



EAGLE MOUNTAIN CITY COUNCIL MEETING

February 7, 2023, 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 UPDATE - City Administrator Items

1.B [PRESENTATION - Draft Economic Development Master Plan](#)
[Eagle Mountain Economic Plan - DRAFT](#)

1.C PRESENTATION - Parks and Recreation Advisory Board (10 minutes)

1.D REPORT/Local Officials Day - Youth City Council (10 Minutes)

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

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

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

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

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. PRESENTATION

- 9.A PRCA Wilderness Circuit Best Small Rodeo of the Year - Pony Express Events

CONSENT AGENDA

10. AGREEMENTS

- 10.A AGREEMENT - Amended Concession Agreement with Eagle Mountain Chamber of Commerce for Ladder Sign Management
Ladder Sign Management Agreement Redlines
3rd Addendum - Location Change Request

11. BID AWARDS

- 11.A Well House HVAC Design & Installation - Wasatch Heating and Air
Well House HVAC Bids
Wasatch Heating and Air Bid
Wasatch Heating & Air Contract

12. BOND RELEASES

- 12.A Brylee Farms Phase A, Plat 5 - Into Warranty
Bond Release Letter
Recorded Plat
- 12.B Majors Subdivision Plat 1 - Into Warranty
Bond Release Letter
Recorded Plat
- 12.C Brandon Park Phase A, Plat 14 - Out of Warranty
Bond Release Letter
Recorded Plat

13. MINUTES

- 13.A October 19, 2021 Minutes - Amended
10.19.2021 City Council Minutes - AMENDED DRAFT
Table 6.10.090 Residential Zone Livestock Requirements as of Oct 2021
- 13.B January 17, 2023 Minutes - Regular City Council Meeting
01.17.2023 City Council Minutes - DRAFT

SCHEDULED ITEMS

14. LOWER HIDDEN VALLEY

14.A [MOTION/PUBLIC HEARING - Disposal of Significant Real Property Identified as Utah County Parcel Number 58:040:0634.](#)

BACKGROUND: *(Presented by Director of Administrative Services/City Recorder Fionnuala Kofoed)* The applicant requested that the City Council consider disposal of approximately 38.437 acres of real property, identified as Utah County Parcel No 58:040:0634. Since this property is classified as "significant," the City Council must hold a public hearing to consider disposal of this City-owned property.

[Land Disposal Application & Letter](#)

14.B [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Lower Hidden Valley Master Development Plan.](#)

BACKGROUND: *(Presented by Planning Manager Robert Hobbs)* The proposed ordinance and Resolution modify both a Master Development Plan and associated Master Development Agreement pertaining to 244.96 acres of land zoned Residential in the Hidden Valley development area in order to allow re-configuration of a previously approved project layout that included 1,256 residential dwelling units.

[ORD--Lower Hidden Valley MDP Amendment #1](#)

[Lower Hidden Valley MDA Amendment #1](#)

[Exhibit A - Amended Legal Description](#)

[Exhibit B - Amended Land Use Map](#)

[Exhibit C - Amended Phasing Plan](#)

[Exhibit E - Amended Design Guidelines](#)

[Exhibit F - Amended Park Improvements Plan](#)

[Original Exhibit F - Parks and Open Space Plan](#)

[Lower Hidden Valley MDA Amendment #1 - Legal Counsel & Planning Redlines Vicinity Map](#)

[Existing and Proposed Plan](#)

[Lower Hidden Valley Stats at a Glance](#)

[2010 Lower Hidden Valley MDP](#)

14.C [RESOLUTION - A Resolution of Eagle Mountain City, Utah, Amending the Lower Hidden Valley Master Development Agreement.](#)

[RES--Lower Hidden Valley MDA Amendment #1](#)

15. MCLACHLAN INDUSTRIAL PARK

15.A [MOTION/PUBLIC HEARING - Request for the Waiver of the Master Development Approval Requirement for the McLachlan Industrial Park.](#)

BACKGROUND: *(Presented by Senior Planner David Stroud)* The applicant is

requesting the City Council waive the requirements found in Eagle Mountain Municipal Code Chapter 16.10, Master Developments.

[Waiver Request for Master Development Approval](#)

- 15.B [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known As the McLachlan Industrial Park.](#)

BACKGROUND: *(Presented by Senior Planner David Stroud)* The proposed ordinance rezones approximately 82 acres from the Agriculture zone to the Light Manufacturing/Distribution zone. The property includes a portion of Utah County Parcel Number 59:058:0004.

[ORD--McLachlan Industrial Park Rezone](#)

[EXHIBIT--McLachlan Industrial Park Rezone](#)

16. ORDINANCES/PUBLIC HEARINGS

- 16.A [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Transportation Master Plan.](#)

BACKGROUND: *(Presented by City Engineer Chris Trusty)* The proposed ordinance approves the updated Transportation Master Plan which incorporates the goals of the City regarding the transportation systems within its jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities. The item was presented at the September 20, 2022 and December 6, 2022 City Council meetings.

[ORD--Transportation Master Plan](#)

[EXHIBIT--Transportation Master Plan](#)

[Combined Alternatives](#)

[Volume Change - Freeway Shift with Alignments](#)

[Volume Change - Classification Change](#)

- 16.B [ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Title 17 Zoning, Regarding Religious or Cultural Meeting Halls.](#)

BACKGROUND: *(Presented by Senior Planner David Stroud)* The proposed ordinance amends various chapters within Title 17 Zoning to allow Religious or Cultural Meeting Halls as a permitted use in the Agriculture, Residential, Public Facilities, and Business Park zones.

[ORD--EMMC 17 Zoning - Religious or Cultural Meeting Halls](#)

[EXHIBIT-EMMC 17 Zoning - Religious or Cultural Meeting Halls](#)

17. ORDINANCE

- 17.A [ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Section 2.15.040 Order of Business and Chapter 2.17 Appointed Officers, and Enacting Chapter 2.19 Director of Legislative Affairs.](#)

BACKGROUND: *(Presented by City Administrator Paul Jerome)* The proposed ordinance amends Chapter 2.15.040 Order of business to include declarations of conflicts of interest, clarifies that scheduled items on the agenda includes a review and management of a newly adopted legislative priorities task list. The ordinance also enacts Chapter 2.19 Director of Legislative Affairs, establishing the position and defining the roles and duties of the position. The Director of Legislative Affairs will create and maintain the legislative priorities list adopted by the City Council and will report to the City Administrator.

[ORD--EMMC Title 2 Administration and Personnel](#)

[EXHIBIT--EMMC Title 2 Administration and Personnel](#)

[EMMC Title 2 Administration and Personnel - Redlines](#)

- 17.B [ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 1.20 Campaign Finance Disclosures, and Chapter 2.15 City Council.](#)

BACKGROUND: *(Presented by Director of Administrative Services/City Recorder Fionnuala Kofoed)* The proposed amendments to EMMC Chapter 1.20 reflect requirements in UCA 10-3-208 regarding the number of and due dates for campaign finance statements to be filed during municipal elections. The proposed amendment to EMMC Chapter 2.15 City Council adds the time and place for holding regular City Council meetings, as required by UCA 10-3-502.

[ORD--EMMC 1.20 Campaign Finance Disclosures & 2.15 City Council](#)

[EXHIBIT--EMMC 1.20 and EMMC 2.15](#)

[EMMC 1.20 Campaign Finance Disclosures - Redlines](#)

[EMMC 2.15 City Council - Redlines](#)

18. CITY COUNCIL/MAYOR'S BUSINESS

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

19. 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.

20. COMMUNICATION ITEMS

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

21. 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 2nd day of February, 2023, 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
FEBRUARY 7, 2023**

TITLE:	PRESENTATION - Draft Economic Development Master Plan		
ITEM TYPE:	Presentation		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Evan Berrett, Admin

PRESENTED BY:

Evan Berrett and Zions Bank
Public Finance

RECOMMENDATION:

Staff requests that City Council provide feedback on the master plan including desired changes to included goals, the addition of content in areas found lacking, and so forth.

BACKGROUND:

Eagle Mountain City contracted with Zions Bank Public Finance to assist with creating a new Economic Development Master Plan. The purpose of an Economic Development Master Plan is to analyze the current economic conditions of the City, determine desired future economic development outcomes that align with the vision of the Mayor and Council, and then outline strategies and policies that would ultimately take us from where we are now to the desired outcomes. Staff worked with ZBPF to populate a draft master plan with the necessary major elements of a plan required by the project scope and is now presenting the draft master plan to City Council for feedback on its contents.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Eagle Mountain Economic Plan - DRAFT](#)



DRAFT-Eagle Mountain City

Economic Plan

November 2022



ZIONS PUBLIC FINANCE, INC.

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Executive Summary

Eagle Mountain is one of the most rapidly growing cities in the nation. This vibrant young community, largely composed of young families, is in Utah County, which offers the educational and workforce advantages of two large universities, year-round recreational activities, and scenic views of the majestic Wasatch mountains. Eagle Mountain has a significant amount of vacant land that has historically been lower-priced than other areas of Utah County and that has been attractive to homebuyers and many businesses. The challenge for Eagle Mountain is to keep up with its rapid growth, capitalize on economic opportunities (i.e., highest and best use) at key infrastructure sites, attract high-paying businesses to the area and expand retail development by providing goods and services to its residents.

Eagle Mountain is in Utah's Cedar Valley, west of Utah Lake in northwest Utah County. The City has a total area of over 50 square miles, making it one of the largest five cities in Utah. The City is bordered on the north by Camp Williams Military Installation, to the east by Saratoga Springs, to the west by Fairfield and Cedar Fort and to the south by unincorporated Utah County. Once known as a small rural community, Eagle Mountain is experiencing explosive growth as development and growth pressures continue to expand across the Wasatch Front.

The growth in Eagle Mountain has mainly been in the form of single-family homes, but retail and job centers have also started to take shape. Eagle Mountain has a several retail shopping areas in the City that are under development and has several industrial areas under construction.

According to the American Community Survey (2020), the largest employment industry within Eagle Mountain is educational services and health care. The professional, scientific, management, administrative and waste management services industry is also largely represented by the employed population in the City. However, most residents travel outside of the City for employment, with an average round trip commute time of over an hour.

