimum, wildlife impermeable fencing or an advanced animal ~~detecting~~ detection system shall be installed. ~~When installing an at-grade crossing, the following design criteria should be included:~~
 - a. ~~Avoid creating pooled water in the right-of-way;~~
 - b. ~~Incorporate unpalatable plant species or no vegetation;~~
 - c. ~~Avoid crossing rip rap;~~

- d. ~~Provide a pull-out location for maintenance;~~
- e. ~~Locate the crossing on flat terrain;~~
- f. ~~Ensure long lengths of wildlife impermeable fencing includes escape opportunities from the right-of-way; and~~
- g. ~~Install wildlife warning signs. [Ord. O-06-2021 § 2 (Exh. A)].~~

J. **Light Pollution.** Lighting is prohibited within a wildlife corridor overlay zone unless approved by the city council for safety reasons after receiving a recommendation from the city's wildlife biologist/environmental planner. If ~~the city council deems~~ lighting is deemed necessary for safety reasons, the following requirements must be met in addition to complying with EMMC 17.56, Outdoor Lighting Standards:

1. Any outdoor lighting used in a wildlife corridor overlay zone shall be designed to mitigate the adverse effects on wildlife and not attract insects by limiting the color temperature and brightness:
 - a. The color temperature should not exceed 3,000 Kelvin.
 - b. The light output of individual fixtures should not exceed 850 lumens.
2. Lighting for outdoor recreational facilities shall not be mounted any higher than 15 feet above the ground.
3. The following items are exempt from the above requirements:
 - a. When working on ~~city council~~-approved wildlife corridor projects, lighting is permissible during active construction hours but shall be turned off from 10:00 pm through 6:00 am.
 - b. The lighting of communication facilities should not exceed the minimum requirements established by the Federal Aviation Administration.

17.49.070 Development recommendations adjacent to the wildlife corridor overlay zone.

Land adjacent to the wildlife corridor overlay ~~district~~ zone is encouraged to be developed with the following considerations:

A. **Consultation.** Property owners and developers of land adjacent to the wildlife corridor overlay zone are encouraged to consult with ~~the local wildlife habitat biologist at the DWR~~ the city's wildlife biologist/environmental planner, an environmental consulting firm, or other qualified wildlife biologist for guidance on appropriate development adjacent to the corridor.

B. **Light Pollution.** In addition to compliance with ~~chapter EMMC 17.56~~ EMMC, Outdoor Lighting

Standards, ~~property~~ properties adjacent to the overlay zone ~~is~~ are encouraged to consider the following:

1. Color and Brightness. Outdoor lighting should use lighting that does not affect wildlife or attract insects by limiting the color temperature and brightness:
 - a. The color temperature should not exceed 3,000 Kelvin.
 - b. The light output of individual fixtures should not exceed 850 lumens.
 2. Outdoor Recreation Lighting. Lighting for outdoor recreational facilities directly adjacent to the wildlife corridor overlay zone is recommended to be mounted no higher than 15 feet above the ground.
 3. Exceptions. The following items are exempt from these recommendations:
 - a. Temporary lighting for construction. Permissible during construction hours but shall be turned off otherwise.
 - b. Temporary emergency lighting.
 - c. Wireless communication facilities. Lighting should not exceed the minimum requirements established by the Federal Aviation Administration. [Ord. [O-06-2021](#) § 2 (Exh. A)].
- C. **Construction near a wildlife corridor.** No construction or development within 90 feet of the critical mule deer migration route of a wildlife corridor overlay zone shall occur during the mule deer migration and bird nesting season (see section 17.48.015, also the Migratory Bird Treaty Act, <https://www.fws.gov/law/migratory-bird-treaty-act-1918>, and The Eagle Protection Act <https://www.fws.gov/law/bald-and-golden-eagle-protection-act>) to minimize disturbances of ecologically important events. After receiving recommendations from the city's wildlife biologist/environmental planner, the city council may consider requests for a variance to the distance requirement listed in this subsection.
- D. **Vegetation.** Developers are encouraged to integrate city approved grasses, forbs, shrubs, and trees into their landscape plan.

17.49.080 Wildlife corridor overlay zone protection.

- A. **Conservation and Stewardship.** Land within the wildlife corridor overlay ~~district~~ zone may be further protected using any of the three methods listed here. ~~The preferred method to protect a wildlife corridor overlay zone is through conservation easements.~~

1. **Dedication for Public Use.** The land may be dedicated to ~~the Eagle Mountain City or to another public agency~~ an accredited land trust organization that holds easements on land in Utah. A list of accredited Utah land trust organizations can be found here: [Accredited land trust organizations In Utah](#).

2. **Private Land Conservation.** Any private land, whole or a portion of, may apply for a conservation easement on that land and would be the preferred method of conservation. The easement may be held by the Eagle Mountain City, ~~another~~ a public agency who currently hold conservation easements, or ~~a qualified conservation nonprofit~~ an accredited land trust organization that preserves land in Utah.

3. **Homeowners' Association.** Every preliminary plan that includes natural or improved open space within a development [within a wildlife corridor overlay zone](#) ~~that will be owned and maintained by the lot owners~~ shall be accompanied by:

- a. A conservation easement or deed restrictions, which protect that portion of the development as open space and
- b. ~~and proposed articles of incorporation and~~ Covenants, conditions, and restrictions (CC&Rs) for a homeowners' association in which all lot owners shall be members. ~~and which~~ The CC&Rs will include established requirements ~~is responsible~~ for ~~the maintenance maintaining and monitoring conditions of the easement or deed restrictions~~ and preservation of natural and improved open space required by this Chapter. These documents shall be recorded with the final plat, upon their approval.

B. Sensitive Areas. Sensitive areas within ~~the~~ a wildlife overlay zone shall be protected from human activity by minimizing access into or through the sensitive areas.

C. Recreational Vehicles/Motorized Machines. No recreational vehicles (~~excluding class 1 Ebikes~~), such as off-highway vehicles (OHVs), shall be allowed in the corridor during the mule deer migration season except for corridor maintenance and private landowner use. No new off-road vehicle trails will be constructed where a wildlife corridor overlay zone is at its minimum width to minimize recreational vehicles' negative impacts. Recreational vehicles are permitted to cross wildlife corridors ~~overlay zones~~ on established trails year-round ~~excluding seasonal closures~~. [Ord. [O-06-2021](#) § 2 (Exh. A)].