As is shown in the following sections, Eagle Mountain has seen significant population growth, as evidenced by the large number of building permits and housing starts. Eagle Mountain has historically been less susceptible to notable increases in housing prices, but that trend has changed within the past few years when Eagle Mountain has emerged as one of the most rapidly growing communities in Utah. While the City's recent rapid growth bodes well for retail development, it is also a factor in escalating home prices.



Key Findings

- Eagle Mountain is seeing rapid growth, as shown by the following number of building permits issued in the City which have been escalating rapidly over the past few years
 - 2016 – 349
 - 2017 – 628
 - 2018 – 805
 - 2019 – 1,291
 - 2020 – 1,446
 - 2021 – 1,679
- Once considered a highly affordable community, Eagle Mountain has seen rapidly escalating home prices over the past several years
 - 2016 - \$257,500
 - 2017 - \$297,900
 - 2018 - \$317,750
 - 2019 - \$339,900
 - 2020 - \$359,160
 - 2021 - \$475,000
 - 2022 - \$585,000
- Key characteristics of households in Eagle Mountain are as follows:
 - Eagle Mountain has a young median age of 19 years; State median is 31.1
 - Roughly 48 percent of Eagle Mountain's population is under 18 years of age
 - Eagle Mountain median household income is \$87,094; State median is \$74,197
 - Eagle Mountain has a large household size of 4.43 persons; State median is 3.09
- Key characteristics of employment in Eagle Mountain are as follows:
 - Eagle Mountain employment to population ratio is 0.07; Utah County ratio is 0.41
 - Average commute time to work for City residents is 33 minutes one way; average commute time for County residents is 22.2 minutes one way.
 - Average wages paid in the City are \$3,229 compared to \$4,262 countywide
 - Eagle Mountain has a labor force participation rate of 75%, higher than Utah County and the State of Utah
 - Eagle Mountain has an unemployment rate of 2.6%, higher than Utah County and the State of Utah
 - Eagle Mountain exports 95% of its total labor to other communities
 - 68% of the total labor force is employed in management, business, science, arts, sales, or office occupations
 - The two largest industries for the City are Professional, Scientific, Management, and Administrative & Waste Management Services (17%) and Educational Services, and Health Care & Social Assistance (21%), with a total of over 38% of the labor force employed in those areas
- Key industries for the City to focus on are as follows:
 - Advanced Manufacturing
 - Aerospace & Defense
 - Outdoor Products & Recreation
 - Life Sciences & Healthcare Innovation

- There is a significant amount of retail leakage in the City due to a lack of retail goods and services throughout the City.
 - Current capture rate for retail goods and services is approximately 24 percent; therefore, residents are making about \$617 million in purchases annually outside of City limits
 - The buying power of Eagle Mountain residents can currently support about 1 million square feet of retail space. With only a 50 percent capture rate, the City could have 500,000 square feet of retail space. By 2040, the buying power of City residents can support roughly 3 million square feet of retail space; with a 50 percent capture rate, the City could have 1.5 million square feet of space located within its boundaries.
 - Major sales tax categories for the City to focus on are as follows:
 - Food and Beverage Stores
 - Building Material and Garden Equipment and Supplies Dealers
 - Food Services and Drinking Places
 - General Merchandise Stores
 - Motor Vehicle and Parts Dealers
- Infrastructure advantages
 - Pony Express Parkway and Eagle Mountain Boulevard are expected to see steadily increasing Average Annual Daily Trips (AADT) over the next ten years.
 - The East Expressway and the Hidden Valley Rd are expected to help traffic move through the east side of the City by 2030.
 - The Cedar Valley Freeway is expected to travel just west of the City's center at some point in the future; however, that project doesn't have a projected completion date yet. This will create more of a regional draw to the City, as well as providing for better transportation access into and out of the City.
- Notable recent successes for Eagle Mountain
 - Facebook
 - Eagle Mountain Town Center Marketplace, including Macey's grocery store and Ace Hardware
 - Tyson Foods
 - Google
- Eagle Mountain has significant commercial development potential due to its rapidly growing population, transportation infrastructure, and large amount of vacant land. Key future areas of development are as follows:
 - North Bench
 - South Tech Campus
 - Town Center
 - Pole Canyon

Strategies and Recommendations

Goal 1: Diversify the types of industries in Eagle Mountain while building on the existing notable employers, thereby reducing commute times for residents through more local quality-job opportunities

Action Item 1: Expand pool of contacts with business park developers and commercial real estate brokers to better disseminate information on Eagle Mountain City

Action Item 2: Publish recent successes in attracting quality businesses and create a marketing strategy to attract future businesses of varying size and industry

Action Item 3: Attend large trade shows, such as the IAMC (Industrial Asset Management Council) or ICSC RECON, and meet with real estate representatives of targeted businesses

Action Item 4: Identify expanding businesses, specifically technology, advanced manufacturing, life sciences/health, recreation, and aerospace/defense industries and target for potential recruitment

Action Item 5: Work with large business park/office brokerage firms, Governor's Office of Economic Opportunity, and EDCUtah to identify new projects considering Utah for expansion

Action Item 6: Establish policies for public assistance with desired business park development and businesses that meet specific qualifications

Performance Measures: *Reduction in commute times, diversity of businesses locating in Eagle Mountain, increase in wages paid in the City, large capital investment on a per acre basis*

Goal 2: Create destination retail and concept stores which will provide opportunities for customers to have experiences that are not replicated online

Action Item 1: Recapture lost sales ("leakage") by focusing on those areas with the largest leakage first, such as grocery stores, hardware stores and restaurants; publicize leakage numbers with existing businesses (who may choose to expand their offerings) as well as at events such as ICSC

Action Item 2: Create marketing materials of the identified sites with information attractive to developers such as population growth projections, young median age, infrastructure, traffic counts, etc. Use all available communication platforms to promote these areas

Performance Measures: *Increased City retail sales and sales tax revenues, reduced percent of leakage, clusters of retail development ("gathering places") in the City*

Goal 3: Implement a Business Retention and Expansion Program (BRE) to increase the employment base within the community and foster small business development

Action Item 1: Provide sales tax leakage information to specific businesses which show the potential for business expansion opportunities within related industries as well as projected growth in buying power over the next 10 years

Action Item 2: Work with existing businesses to identify challenges to changing retail trends including the need for drive-thru/pickup space, assistance with online retailing, etc. that can be addressed through the City's planning and zoning process

Action Item 3: Create a "Shop Local" program to create awareness and encourage residents to support the businesses located throughout Eagle Mountain

Action Item 4: Hold bi-annual “Lunch and Learn” with local brokers, developers, real estate professionals and businesses

Performance Measures: *Participation levels by existing businesses, higher sales per square foot for existing businesses, greater community awareness of the businesses within the City*

Goal 4: Create and encourage recreational, educational and entertainment opportunities to improve the quality of life for existing residents and draw outdoor recreation businesses to locate in Eagle Mountain

Action Item 1: Identify and target specific outdoor retailers that may be a good fit for Eagle Mountain

Action Item 2: Create a marketing campaign using Eagle Mountain’s vast open space and trails to tell the story of the natural amenities in the community and along the Wasatch Front

Action Item 3: Identify and create outdoor events that draw visitors from outside of the City to increase sales tax capture and highlight outdoor recreation and the City’s natural amenities

Action Item 4: Pursue development of a satellite campus with special emphasis on workforce skills training for desired businesses in Eagle Mountain

Performance Measures: *Development of more recreational, educational and entertainment amenities in the City (i.e., skate park, splash pad, trails and trailheads, movie theaters, trade school, satellite campus, etc.)*

Demographics

Population Growth

Population has grown by close to 104% from 2010-2020¹ with population estimated at 54,023 in 2022. Future growth in Eagle Mountain is also projected to be rapid, increasing by an estimated 5,200 persons per year.

TABLE 1: EAGLE MOUNTAIN POPULATION GROWTH PROJECTIONS

YEAR	POPULATION
2020	43,623
2021	48,823
2022	54,023
2023	59,223
2024	64,423
2025	69,623
2026	74,823
2027	80,023
2028	85,223
2029	90,423
2030	95,623
2031	100,823
2032	106,023
2033	111,223
2034	116,423
2035	121,623
2036	126,823
2037	132,023
2038	137,223
2039	142,423
2040	147,623

Source: United States Census 2020; review of building permits issued over past few years

This growth will allow for increased opportunities to attract retail and other commercial uses throughout the City. Eagle Mountain is currently the fourth largest City in Utah County and has the potential to grow to surpass Orem and Lehi.

The population growth in Utah County is also rapid. Between 2020 and 2021, the County grew by nearly 20,000 people and accounted for 33% of the State's growth during that period². Much of that growth is occurring in the combined area of Eagle Mountain, Saratoga Springs, and Lehi, as these three cities each appear in the top five cities in absolute population growth between 2021 and 2021. By themselves, these three cities accounted for 23% of the State's growth from 2020 to 2021.³ The County is poised to grow by