D. New roads. New roads within a wildlife corridor overlay zone shall be limited and only approved when included on the City's Transportation Master Plan or when no other reasonable alternatives are available for access to a development or neighborhood.

E. Off-highway/motorized vehicle trails. No new off-road vehicle trails are allowed in the critical mule deer migration corridor.

F. Seasonal closures and/or limited hours. To ensure the success of a wildlife corridor overlay zone and to minimize human-wildlife conflicts, the ~~C~~city may temporarily close or limit the hours of operation of any public amenity, including recreational roads and trails. [Ord. [O-06-2021](#)]

G. Domesticated animals. To ensure minimal conflicts with wildlife in areas where domesticated animals (livestock, pets) are kept within a wildlife corridor overlay zone, homeowners and/or landowners must obtain a special use permit from the City, which outlines uses of these areas of potential conflict. These restrictions are to be determined by city staff and the homeowner/landowner and must clearly articulate what these restricted use(s) will be. These may include seasonal restrictions, densities of animals per area, or other restrictions on domesticated animal use.

17.49.090 Noncompliance with a wildlife overlay zone.

Any person or entity violating this chapter's rules, regulations, or ordinances shall, upon notice by a representative of the City, shall immediately cease all activities on the parcel until the violation has been resolved and the disturbed area has been restored to an acceptable natural state as approved by the ~~city council~~City, after receiving a recommendation from the city's wildlife biologist/environmental planner.

The violating person or entity shall consult with the City's wildlife biologist/environmental planner and the city engineer to develop and submit a plan to bring about successful remediation and restore the disturbance or area of violation to an acceptable natural state.

If a responsible person or entity fails to submit a detailed remediation plan to the City ~~for approval by the City council~~ to bring a violation into compliance as determined by ~~the City's EMC's~~ wildlife biologist/environmental planner ~~and city council~~ and complete the remediation work within ten (10) ~~(ten)~~ business days of service of the notice of violation, civil penalties shall be owed to the city at a rate of no more than \$1,000 per day for each violation. Each day of violation shall constitute a separate violation. These fines shall be exclusively used for conservation and land stewardship purposes.

A. Measuring Civil Penalties. In assessing any monetary penalty, the City may consider:

1. The harm done to the public health or the environment.
2. Whether the penalty imposed will be a substantial economic deterrent to the illegal activity.
3. The economic benefit gained by the violator.
4. The amount of effort put forth by the violator to remedy this violation.
5. Any unusual or extraordinary enforcement costs incurred by the municipality.
6. The amount of penalty established by ordinance or resolution for specific categories of violations; and
7. Any equities of the situation which outweigh the benefit of imposing any penalty or damage assessment.

- B. **Recovery of Damages and Costs.** In addition to the civil penalty above, the municipality may recover all damages ~~proximately~~ caused by the violator to the city, which may include any reasonable expenses incurred in investigating violations of and enforcing compliance with this chapter or any other actual damages caused by the violation.
- C. **Other Remedies.** The municipality may bring legal action to enjoin the continuing violation of this Chapter, and the existence of any other remedy, at law or equity, shall be no defense to any such actions.
- D. **Remedies Cumulative.** The remedies outlined in this section shall be cumulative, not exclusive, and it shall not be a defense to any action, civil or criminal, ~~that~~of one or more of the remedies.

~~The Eagle Mountain Municipal Code is current through Ordinance O-48-2023, passed November 7, 2023.~~

~~Disclaimer: The City Recorder's office has the official version of the Eagle Mountain Municipal Code. Users should contact the City recorder's office for ordinances passed subsequent to the ordinance cited above.~~

~~City Website: <https://eaglemountaincity.com/>~~

~~City Telephone: (801) 789-6610~~

~~[Code Publishing Company](#)~~



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Sections 17.10.030 Definitions, 16.50.020 Purpose, 16.50.030 Application, and 16.50.040 Approval Process		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:	City-initiated		
GENERAL PLAN DESIGNATION n/a	CURRENT ZONE n/a	ACREAGE n/a	COMMUNITY n/a

PUBLIC HEARING:

No

PREPARED BY:

Robert Hobbs, Planning

PRESENTED BY:

Robert Hobbs -- Senior Planner

RECOMMENDATION:

Staff recommends the City Council approve an Ordinance Amending Eagle Mountain Municipal Code 17.10.030; Definitions; 16.50.020 Purpose; 16.50.030 Application; 16.30.16.50.040 Approval Process and 16.55.040 Approval Process.

BACKGROUND:

The State's last legislative session included passage of House Bill # 406. The bill introduced various edits to state law, inclusively the allowance for a property line adjustment to be executed by survey in lieu of platting (via a plat amendment process) between a subdivision and outlying parcel of ground. The code amendment attached to this report introduces that allowance into the City's code in accordance with the state's action.

Staff has revised the amendment's language by inserting a disclaimer as desired by Council when this matter was last reviewed. See the last sentence under 16.50.020.

ITEMS FOR CONSIDERATION:

The State's last legislative session included passage of House Bill 406. The bill introduced various edits to State law, including the allowance for a property line adjustment to be executed by survey between a subdivision and an outlying parcel of ground in lieu of platting via a plat amendment process. This code amendment introduces that allowance into Municipal Code in keeping with the State's revisionary action and clarifies who shall prepare the legal

descriptions.

State's language (House Bill # 406, passed 2023):

"10-9a-604.5. Subdivision plat recording or development activity before required

1244 **landscaping or infrastructure is completed --**

Improvement completion assurance --

1245 **Improvement warranty.**

...

" ~~[(71)]~~ (72) (a) "Subdivision amendment" means an amendment to a recorded

1740 subdivision in accordance with Section [17-27a-608](#) that:

1741 ~~[(a)]~~ (i) vacates all or a portion of the subdivision;

1742 ~~[(b)]~~ (ii) alters the outside boundary of the subdivision;

1743 ~~[(c)]~~ (iii) changes the number of lots within the subdivision;

1744 ~~[(d)]~~ (iv) alters a public right-of-way, a public easement, or public infrastructure within

1745 the subdivision; or

1746 ~~[(e)]~~ (v) alters a common area or other common amenity within the subdivision.

1747 (b) "Subdivision amendment" does not include a lot line adjustment, between a single

1748 lot and an adjoining lot or parcel, that alters the outside boundary of the subdivision."

REQUIRED FINDINGS:

Ordinances pertaining to development Code amendments, and processing of the same, may be found in EMMC 17.05.120 & USC 10-9a-501.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during their regularly scheduled public hearing of November 28, 2023, moved to recommend approval to the City Council of Eagle Mountain Municipal Code conditioned as follows:

1. 17.10.030 Definitions language be approved as presented;
2. 16.50 Lot Line Adjustments language be approved as presented;
3. Staff shall add language in the appropriate section of 16.50.030

regarding requiring a legal description of the lot line change prepared by a publicly licensed surveyor to be presented to the City Council;

4. 16.55.040 Approval Process and Exceptions language be approved with the changes that are presented in the Staff report being [first] made; and

5. Staff may bring section 16.50.030, which was not included in the Staff report, to the Planning Commission for additional review if they feel it is necessary.

ATTACHMENTS:

[ORD--EMMC 16.50.040 Approval Process](#)

[EMMC Code Amendment Property Line Adjustments Edits](#)

ORDINANCE NO. O-____-2024

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING
THE EAGLE MOUNTAIN MUNICIPAL CODE CHAPTERS 17.10.30
DEFINITIONS, 16.50.020 PURPOSE, 16.50.030 APPLICATION, 16.50.040
APPROVAL PROCESS

PREAMBLE

WHEREAS the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code **Chapters 17.10.30 Definitions, 16.50.020 Purpose, 16.50.030 Application, 16.50.040 Approval Process**, as described in Exhibit A.

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

1. The City Council finds that all required notices, public hearings, and other requirements have been completed for the City Council to consider an amendment to the Eagle Mountain Municipal Code **Chapters 17.10.30 Definitions, 16.50.020 Purpose, 16.50.030 Application, 16.50.040 Approval Process**.
2. The amendment described in Exhibit A is hereby approved.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City on the 6th day of March 2024.

EAGLE MOUNTAIN CITY, UTAH

Tom Westmoreland, Mayor

ATTEST:

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Ordinance was adopted by the City Council of Eagle Mountain City, Utah on this the 6th day of March 2024.

Those voting yes: Those voting no: Those excused: Those abstaining:

☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Rich Wood	☐ Rich Wood	☐ Rich Wood	☐ Rich Wood
☐ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Chapter 17.10

DEFINITIONS

17.10.030 Definitions.

"Lot of record" means a lot designated on a subdivision plat duly recorded in the County Recorder's Office or other official record pursuant to statute. Sometimes, however, the County may refer to a metes and bounds parcel as a lot of record.

"Property" means an area of land defined by legal boundaries being any of the following:

A. A single, platted, lot of record.

B. A portion of a lot of record.

C. A combination of complete lots of record, or portions of lots of record considered as a group.

D. A parcel of land described by metes and bounds.

E. A portion of a parcel.

F. A combination of parcels or portions of parcels considered as a group.

...

Chapter 16.50

LOT LINE ADJUSTMENTS

Sections:

16.50.010 What this chapter does.

16.50.020 Purpose.

16.50.030 Application.

16.50.040 Approval process.

16.50.050 Review responsibilities.

16.50.060 Criteria for approval.

16.50.020 Purpose.

The lot line adjustment process allows for property boundaries between adjacent ~~parcels~~ properties to be adjusted under specific circumstances allowed by state law without being subject to the plat amendment or subdivision processes. A lot line adjustment is not a subdivision amendment when it is between a single lot and an adjoining lot or parcel -- even if it alters the outside boundary of a subdivision between [the] two properties. A lot line adjustment does not affect the underlying zoning of the land and could result in a property being subject to regulations of more than one land use zone. [Ord. O-24-2020 § 2 (Exh. A), 2020; Ord. O-23-2005 § 3 (Exh. 1(2) § 10.2)].

16.50.030 Application.

Property owners or their duly authorized agents shall make application for a lot line adjustment on forms prepared by the planning director. No lot line adjustment application may be processed without the submission of the application, all the supporting materials as required by this chapter and the processing fee. Incomplete applications shall not be processed under any circumstances.

A. Supporting Materials. The following items shall be submitted with an application for a lot line adjustment. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

...

3. Legal Description. A legal description, prepared by a publicly licensed Utah land surveyor. for the property to be exchanged and each of the new lots that will be created.

...

16.50.040 Approval process.

Upon submission of the aforementioned materials, the planning director (or designee) will review the application for completeness, accuracy, and for compliance with the criteria for approval. After the planning director (or their designee) has reviewed the application, they may approve, approve with conditions, or deny the application. For lot line adjustments that are approved or approved with conditions, the planning director (or their designee) shall ensure that the notice of lot line adjustment approval is recorded in the office of the County Recorder, as set forth in Title 10, Chapter 9a, Part 6, Municipal Land Use, Development, and Management Act. Utah Code Annotated 1953. [Ord. O-24-2020 § 2 (Exh. A), 2020; Ord. O-23-2005 § 3 (Exh. 1(2) § 10.4)].

Chapter 16.55

PLAT AMENDMENTS

Sections:

- 16.55.010 What this chapter does.
- 16.55.020 Purpose.
- 16.55.030 Application.
- 16.55.040 Approval process and exceptions.

16.55.040 Approval process and exceptions.

...

E. Exception(s): Subdivision amendment approval shall not be required for a lot line adjustment between a single lot and an adjoining lot or parcel -- even if it alters the outside boundary of the subdivision between [the] two properties.