¹ Source: U.S. Census Bureau, 2020: DEC Redistricting Data

² Source: Kem C. Gardner Policy Institute

³ Source: Kem C. Gardner Policy Institute

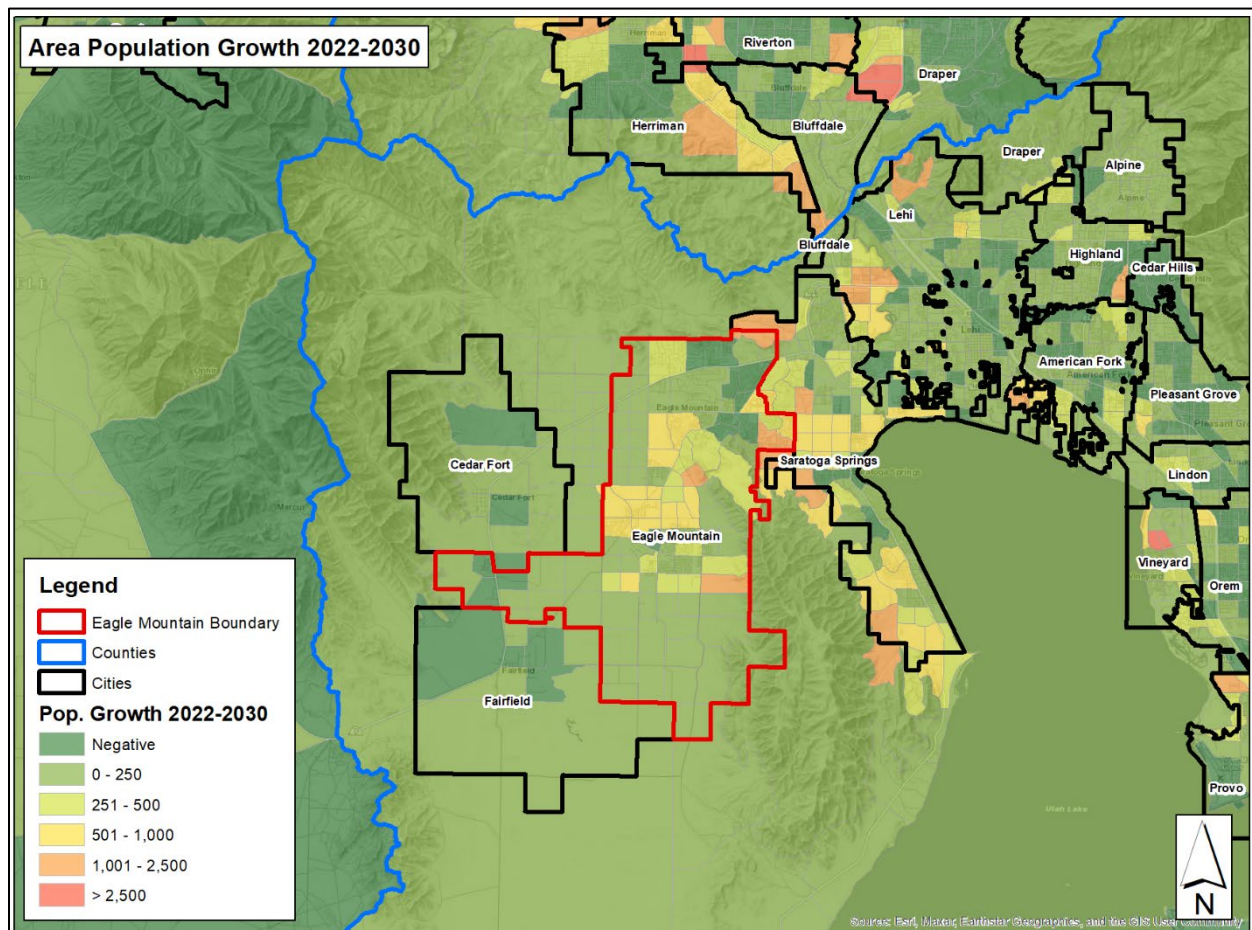
approximately 183,098 persons over the next 10 years, or by 18,310 persons per year (Kem C. Gardner Policy Institute).

TABLE 2: UTAH COUNTY POPULATION GROWTH PROJECTIONS

Year	Population
2020	664,258
2021	683,625
2022	702,943
2023	723,107
2024	743,547
2025	763,760
2026	783,392
2027	802,214
2028	820,156
2029	837,257
2030	853,711
2031	869,828
2032	886,041

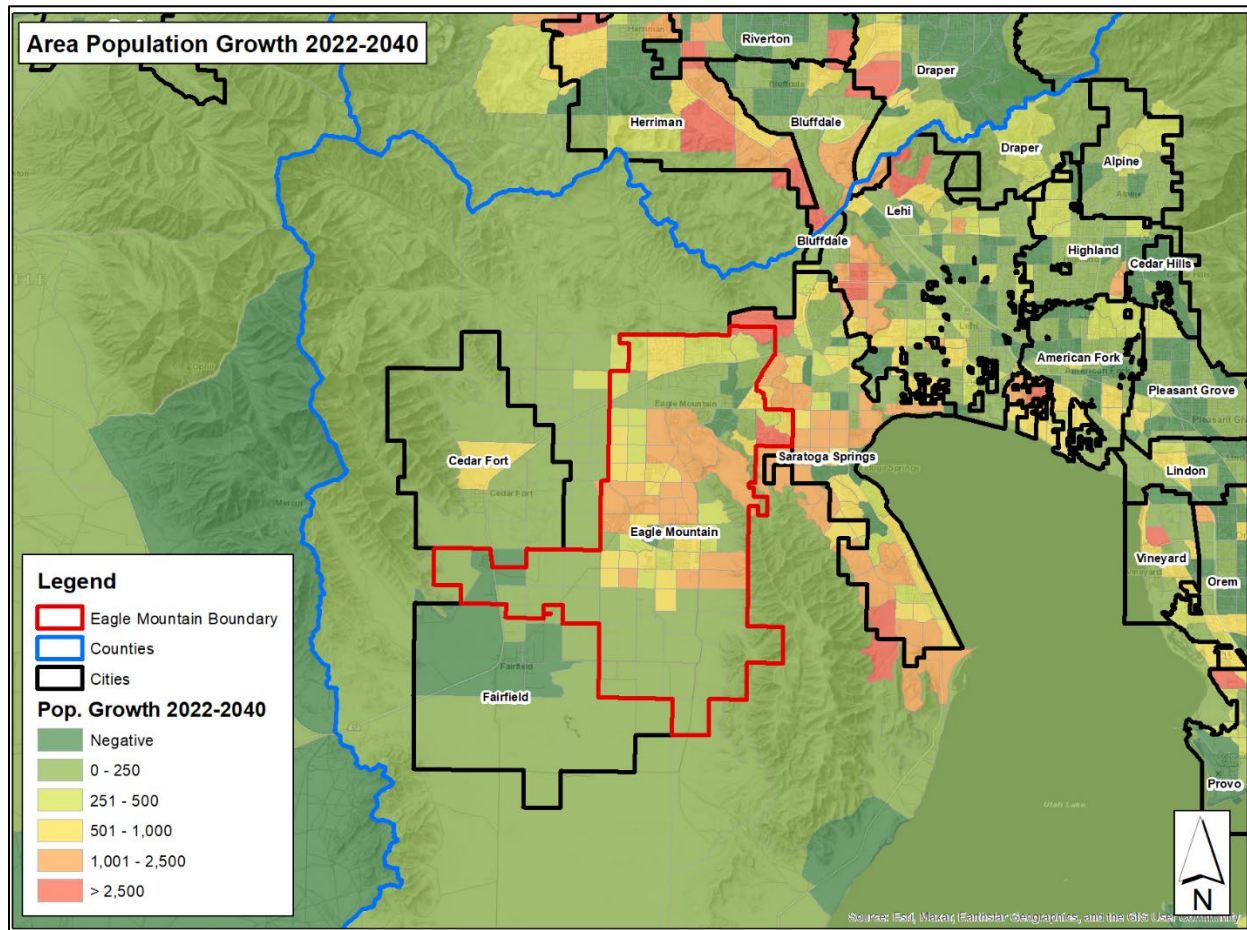
Source: Kem C. Gardner Policy Institute

FIGURE 1: AREA POPULATION GROWTH, 2030



Source: MAG TAZ Projections

FIGURE 2: AREA POPULATION GROWTH, 2040



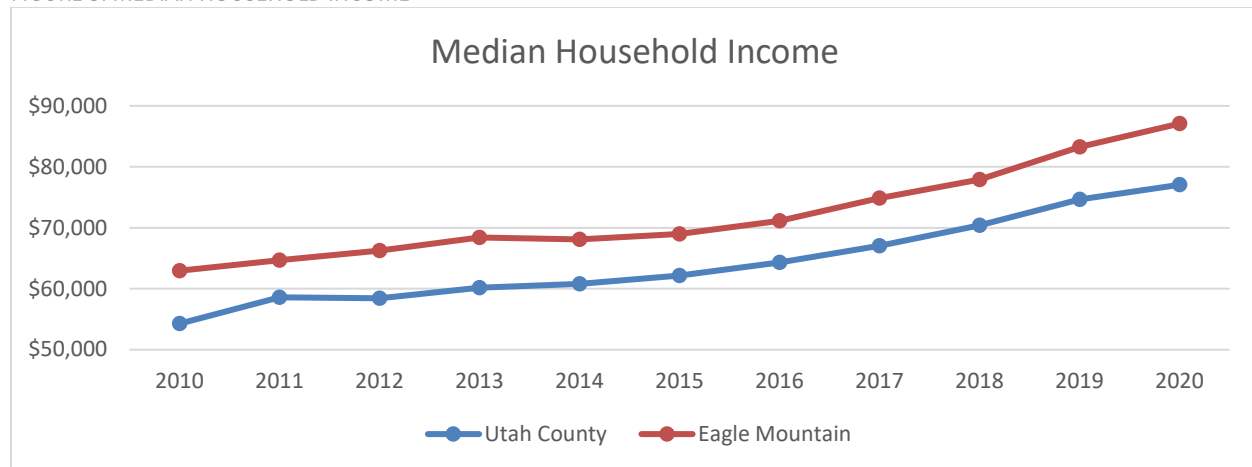
Source: MAG TAZ Projections

Household Characteristics

Income. Eagle Mountain has a median household income of approximately \$87,000. This is above the Utah County median (\$77,057) and above the statewide median (\$74,197)⁴.

⁴ 2020 ACS

FIGURE 3: MEDIAN HOUSEHOLD INCOME



Source: ACS 2010-2020 Data

Household Size

The average household size in Eagle Mountain is 4.43 persons. In comparison, the average household size in Utah County is 3.52 persons and 3.09 in the State of Utah.