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE:	UPDATE - Legislative Priorities List		
ITEM TYPE:	Discussion		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
No

PREPARED BY:
Cliff Strachan, Admin

PRESENTED BY:
Cliff Strachan, Director of
Legislative Affairs

RECOMMENDATION:

BACKGROUND:

EMMC 2.15.100 establishes a legislative priorities list to clarify by adoption or amendment the authorized ongoing priorities of the city council and to provide direction to the city administrator in prioritizing the day-to-day activities of the director of legislative affairs. The list is provided for information and discussion. The city council may make changes to the list of priorities via majority vote. The attached list includes a description of the issues prioritized, prioritization, status designation, and comments or updates concerning the item.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Legislative Priorities List](#)

Legislative Priorities List													Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned							
2023.001	11	City Hall Land Acquisition	Need to prioritize land acquisition for future civic uses, of different types.	High Priority	Schedule	Long Horizon	<2035		Related to the Facilities Master Plan project.	5/16/2023	TBD		X		X			
2023.037	12	MIHP re Transfer of Development Rights	Create a program to transfer development rights for moderate income housing.	Secondary Priority	Schedule	In Progress	7/1/2024	1/16/2024	Per MIHP 9.4, Strategy 4. Adopted as a strategy for the MIHP 1/3/2023. Working on drafting the code.	8/15/2023	Draper							
2023.035	14	MIHP re Mortgage Assistance Program	Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.	Secondary Priority	Schedule	Not Started		12/5/2023	Per MIHP 9.4, Strategy 2. Adopted as a strategy for the MIHP 1/3/2023.	1/3/2023	Strachan							
2023.038	16	MIHP re Planned uses for RDA housing allocation funds	Create a policy or approve a plan that identifies the planned uses for the RDA housing allocation funds that come from economic development projects, in compliance with UCA§17C-1-412.	Secondary Priority	Schedule	In Progress	5/1/2024	1/30/2024	Per MIHP 9.4, Strategy 5. Adopted as a strategy for the MIHP 1/3/2023. LRB has been conducting additional interviews and working through new strategies. Council indicated they may have other strategies to review, so a request was sent to Council to collect those to submit to LRB for additional analysis.	8/15/2023	Berrett				X			
2023.018	21	Transportation Funding	Work with MAG/UDOT/Lehi/Saratoga etc. to promote EMC's transportation funding needs. Specifically, the overpass for Mountain View Corridor and SR73, future funding for Hidden Valley Road.	High Priority	Schedule	Long Horizon	<2030	1/31/2024	Mid-Valley / Hidden Valley road study is on MAG's agenda for approval 2/1/24, along with additional funding for the northern portion of Old Airport Road. SR73 freeway and frontage roads are high priority with UDOT and the Transportation Commission. Cedar Valley Freeway/Highway Study is underway, to be completed by April or May. Staff has monthly meetings with UDOT. Next combined regional City Councils meeting is 5/29/24. This is relevant per EMMC 2.19.030.G.	5/16/2023	Mumford		X		X			
2023.013	21	City-wide Trail Network Plan	Do a trail network plan separate from the bike and pedestrian plan; address power line corridor preservation. Connect trail along wash.	Secondary Priority	Schedule	Long Horizon	7/30/2024	1/31/2024	Interns have obtained GPS data of the trails in the Hidden Valley area of the City. Staff is working on next steps for the off-street trails master plan and will provide updates in the near future as to the status.	5/16/2023	Mumford		X			X		
2023.039	21	MIHP re Adopt Land Use ordinance re 10% moderate income housing dedication	Adopt a land use ordinance that requires 10% or more of new residential development in certain residential zones be dedicated to moderate income housing.	Secondary Priority	Schedule	Not Started	12/31/2024	1/31/2024	Per MIHP 9.4, Strategy 5. Adopted as a strategy for the MIHP 1/3/2023. Staff is waiting for updates on the affordable housing plan by LRB consultants before moving forward with this item.	1/3/2023	Mumford				X			
2023.036	21	MIHP re Impact fees for ADUs	Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.	Secondary Priority	Schedule	In Progress	12/31/2024	1/31/2024	Per MIHP 9.4, Strategy 3; Once per year staff will provide a report to the Council concerning ADU fees. Staff sent a report/memo to the Council in December. If Council wants to pursue reductions to ADU application fees or basement permits, please let us know.	8/15/2023	Mumford							
2023.029	21	Master Plan Process	How can the City Council be involved?	Proposed	-	-		1/31/2024	Staff is reviewing the MDP process and will propose code amendments in the near future; also relates to EMMC 2.19.030.J.		Mumford				X			
2023.031	21	Dashboard of city data and demographics	Provide a dashboard showing data and demographics, for example, permits, population, etc.	Proposed	-	In Progress		2/13/2024	Evan has created a dashboard that satisfies the majority of this request. It's designed for the economic development community in mind, but can temporarily serve a dual purpose for City Council until OpenGov starts feeding data sufficient for a much more expanded dashboard.		Mumford Berrett				X			
2023.045	21	Review business licensing with a view to approving or denying licenses based on parking or other code constraints.	The goal is to ensure that businesses seeking licensing are compliant with other code sections.	Proposed	-	-		1/31/2024	Staff will review the code to determine any necessary or suggested updates.		Mumford					X		
2023.050	21	City-sponsored Waterwise Landscaping Grants Program	Create a grants program to support residents who wish to install waterwise landscaping instead of grass.	Proposed	-	-		1/31/2024	This is currently on hold until it is approved to be added to the priorities list and to allow us to work on other higher priority items.		Mumford				X			

Legislative Priorities List													Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardship	Service Enhancement
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned							
2023.003a	22	Development Code	The Utah Legislature passed several bills in 2023 that necessitate changes to the city's code. SB174, HB364, HB406, HB265, and SB118 all affect the city's development codes. SB199 makes certain land use laws not referable but no changes are needed to the code.	High Priority	Do	In Progress	3/19/2024	2/14/2024	Most required ordinance changes have been completed. Some unfinished items are split into new priority items. The final EMMC code changes due to SB174 and HB406 regarding lot line adjustment item was tabled last meeting and is expected in March.	5/16/2023	Larsen					X		
2023.003b	22	Development Code: Military Compatibility Amendment	In 2023, HB265 Sentinal Landscape Amendments, required municipalities and counties to develop a compatible use plan to ensure proposed land uses within a certain distance of military land are compatible with military uses.	High Priority	Do	On Hold	1/16/2024	2/14/2024	Staff has prepared code amendments based on last year's HB265 but has held off presenting it because this year's HB 256 Military Compatible Land Use Amendment is making its way through the legislature and is going to affect what has been drafted.	5/16/2023	Larsen					X		
2023.003c	22	Development Code: Mobile Business Regulations	In 2023, HB408 Mobile Business Licensing Amendments, necessitated a review of the code.	High Priority	Do	In Progress	1/16/2024	2/14/2024	HB 408, 2023 is being evaluated by our business license specialist. It deals with the distinction between "Enclosed Mobile Business" and food trucks, carts, etc.	5/16/2023	Larsen					X		
2023.044	22	A review of Conditional Uses in Zoning Code leading to reclassification based on defined specifications.	The goal is to eliminate conditional uses in Commercial Storage, Agriculture, and Industrial zones by adopting defined specifications for such uses. See EMMC 17.38.040, 17.40.020, and 17.40.040, for conditional uses listed in each zone.	High Priority	Do	In Progress	3/31/2024	2/28/2024	Agriculture and Industrial have been to PC, coming to Council in March. Pushing to get Commercial Storage to PC CC in March.	9/19/2023	Larsen					X		
2023.024	22	Neighborhood Residential 1 - Lot Size Distribution	Redo residential zoning to specify housing unit mix. Within the Neighborhood Residential 1 Future Land Use Category there are 3 zones with various lot sizes, developers can propose all smaller size; wants a variety in each development by # of units, not by acreage.	High Priority	Do	In Progress	3/31/2024	2/28/2024	This item received a public hearing and was tabled on 2/6/2024; expected back in March.	5/16/2023	Larsen					X		
2023.005	22	Establish discontinued zoning ordinances	Establish discontinued zoning ordinances for vested undeveloped expired zones or other antiquated land uses. Use Saratoga Springs' 19.04.09-6 Discontinuation of Office Warehouse Zone as a reference.	Secondary Priority	Do	In Progress	3/31/2024	2/28/2024	A draft has been prepared and is being revamped. Staff is working the City Attorney. Intending to send to PC in March.	5/16/2023	Larsen					X		
2023.003	22	General Plan Land Use Map Update	Schedule joint meeting with CC and PC to consider the updates. Do all designated areas make sense? Consider additional zoning designations (i.e., separate RC from MF1). It is time to look at it and see what needs to be updated, if any. Used to be tiered system...as long as developer met certain (amenities?) requirements, they could have maximum densities. We have 25,000 units vested.	Secondary Priority	Schedule	Not Started	2/29/2024	2/28/2024	Staff is working on a timeline for updating the General Plan and the land use map will be included early in that process. This timeline was presented to PC on 2.27.24, and will be presented to Council on 3.6.24.	5/16/2023	Larsen		X			X		
2023.004	22	MDP/MDA Amendment Proposals	Establish criteria for MDP/MDA amendment proposals. Require side by side vesting comparison (may be appropriate for EMMC 16.10.090).	Secondary Priority	Schedule	Not Started	4/30/2024	2/28/2024	Staff has begun work on this issue, but paused briefly because of HB476. We want to make sure we work in harmony with the Utah Code.	5/16/2023	Larsen					X		
2023.006	22	Wildlife Overlay Zone	Facilitate bringing forward a presentation soon.	Secondary Priority	Schedule	In Progress	3/31/2024	2/28/2024	Staff has been working diligently on this project. It is going to CC in March.	5/16/2023	Larsen					X		
2023.015	22	Zone Transition Code	Review Zone Transition Code (17.60.160).	Secondary Priority	Schedule	Not Started	2/29/2024	9/19/2023	This has been assigned to a planner and the research/drafting process is beginning.	5/16/2023	Larsen					X		
2023.025	22	Powerline Corridor Development	We have applications and need to think about how to develop the power corridor and what uses, vegetation, etc., benefit the city.	Secondary Priority	Schedule	In Progress	3/31/2024	1/31/2024	Map all City properties and designate each property with an appropriate designation, along with criteria for which designations could be developed (to what extent), which ones could be improved with trails and/or landscaping, and which ones could be disposed of (sold). Todd has said his work is 80% complete in cataloging properties.	8/15/2023	Larsen					X		
2023.048	22	Parking and storage	Consider a code to enable parking garages based on counting as two parking spaces.	Secondary Priority	Schedule	Not Started		1/16/2024	Staff believes that the Legislature is addressing this issue again. Will research.	10/3/2023	Larsen					X		
2023.028	22	Full Build Out Scenarios	Part of the GP process. Given current zoning, what are the city's full build out scenarios? What would we want to change? What roads are needed? How much water is needed?	Proposed	-	-		5/16/2023	This could be part of the general plan update and we could use a consultant on that.		Larsen Trusty				X			