Age Characteristics

Eagle Mountain has an extremely young median age – 19 years. In comparison, the median age in Utah is 31.1 years; in the United States it is 38.2 years

Education

Nearly 97 percent of the working population in Eagle Mountain (ages 25 and older) has a high school degree or higher, while 35.4 percent of this populace has a bachelor's degree or higher. For Utah County, 95.2 percent of the working populace (ages 25 and older) has a high school degree or higher, with 41.1 percent having a bachelor's degree or higher. Statewide, 34.7 percent have a bachelor's degree or higher (2020 ACS)

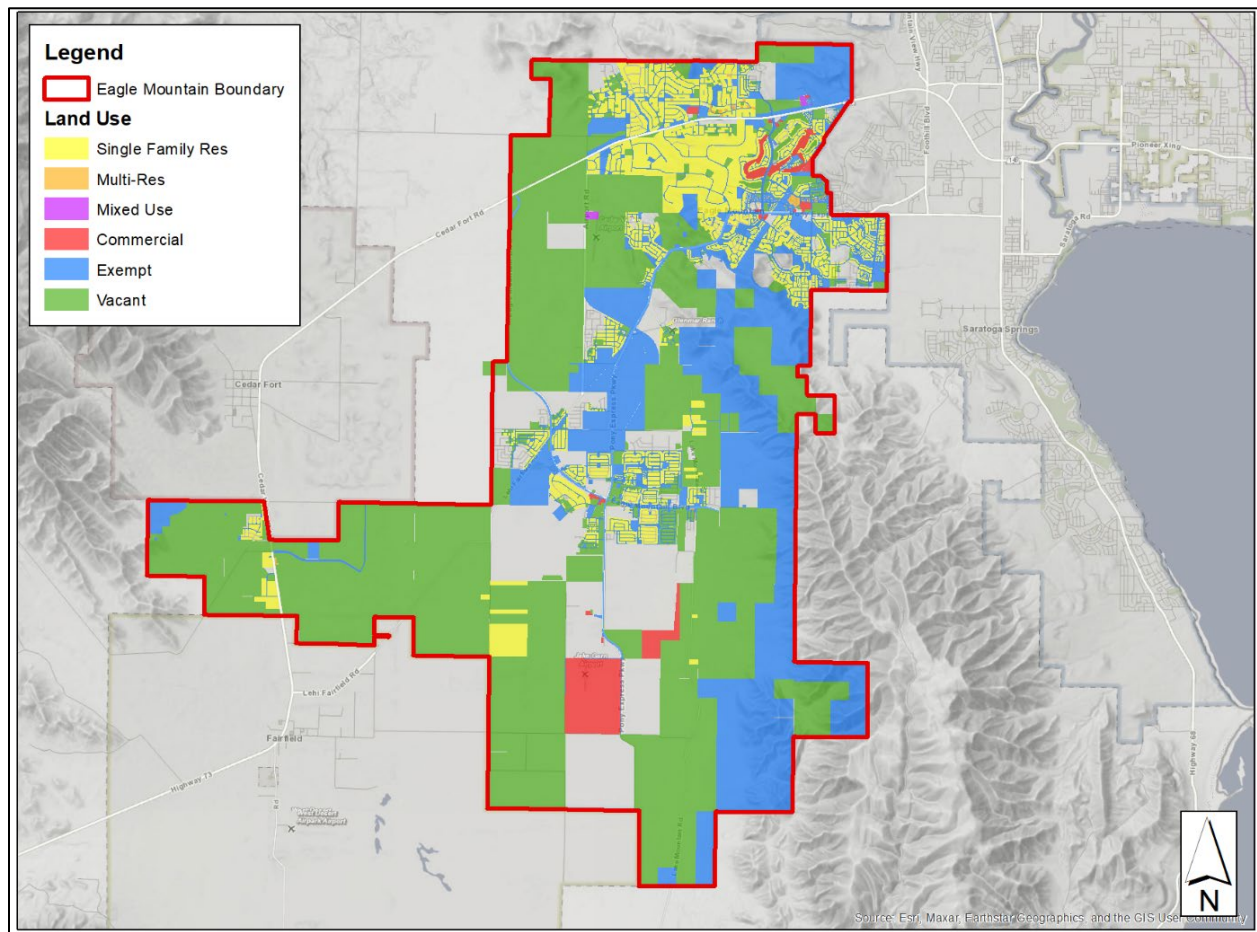
Commute to Work

Approximately 73 percent of residents drove alone to work with a daily commute time averaging 33.2 minutes, one-way (2020 ACS).

Land Use

The map below shows existing land uses as described on tax rolls maintained by the Utah County Assessor's Office. This map reveals two centers of current development – one at the north end of the City and the other in the central part of the City. It also shows the massive growth potential of Eagle Mountain with its significant amount of vacant land.

FIGURE 4: EXISTING LAND USE



Housing

Eagle Mountain has seen rapid growth over the past few years, with nearly five times the number of permits issued in 2021 as in 2016.

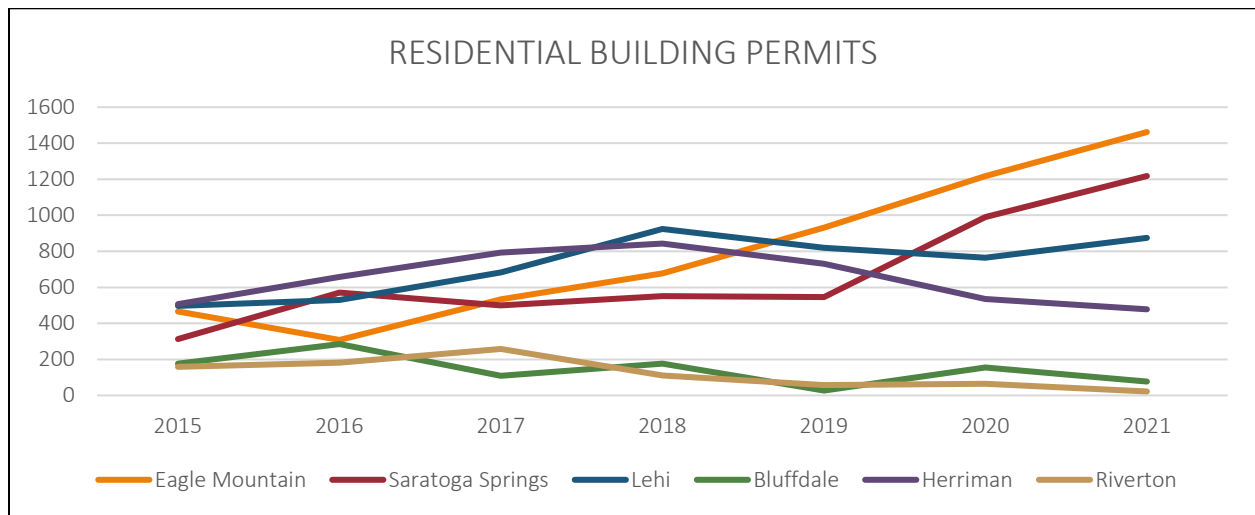
TABLE 3: BUILDING PERMITS ISSUES BY RAPIDLY GROWING COMMUNITIES ALONG THE WASATCH FRONT

	2016	2017	2018	2019	2020	2021
Saratoga Springs	1116	1116	1078	1165	1725	2149
Lehi	1060	1148	1466	1517	1581	1955
South Jordan	1574	520	1336	1424	1946	1942
Eagle Mountain	349	628	805	1291	1446	1679
Herriman	979	991	1173	1181	NA	1078

Source: Construction Monitor

Building permits for residential and commercial were analyzed to show the historic growth in Eagle Mountain and surrounding communities. Eagle Mountain has strong permit numbers, with steady growth rates and has the highest rate of residential permits (2021) compared to neighboring cities.

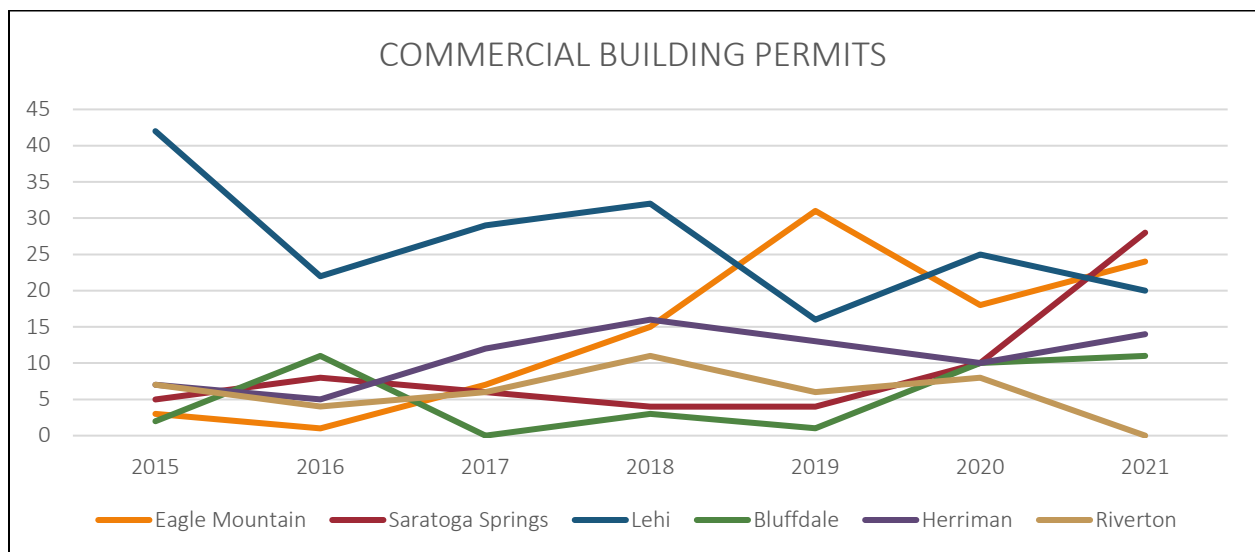
FIGURE 5: RESIDENTIAL BUILDING PERMITS



Source: Ivory-Boyer Construction Database

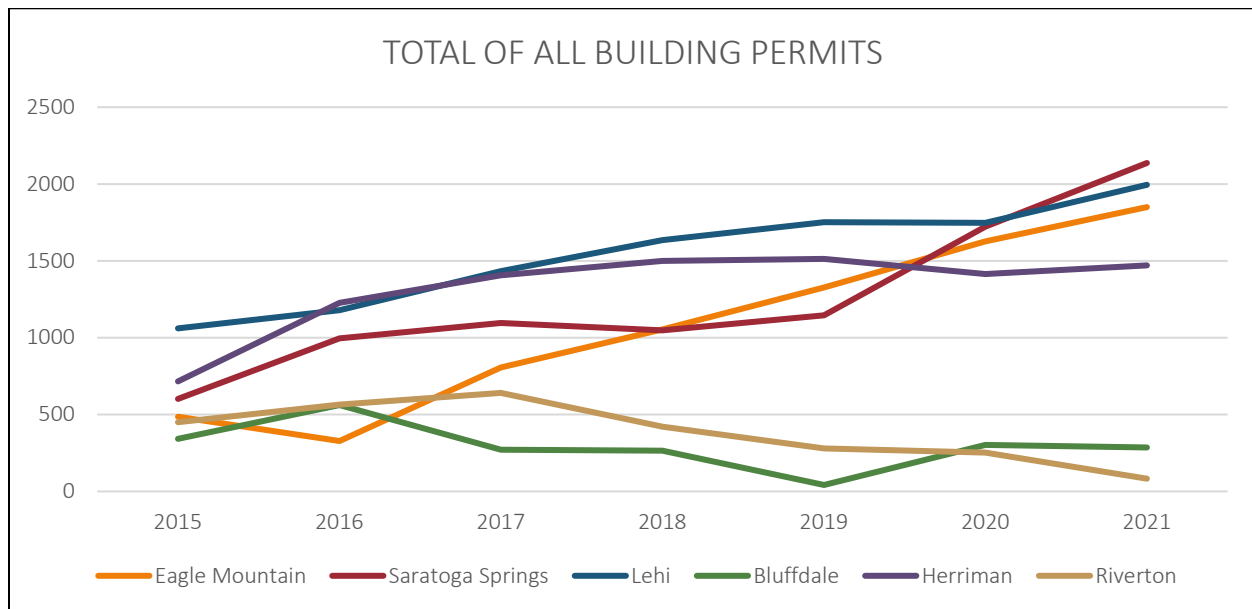
Residential growth generates the demand for commercial growth which has also been strong in Eagle Mountain.