Legislative Priorities List													
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned	Economic Growth	Infrastructure Networks
2023.016	22	Staff Report for Development Projects	Wants a staff report before unofficial council feedback. Developments - need more information before meeting with developers. Suggest having the staff report (even the one before the PC) before such meetings. Its hard to meet with the developer without useful information (#units, setbacks, etc.). SM - perhaps a summary of the project, a memo etc.	Proposed	-	-		9/19/2023	This is a process issue. Planners don't always know developers are already talking to councilors. It may be possible to provide the staff report to the PC to the Council. Could also provide a memo or "heads up" email of some sort to the Council if requested.		Larsen		
2023.026	22	Visitor Parking in Code	Visitor parking proximity in multi-family housing. Wants parking close to units, not all grouped in one area. It requires a code amendment.	Proposed	-	-		9/19/2023	This is on hold while we work on higher priority code amendments. Will pursue as those are approved/completed.		Larsen		X
2023.009	23	Facilities Master Plan	Create or update the Facilities Master Plan. Include civic buildings in the plan. Other comments include: Is there a deed restriction that prevents the cemetery from growing...Pony Express Park. Need to have a financial plan to accomplish.	High Priority	Do	In Progress	6/30/2024	1/31/2024	Staff is striving to have it done in time to facilitate budget preparation. Due to additional work items requested, seeking an extension, and an updated schedule will then be provided.	5/16/2023	Weber DelaPena	X	X
2023.032	24	Irrigation pipe requirements	Currently, we don't require it everywhere. EMMC 15.40 authorizes where city can supply water within 3 years. All 3 phases of the plan would cost >\$70M.	High Priority	Do	In Progress	6/30/2024	1/16/2024	RFP was awarded and a report will be completed by spring 2024. Report will include proposed upgrades to the system and where it can be implemented.	5/16/2023	Trusty	X	X
2023.011a	24	Airport Road	Road needs to be prioritized and upgraded. Don't use the funds for this road on other projects. Council wants to know where this is in the process.	High Priority	Do	In Progress	12/31/2024	2/28/2024	Completed appraisals have been received by City and discussions with property owners continue. Possible realignment of north portion was presented to City Council 2/20/2024.	5/16/2023	Trusty	X	X
2023.011b	24	Mid Valley Road	Road needs to be prioritized and upgraded. Don't use the funds for this road on other projects. Council wants to know where this is in the process.	High Priority	Schedule	On Hold	12/31/2025	1/16/2024	Extension to Eagle Mountain Blvd plans are ready but ROW issues are delaying the project. Completion estimate is pushed a year.	5/16/2023	Trusty	X	X
2023.043	24	Adjust Transportation Master Plan to designate MidValley as an expressway	Extend it via the future Hidden Valley Road as an expressway as a expedited way in/out of the city. Bring forward earlier the MAG project priority. The Hidden Valley Road project from East Expressway (aka Airport Road) eastward to Redwood Road is unfunded but included in consideration for Phase 3 covering 2043-2050.	Secondary Priority	Do	In Progress	12/5/2023	1/16/2024	Included in MAG's TIP process (under consideration). This funding should now be included in the tracking of item 23.018, Transportation Funding.	8/15/2023	Trusty	X	X
2023.041	24	Shared Parking	17.55.100 Add traffic engineer's data into the city code to determine what is the right amount of shared parking; and for the Council to become the land use authority rather than the PC.	Secondary Priority	Schedule	Not Started	6/30/2024	8/1/2023	The council wants clarity to the parking code and become the land use authority.	8/15/2023	Trusty	X	
2023.023	24	Water Plan (Residential)	Establish a water plan based on residential density. Need to get a water element into the GP. ULCT conference showed some water usages based on residents; how much less used when apartments instead of having 1/4 acre lots. Higher density may use more water than 1/4 acre lots. Balance density with road needs and water use.	Secondary Priority	Schedule	Not Started	2022-2025	1/16/2024	Staff agrees that this needs to be looked at, in the context of multiple scenarios.	5/16/2023	Trusty Larsen	X	X
2023.049	24	Water Study for Commercial Development	Determine how much water is needed for future commercial development; establish a policy to reserve sufficient water for commercial purposes. (See also 23.023 Water Plan.)	Proposed	-	-					Trusty Larsen	X	X
2023.019	31	Advise and Consent	Coordinate with city boards, committees, and commissions.	Proposed	-	-		1/16/2024	Currently there are empty positions. See what the EMMC directs. What is the status now? There is one PC vacancy, 2 still to fill on the cemetery.		Kofoed		
2023.033	32	Capital Asset Management Plan	Incorporate into our planning and budget process, financing etc. Do impact fees sufficiently cover state mandates like ADUs?	Secondary Priority	Schedule	In Progress	12/31/2024	1/31/2024	Public Works selected OpenGov - Cartegraph software for asset management. Staff working on draft capital asset policy.	5/16/2023	Ruesch	X	X

Legislative Priorities List																		
Order	Dept	Issue / Item	Description	Priority [see EMMC 2.15.100]	E Matrix:	Status	Target Date	Date of last update	Comments/Update	Date Adopted	Assigned		Economic Growth	Infrastructure Networks	Reputational Evolution	Generational Planning	Environmental Stewardsh	Service Enhancement
2023.042	41	Safe Routes for Schools as a Calendar Item	Bring forward each year a staff report on safe routes for school including completing infrastructure projects before school commences.	Secondary Priority	Schedule	In Progress	5/31/2024	8/15/2023	Put this on the calendar by May 31 each year. Note: A proposed bill at the Legislature would require School Districts to provide its safe routes proposals each year and require cities to provide a written response within 60 days indicating projects affecting those routes and any mitigation thereof.	8/15/2023	Hickman Kofoed Hilton							
2023.008	41	Rodeo Feasibility Study	Coordinate a feasibility study to consider relocating the rodeo.	Secondary Priority	Schedule	Not Started		1/16/2024	The rodeo facility is not included in the Facilities Master Plan. A study for relocating would be done separately.	5/16/2023	Hickman					X		X
2023.012	41	City Food Orchard	Suggests planting wild fruit trees in the city. Mayor supports? Put property to use for community benefit...use city resources to beautify and create a commodity for community use.	Proposed	-	-					Hickman						X	



EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
MARCH 6, 2024

TITLE: UPDATE - State Legislation

ITEM TYPE: Discussion

FISCAL IMPACT:

APPLICANT:

**GENERAL PLAN
DESIGNATION**

CURRENT ZONE

ACREAGE

COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Cliff Strachan, Admin

PRESENTED BY:

Cliff Strachan, Director of
Legislative Affairs

RECOMMENDATION:

BACKGROUND:

The Utah State Legislature concluded its 2024 General Session on Friday, March 1. Staff will provide an overview of bills passed that affect local government, some of which may require changes to city code, policies, or budget plans.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

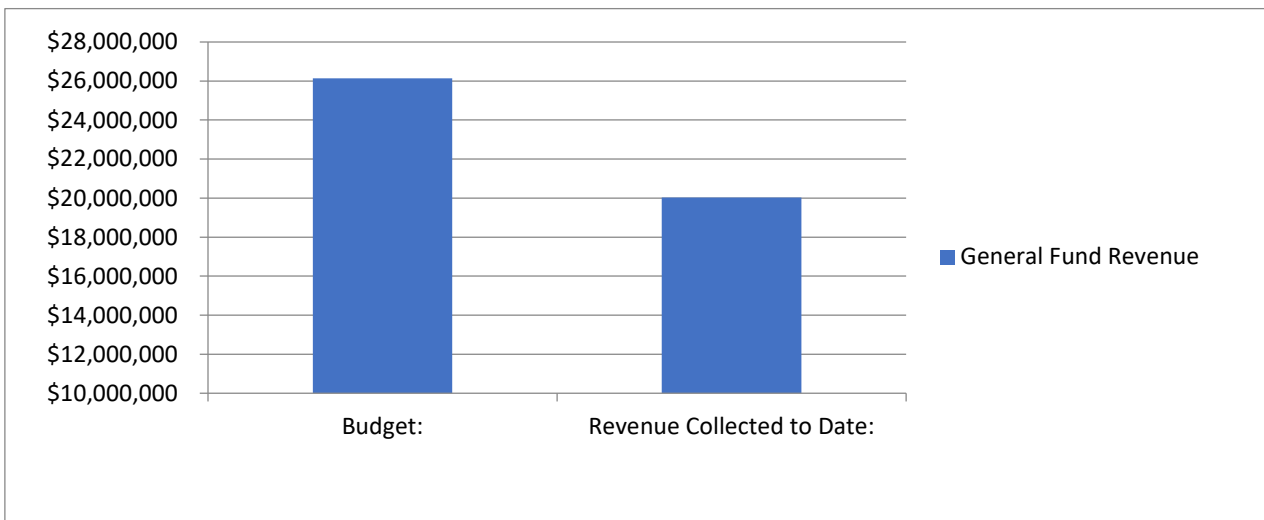
EXECUTIVE SUMMARY OF REVENUES AND EXPENSES*