FIGURE 6: COMMERCIAL BUILDING PERMITS



Source: Ivory-Boyer Construction Database

FIGURE 7: TOTAL BUILDING PERMITS



Source: Ivory-Boyer Construction Database

Rapid growth has fueled home price increases, with median prices doubling over the past six years. Eagle Mountain is still relatively more affordable than surrounding cities but is becoming less affordable than in the past.

TABLE 4: COMPARATIVE MEDIAN HOME PRICE INCREASES

Home Price % Increase from Prior Year	2016	2017	2018	2019	2020	2021	2022
South Jordan	12.2%	17.6%	2.1%	5.4%	10.2%	22.7%	23.1%
Saratoga Springs	11.0%	6.0%	0.7%	13.5%	4.7%	29.9%	18.6%
Lehi	5.3%	11.1%	6.4%	2.9%	6.9%	37.0%	21.7%
Eagle Mountain	5.3%	15.2%	6.7%	6.6%	5.6%	31.4%	23.2%
Herriman	11.0%	5.2%	10.8%	5.6%	4.5%	38.7%	14.9%

Median Home Price	2016	2017	2018	2019	2020	2021	2022
South Jordan	\$399,500	\$470,000	\$479,000	\$505,000	\$549,300	\$675,000	\$825,000
Saratoga Springs	\$332,000	\$352,403	\$355,000	\$402,990	\$424,000	\$549,950	\$652,000
Lehi	\$310,201	\$345,500	\$368,000	\$378,900	\$405,000	\$554,650	\$675,000
Eagle Mountain	\$257,500	\$297,900	\$317,750	\$339,900	\$359,160	\$475,000	\$585,000
Herriman	\$344,000	\$361,957	\$399,925	\$422,446	\$441,000	\$613,000	\$704,527

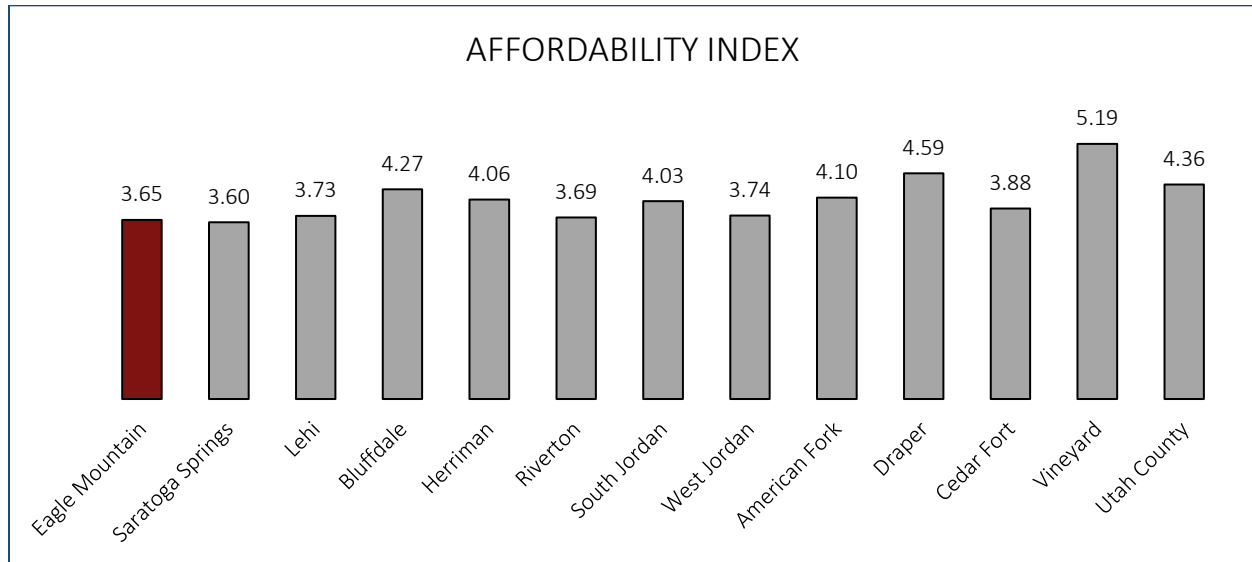
Source: <https://www.sltrib.com/homeprices/>

It is interesting to note that the median home price in Eagle Mountain is now more expensive than in any of the comparative cities (which are all higher-priced than Eagle Mountain) before 2021. Like most of the Wasatch Front, Eagle Mountain has seen rapidly escalating home prices. However, in comparative cities, Eagle Mountain has experienced the greatest change in prices, with the median home price increasing 127% between 2016 and 2021. This impacts economic development as employers need locations where

there is sufficient housing for their employees – and at affordable prices. The good news is that Eagle Mountain is still relatively more affordable than surrounding communities.

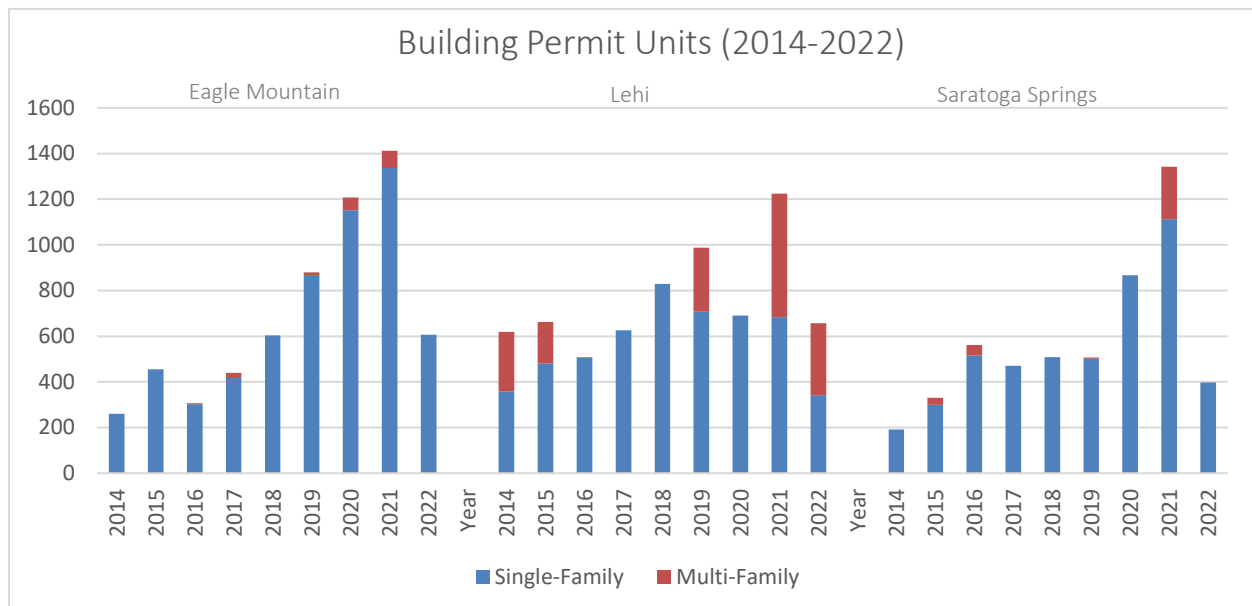
The affordability index is calculated by dividing the average home price in a community by the average household income. It should be noted that Saratoga Springs has a lower affordability index than Eagle Mountain because of its higher median income, even with a higher average home price.