Through January 2024

GENERAL FUND

General Fund Revenues

Budget:	\$	26,131,704
Revenue Collected to Date:	\$	20,033,009
Percent of Total Budget Collected:		77%
Percent of Year Completed:		58%



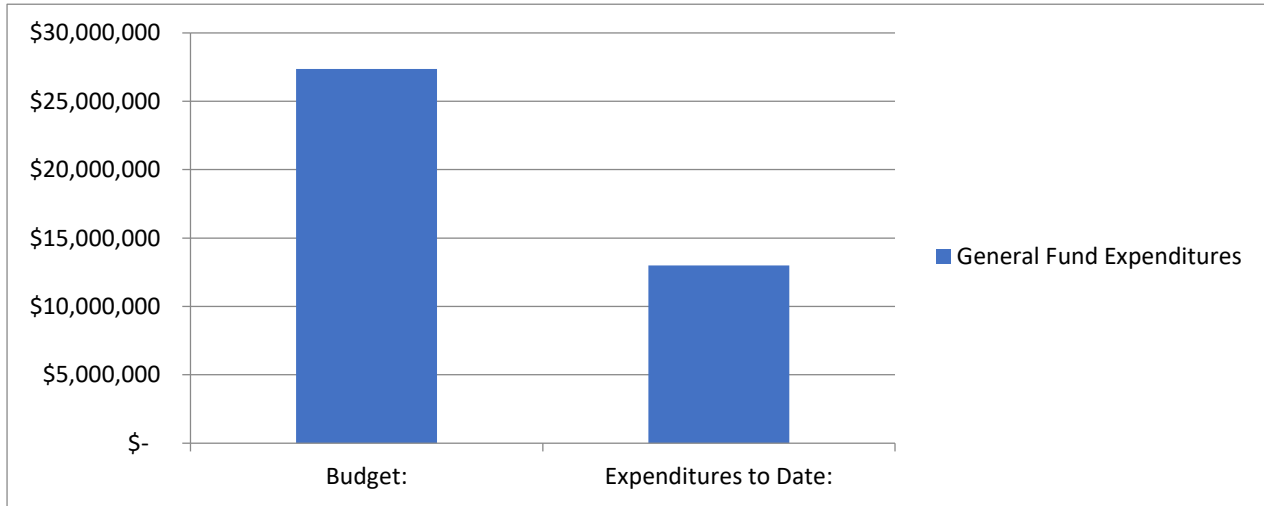
Revenue Analysis

Revenue Sources	Budget	To Date	% Collected
Taxes	\$ 17,721,658	\$ 12,177,496	68.72%
Licenses and Permits	\$ 30,000	\$ 18,850	62.83%
Planning Building & Eng Fees	\$ 2,634,608	\$ 3,555,428	134.95%
Intergovernmental	\$ 2,347,000	\$ 1,816,752	77.41%
Charges for Services	\$ 235,000	\$ 195,466	83.18%
Recreation	\$ 127,400	\$ 121,872	95.66%
Utility Revenue	\$ -	\$ 102,305	0.00%
Fines & Forfeitures	\$ 13,500	\$ 10,636	78.78%
Other Revenues	\$ 183,500	\$ 144,826	78.92%
Interfund Transfers	\$ 2,129,038	\$ 1,224,277	57.50%
Special Revenues & Resources	\$ 710,000	\$ 665,101	93.68%

Note:

General Fund Expenditures

Budget: \$ 27,363,499
Expenditures to Date: \$ 13,004,468
Percent of Total Budget Expended: 48%
Percent of Year Completed: 58%



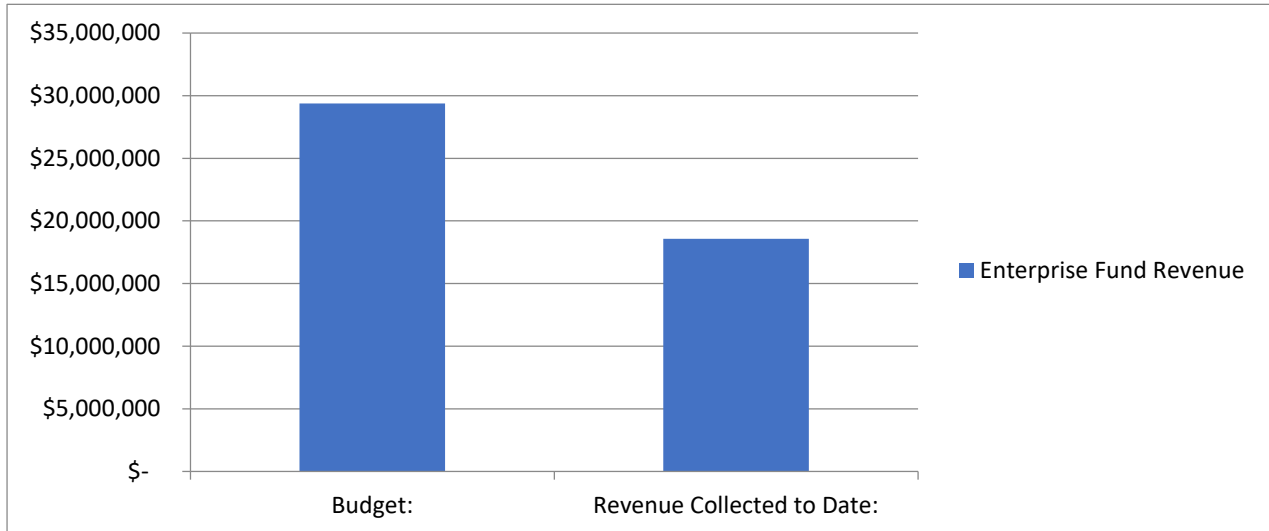
Expense Analysis

				% Yr.
	Budget	To Date	% Expended	Completed
11 General Government	\$ 4,681,354	\$ 2,329,793	50%	58%
18 Community Services	\$ 2,670,832	\$ 956,855	36%	58%
19 Department Services	\$ 2,806,911	\$ 1,780,828	63%	58%
21 Public Safety	\$ 6,695,094	\$ 3,170,685	47%	58%
32 Planning & Zoning	\$ 1,291,055	\$ 619,006	48%	58%
33 Building Inspections	\$ 1,737,304	\$ 864,524	50%	58%
41 Public Works	\$ 6,836,080	\$ 3,282,777	48%	58%
61 Interfund Transfers	\$ 644,869	\$ -	0%	58%