FIGURE 8: AFFORDABILITY INDEX



Source: American Community Survey (ACS) 2020

FIGURE 9: BUILDING PERMITS UNITS

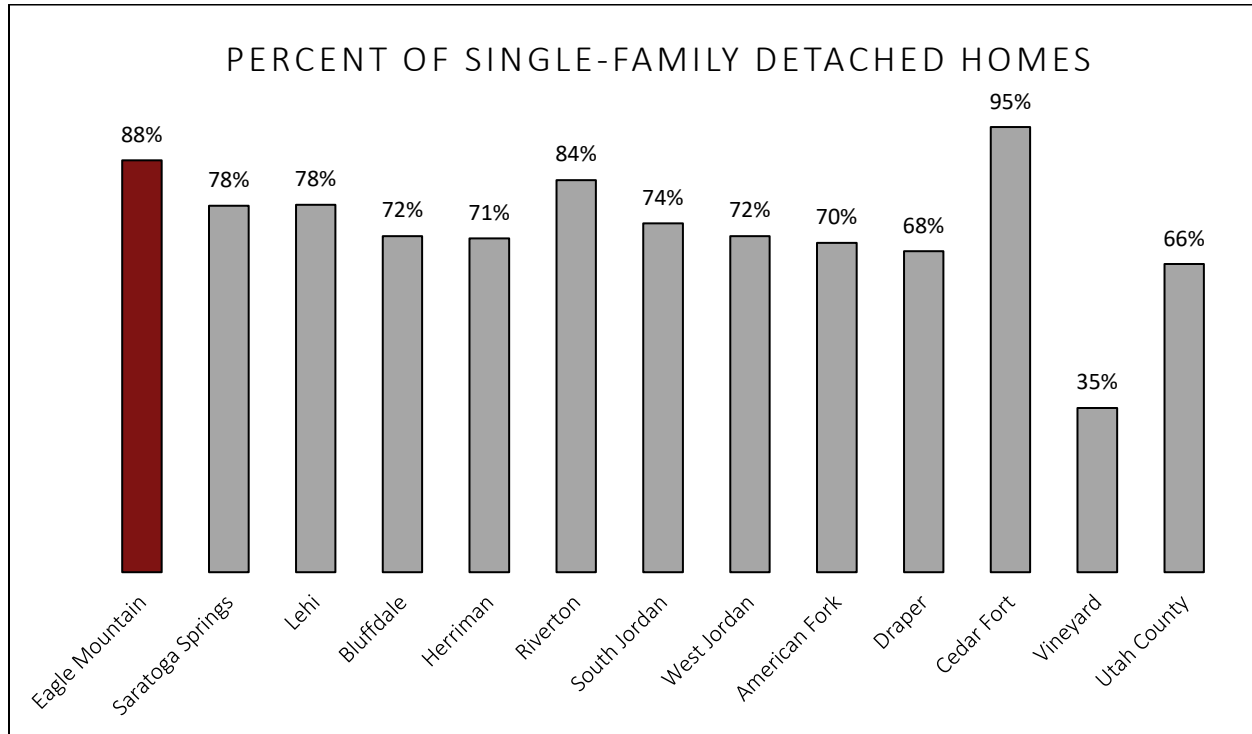


Source: University of Utah BEBR, *Through August 2022

The increase in home prices is accompanied by demand for more multi-family and townhome units which keep prices down with smaller lots and somewhat smaller unit sizes. Figure 9 shows the growth in building permits since 2014 and the increasing demand for multi-family units.

Eagle Mountain currently has an extremely high percentage of single-family units. Beyond single-family units, the City primarily has townhome units throughout the City, with several multi-family buildings in the northern part of the City. There are plans for future multi-family housing to be built in various areas of the City, such as in the Pole Canyon development or Ivory Homes' Overland subdivision.

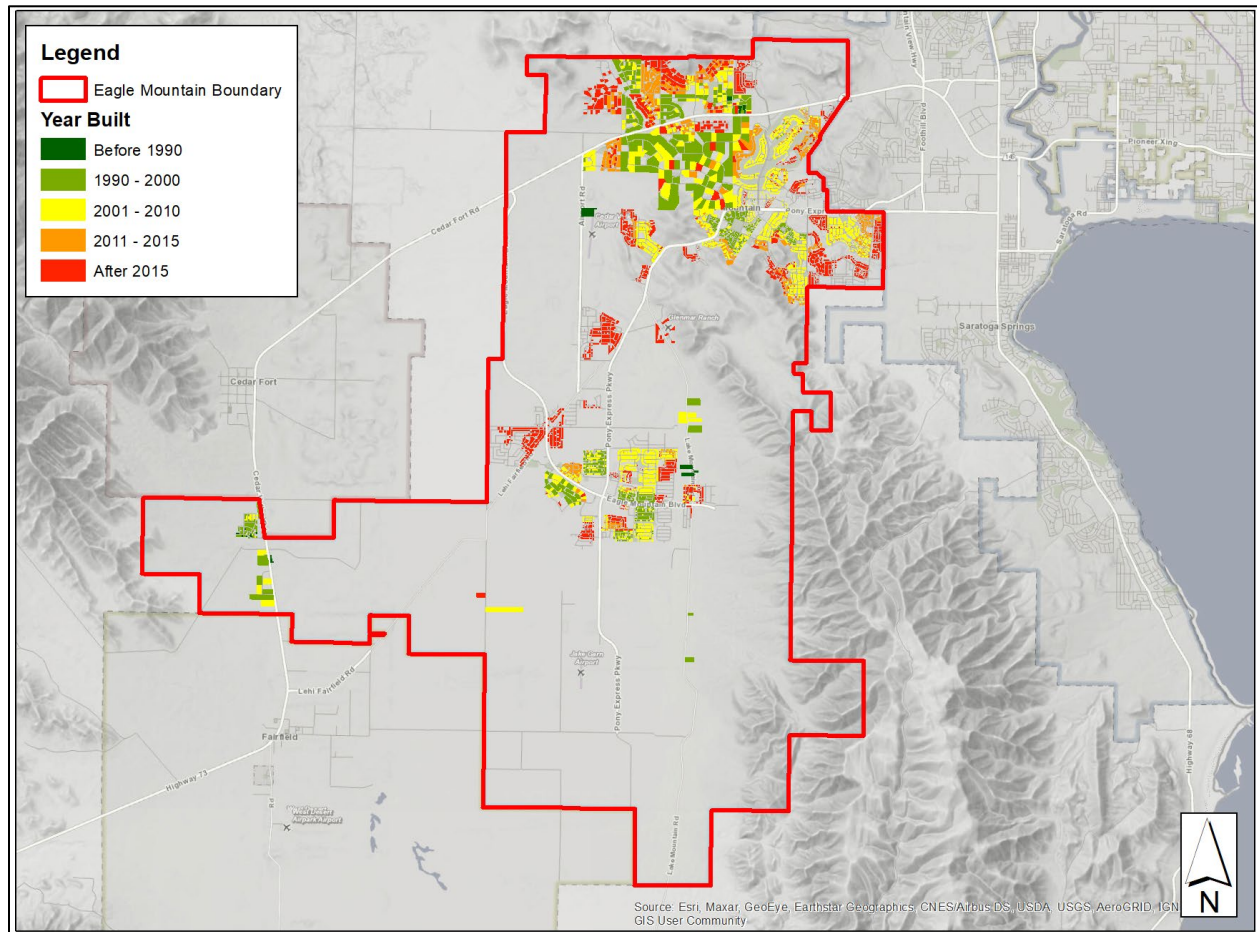
FIGURE 10: PERCENT SINGLE FAMILY



Source: American Community Survey (ACS) 2020

Due to the City's relatively young age as a city, there are very few homes that were built before 1990, with the first bulk of the City's homes being built in the decade around the City's incorporation in 1996. Most of the construction initially took place in the northern area of the City, with around two-thirds of the City's population residing in that area. While residential building was slow to pick up in the southern area of the City, in the past few years, construction has exploded in this area, with building permits in the south exceeding those issued in the north for the past several years.

FIGURE 11: RESIDENTIAL YEAR BUILT

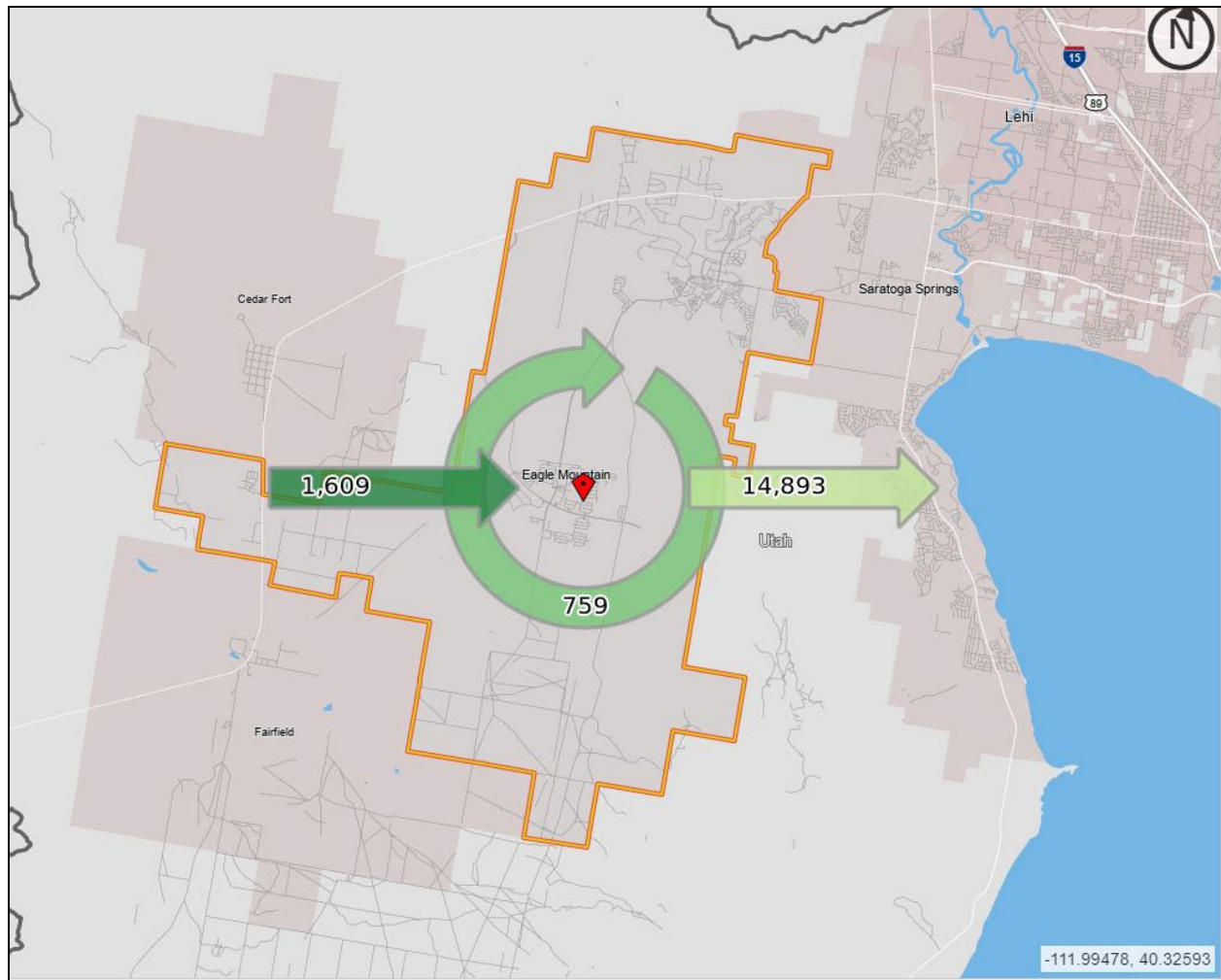


Source: Utah County Assessor

Employment

This plan also studies which potential employment industries may be suitable for Eagle Mountain. Eagle Mountain has a relatively low number of residents both living and working within the City. Most residents travel outside of the City boundaries for employment, as shown on the map below.

FIGURE 12: EAGLE MOUNTAIN LABOR FLOWS



Source: U.S. Census, On the Map (2019)

According to the Utah Department of Workforce Services (2020), Eagle Mountain has 465 firms in various industries, with the largest segments including: construction; professional and business services; trade, transportation and utilities; and education and health services. The manufacturing sector is a good fit for Eagle Mountain and, although there are only nine manufacturing firms reported in the data below, the wages are extremely good. In all other industry sectors, wages in Eagle Mountain generally lag wages in Utah County.

TABLE 5: EAGLE MOUNTAIN 2020 LABOR MARKET

Eagle Mountain	Avg. No. of Firms	Avg. Employment	Total Wages	Avg. Monthly Wage	Utah County Avg. Monthly Wage
Mining*	D	D	D	D	\$5,747
Construction	127	756	\$33,696,777	\$3,712	\$4,809
Manufacturing	9	13	\$1,766,701	\$11,630	\$4,898
Trade, Transp. & Utilities	59	368	\$14,326,193	\$3,246	\$3,755
Information	17	143	\$7,631,909	\$4,462	\$8,920
Financial Activities	40	78	\$3,323,157	\$3,534	\$5,807
Professional & Business Services	108	227	\$12,842,075	\$4,709	\$6,020
Education & Health Services	54	452	\$8,940,707	\$1,650	\$3,187
Leisure & Hospitality	15	194	\$2,369,637	\$1,016	\$1,437
Other Services	20	67	\$2,223,727	\$2,745	\$2,831
Government	14	902	\$36,587,834	\$3,379	\$3,403
Total	465	3,228	\$125,064,751	\$3,229	\$4,262

Source: Utah Department of Workforce Services, Workforce Research & Analysis, Annual Report of Labor Market Information, 2020

*D/ not shown to avoid disclosure of individual firm data, therefore, will not add to City total

Current Employment

The 2020 American Community Survey estimates the total available labor force (population 16 years and over) in Eagle Mountain City to be 19,572. Of that, 14,764 individuals are in the labor force and 14,117 individuals are employed, with an unemployment rate of only 2.6%. There are also a total of 129 individuals currently serving in the armed forces from Eagle Mountain City.

The City experiences slightly higher unemployment rates than Utah County (2.1%) and the State as a whole (2.4%). Overall, the City has a labor force participation rate of only about 75%, which is higher than both Utah County (69.7%) and the State (68.6%). Although it has a high labor participation rate, there are several larger trends that may be keeping this rate from being higher.

Almost 3,000 individuals in the City fall within the 15- to 19-year-old band in the City and, for those that are 16 or older, it is likely that many of these individuals are not interested in participating in the labor force while in school, or do not have easy access to part-time employment. Additionally, 48% of the individuals 16 or older are female, yet only 39% of the labor force is female. This lower participation rate may be partially due to both the median age and average household size in the City. Many households may need, or prefer, an adult to not work to be a householder, and based on labor participation rates, this falls more on females.

It is possible that doing the following may help to increase the labor participation rate for the younger demographic and for females:

- Increase number of jobs available within Eagle Mountain City that provide close access to employment
- Increase number of jobs available that allow for part-time or flexible work schedules
- Increase childcare providers within the City to allow more opportunities for both adults in a household to participate in the labor market

The following tables show the occupation categories and industries for those who are in the labor market.

TABLE 6: EAGLE MOUNTAIN LABOR FORCE, BY OCCUPATION

Occupation Type	Number of Workers	Percent of Total
Management, Business, Science, and Arts Occupations	5,972	42.30%
Service Occupations	1,614	11.43%
Sales and Office Occupations	3,642	25.80%
Natural Resources, Construction, and Maintenance Occupations	1,542	10.92%
Production, Transportation, and Material Moving Occupations	1,347	9.54%
Total	14,117	100.00%

Source: 2020 American Community Survey, 5-year Estimates

TABLE 7: EAGLE MOUNTAIN LABOR FORCE, BY INDUSTRY

Industry Type	Number of Workers	Percent of Total
Agriculture, Forestry, Fishing & Hunting, and Mining	144	1.02%
Construction	1,257	8.90%
Manufacturing	1,237	8.76%
Wholesale Trade	425	3.01%
Retail Trade	1,659	11.75%
Transportation & Warehousing, and Utilities	457	3.24%
Information	625	4.43%
Finance & Insurance, and Real Estate & Rental & Leasing	914	6.47%
Professional, Scientific, Management, and Administrative & Waste Management Services	2,465	17.46%
Educational Services, and Health Care & Social Assistance	2,969	21.03%
Arts, Entertainment, Recreation, and Accommodation & Food Services	721	5.11%
Other Services, Except Public Administration	850	6.02%
Public Administration	394	2.79%
Total	14,117	100.00%

Source: 2020 American Community Survey, 5-year Estimates

A full 68% of the total labor force is employed in what are viewed as traditionally office-based occupations. This is useful information, and when combined with the specific industry of these workers, it can aid the City in targeting businesses or industries to make use of the current labor force in the community. The two

largest industries for the City are Professional, Scientific, Management, and Administrative & Waste Management Services and Educational Services, and Health Care & Social Assistance, with a total of over 38% of the labor force employed in those areas. These are areas where the City may be able to target employers or industries in these fields, to take advantage of the current labor force and reverse the labor flow trends. This would have a positive impact on the traffic leaving the City, as well as provide more daytime population for retailers.

This does not mean that the City can't be successful in attracting other industries. For those industries, there may need to be more of a regional employment outlook or opportunities to draw from the larger labor market. As the City continues to grow, it will be important to monitor labor trends to see if they are keeping the City competitive in providing an educated workforce for their desired industries.

The principal employers in Eagle Mountain are shown in the table on the following page.

TABLE 8: EAGLE MOUNTAIN PRINCIPAL EMPLOYERS

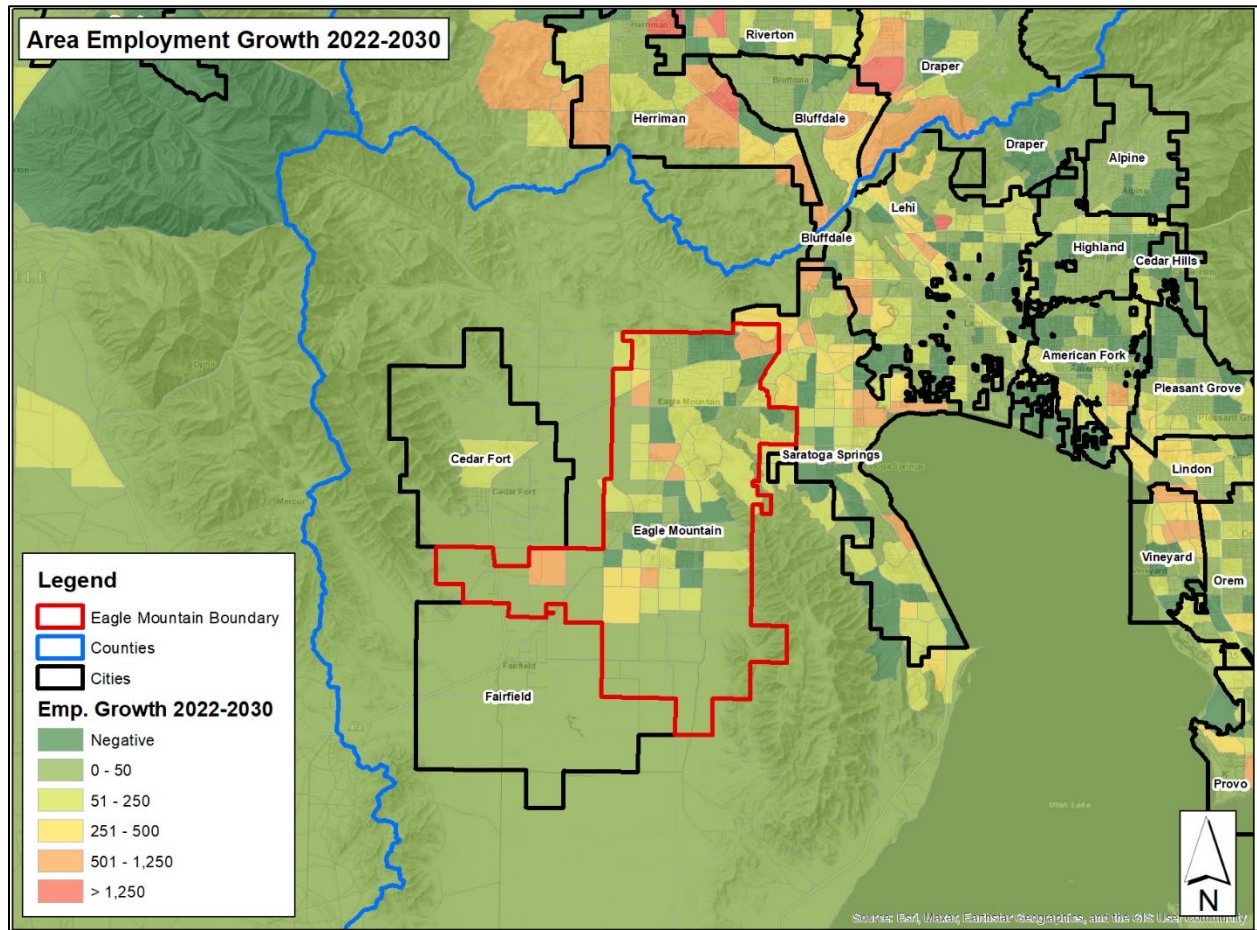
Company Name	Address	Employees
Tyson Fresh Meats, Inc.	3817 N Tyson Pkwy	250-499
Applicant Pro Holdings	3688 E Campus Dr	100-249
C R Mgmt Inc	4137 Pony Express Pkwy	100-249
Cedar Valley High	1389 Aviator Ave	100-249
E2 Optics LLC	9511 N Mount Airey Dr	100-249
Eagle Mountain City	1650 E Stagecoach Run	100-249
Facebook, Inc.	1275 North Community Cir	100-249
Frontier Middle School	1427 Mid Valley Rd	100-249
Jobmatch LLC	3688 Campus Dr Ste 150	100-249
Ridley's Family Markets	4045 E Pony Express Parkway	100-249
Western Partitions, Inc.	1499 N Pony Express Pkwy	100-249