ENTERPRISE FUNDS

Enterprise Fund Revenues

Budget: \$ 29,373,802
Revenue Collected to Date: \$ 18,580,173
Percent of Total Budget Collected: 63%
Percent of Year Completed: 58%



Revenue Analysis

	Budget	To Date	% Received	% Yr. Completed
51 Water Fund	\$ 17,037,005	\$ 10,802,029	63%	58%
52 Sewer Fund	\$ 8,362,585	\$ 5,300,320	63%	58%
57 Solid Waste Fund	\$ 2,495,762	\$ 1,568,556	63%	58%
59 Storm Drain Fund	\$ 1,478,450	\$ 909,267	62%	58%

Fund 51 - Water Fund:

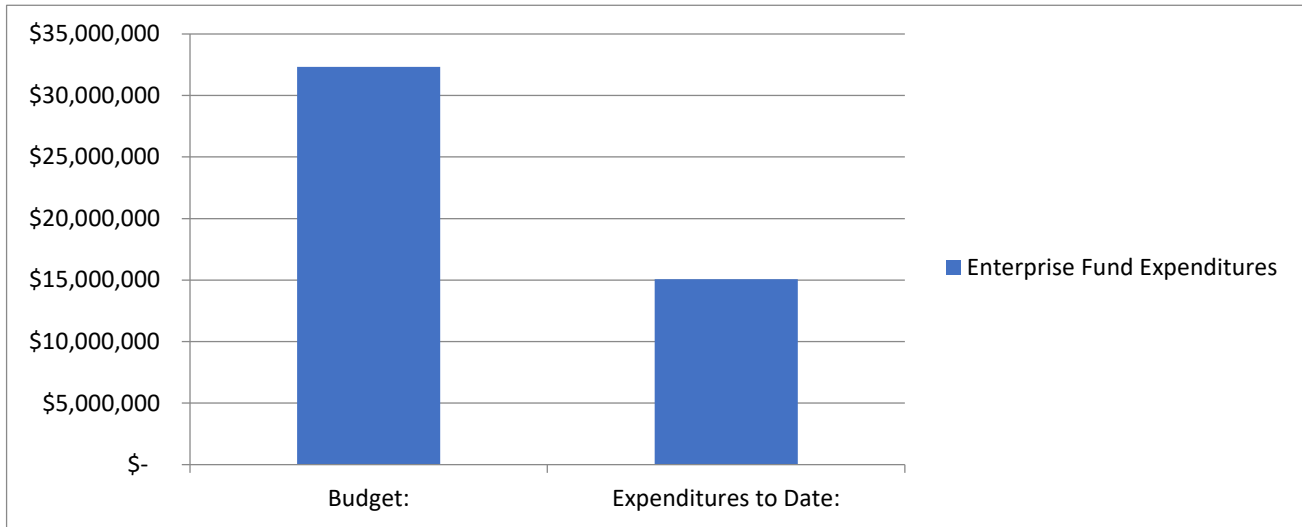
Fund 52 - Wastewater Fund:

Fund 57 - Solid Waste Fund:

Fund 59 - Storm Water Fund:

Enterprise Fund Expenditures

Budget:	\$	32,333,838
Expenditures to Date:	\$	15,077,325
Percent of Total Budget Expended:		47%
Percent of Year Completed:		58%



Expense Analysis

	Budget	To Date	% Expended	% Yr. Completed
51 Water Fund	\$ 18,187,005	\$ 10,134,358	56%	58%
52 Sewer Fund	\$ 10,172,621	\$ 3,254,324	32%	58%
57 Solid Waste Fund	\$ 2,495,762	\$ 1,279,092	51%	58%
59 Storm Drain Fund	\$ 1,478,450	\$ 409,550	28%	58%

Note:

The Water Fund had a \$5.3M payment to Central Utah Water Conservancy District for payment of Development Fees that took place in Ju

IMPACT FEE FUNDS

Fund Balance - current total balance in the fund.

Committed Balance - restricted to pay reimbursement agreements, and budgeted expenses

Available Balance - amount in the fund that is available for future projects in the Capital Facilities plan.

Projected Available Balance - amount projected through building trends to be available for projects in the Capital Facilities Plan by the end of the current fiscal year.

FUND NAME	Fund Balance as of 01/31/2024	Committed Balance	Available Balance	Projected Available Balance by 6/30/2024**
11 - Water Impact Fee Fund	\$23,036,187	\$19,776,819	\$3,259,368	\$4,871,205
12 - Wastewater Impact Fee Fund	\$2,931,613	\$1,232,301	\$1,699,312	\$3,153,008
15 - Parks/Trails Impact Fee Fund	\$6,390,401	\$4,267,443	\$2,122,958	\$3,731,717
16- Public Safety Impact Fee Fund	\$117,820	\$0	\$117,820	\$139,874
17 -Stormwater Impact Fee Fund	\$3,701,775	\$2,500,300	\$1,201,475	\$1,466,555
18 -Transportation Impact Fee Fund	\$1,199,723	\$4,290,596	(\$3,090,873)	(\$2,570,298)

****Available balance + the average of the future facilities impact fee collected and projected out.**

*Unaudited figures - adjusting entries will be done throughout the fiscal year.

Upcoming Agenda Items for City Council Information:

March 19, 2024 – City Council:

Open Space GIS Layer – Discussion

ADU Report & Moderate-Income Housing Plan – Discussion

Old Airport Road Design – Change Order #5

Budget Amend #4 – Ordinance/Public Hearing

EEMC 17.60.155/17.25.040 Lot Size Mixture – Ordinance/Public Hearing

Other Projects in Progress:

Brand Playbook – Amendment

City Website - Update

Consideration of a Demonym