Source: Department of Workforce Services, Firm Find

Employment Projections

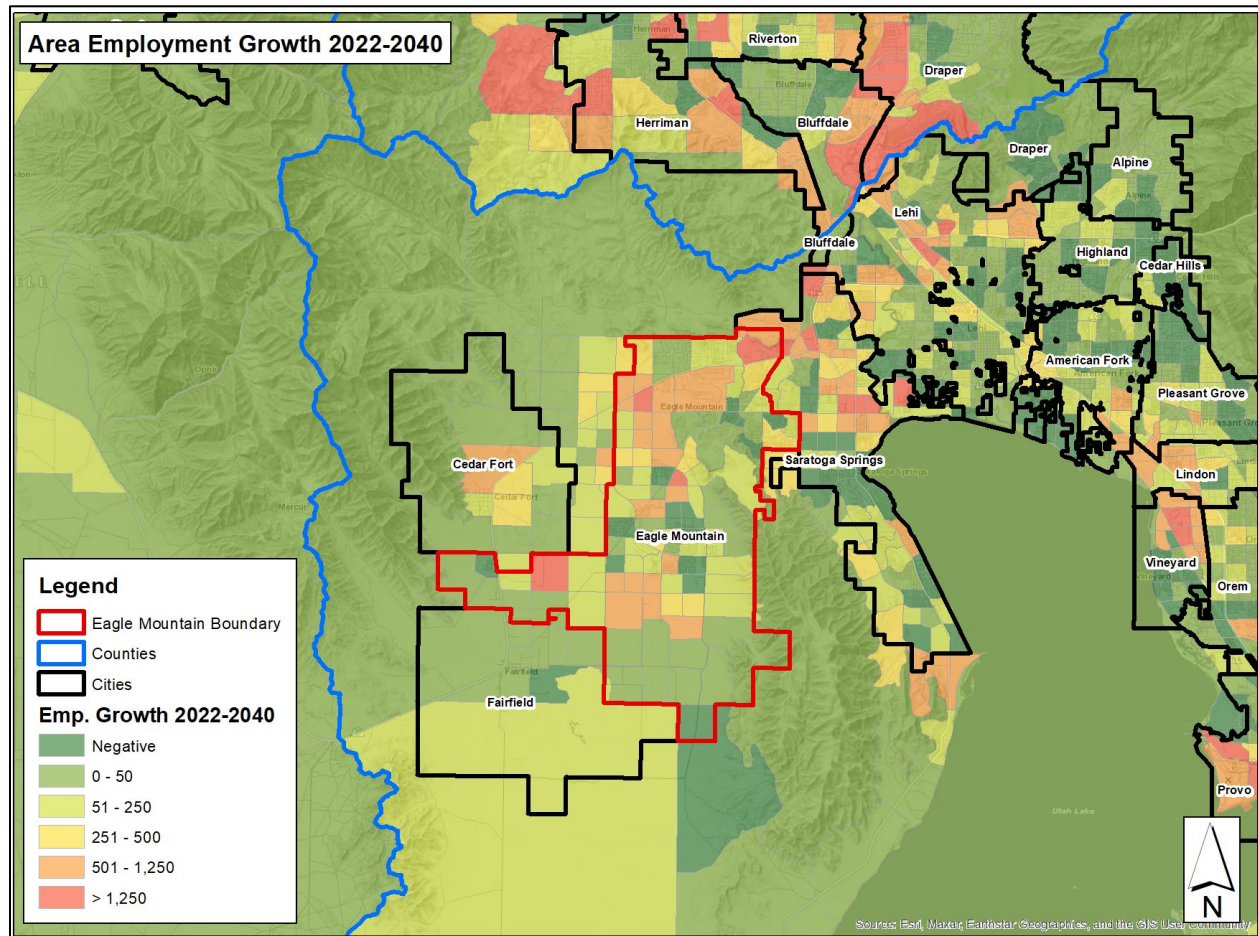
Employment growth is projected to be rapid in Eagle Mountain. While swift employment growth is also projected for Saratoga Springs, Eagle Mountain has much more land available for expansion opportunities. Eagle Mountain should continue to target those industries expanding or relocating to Utah with a focus on companies with high-paying jobs.

FIGURE 13: AREA EMPLOYMENT GROWTH, 2030



Source: MAG TRZ Projections

FIGURE 14: AREA EMPLOYMENT GROWTH, 2040



Source: MAG TRZ Projections

Attracting new employment to Eagle Mountain will require a focus on transportation access and the educated workforce of its growing population. Relatively lower housing costs, quality of life and proximity to recreation offerings, position Eagle Mountain as an ideal location to attract a wide range of employers and provide a high quality of life to employees.

As land along the I-15 corridor, and locations to the east, increasingly fill up, Eagle Mountain City will experience additional “spill-over” from businesses looking to expand to Utah. Combined with the commercial opportunities currently available in the City, it is likely that large commercial entities will be attracted to the City. Through increased focus on proactively marketing the City to these businesses, highlighting the strengths of the area, the City will be able to continue to see success in this area. In these efforts, it is important to coordinate with regional and state-wide partners to maximize the opportunities available to the City.

Workforce Development & Talent Attraction

Workforce development and talent attraction are the processes by which communities and organizations help to grow a talent base necessary to support business growth. Across the State, communities are experiencing challenges in providing a workforce to meet the needs of businesses. Among the challenges are concerns over the rising cost of living (i.e., inflation, housing prices, rental costs), lack of transportation options (including mass transit), and access to childcare. Workforce development and talent attraction have traditionally been in the realm of larger regional or state-wide organizations, but Eagle Mountain can consider efforts to overcome these challenges and assist in developing a strong local workforce.

Partnerships

The City should foster relationships with organizations that primarily focus on, or support, workforce development. At the state level, the City can deepen connections with the Governor's Office of Economic Opportunity (GOEO) and the Economic Development Corporation of Utah (EDCU). It would also benefit the City to work closely with the Department of Workforce Services to understand current workforce trends and to help connect businesses with resources to help find employees.

The City should also maintain strong, positive relationships with major employers in the City to understand workforce needs and challenges to collaborate on initiatives. Business interviews conducted during Business Retention & Expansion visits can aid the City in discovering these needs.

There are various industry groups, such as the Utah Manufacturer's Association, that serve as advocacy groups and often will engage in efforts to support workforce development. By connecting to, and looking for creative partnerships, the City may find ways to support workforce development in the community.

Education

Education at all levels plays a major role in workforce development initiatives. In Utah there are many programs that link education with industry, to prepare students to enter the workforce. Some of these programs include:

- Learn & Work in Utah
- Utah Aerospace Pathways Program
- Talent Ready Apprenticeship Connection
- Talent Ready Utah

Working with education providers, such as Alpine School District and MTech, is crucial to effective workforce development in the City. These providers can connect students to businesses and help create programs that will allow for optimal workforce preparation. For many industries, technical colleges play a large role in this process. Beginning in high school, students can take part in apprenticeships with various businesses and even begin the process of earning technical certificates in a variety of courses. These certificates set graduating students apart from others, both professionally and financially. A study conducted in 2019 found a "32 percent increase in wages" for students who completed a technical certificate.⁵ The City can support these initiatives by enhancing information on City marketing materials to increase awareness of the various programs.

⁵ "Utah's Technical Colleges Manufacture a Skilled Workforce," Jim Taggart, *MFG Utah*, 2021, Issue 3, 12.

Housing

Housing also plays a role in both workforce development and talent attraction. The City has opportunities to build itself economically through both small business and large-scale development. Each group requires housing for employees. The following tables show the median mortgage costs and median rents for various rental types from 2000 to 2022.

TABLE 9: UTAH COUNTY MONTHLY MORTGAGE COSTS OVER TIME

2000	2010	2020	2022	Percent Change
\$1,148	\$1,500	\$1,672	\$1,754	52.79%

Source: U.S. Census Bureau

TABLE 10: UTAH COUNTY RENTAL PRICES OVER TIME

Unit	2000	2010	2020	2022	Percent Change
Average	\$896	\$1,000	\$1,213	\$1,475	64.62%
Studio	\$710	\$792	\$961	\$1,126	58.59%
1-Bed	\$740	\$826	\$1,020	\$1,256	69.73%
2-Bed	\$909	\$1,015	\$1,208	\$1,488	63.70%
3-Bed	\$1,097	\$1,224	\$1,500	\$1,777	61.99%
4-Bed	\$1,435	\$1,599	\$2,142	\$2,371	65.23%

Source: Kem C. Gardner Policy Institute

During the same time, the median household income increased only 57.69% from approximately \$52,000 to \$82,000.⁶ Mortgage costs kept up well with incomes, but rental prices grew more rapidly. This is significant for service-based industries and industries that have lower income levels. The rising costs of housing make it increasingly difficult for lower wage earners to afford living in a community. This has an impact on the employees that are willing, or can afford, to commute to an employer. This also can create situations where multiple adults in a household need to work, creating potential issues with having necessary childcare.

While the City cannot solve the housing affordability crisis, it can take measures to help create sufficient housing to support the levels of economic activity it desires. This should include housing of all types, to support many wage levels. Without a blend of housing, the City could experience shortages of workforce housing. This has notably created issues in several communities in Utah but could become more widespread.⁷

The City has access to affordable housing funds due to several large CRAs created in recent years. State Code gives the City, through its redevelopment agency, to use these funds to assist in efforts to create ease housing affordability issues. Using these funds, and partnering with key groups, the City can help provide for projects, and housing, that will serve its potential workforce.

In addition to housing, the City can have help in talent attraction through participation in various transportation options. Through effective transportation options (including mass transit, ride sharing, etc.)

⁶ Utah Department of Workforce Services

⁷ "Where Should Park City Employees Live," Utah Business, October 15, 2021.; "Moab housing crisis demands solutions as workers struggle to find places to live," KSL.com, May 6, 2022.

the City can expand its talent pool and draw employees from a wider area, as well as provide additional job opportunities for residents. The City should explore how these transportation options fit into its overall transportation strategies.

Access to childcare can be a major hurdle for potential job-seekers. The City can help by targeting some commercial development searches to these users and work with developers to prepare for these uses in areas where the City anticipates major job centers.

Quality of Life

As companies explore expansions options throughout the country, quality of life is increasingly cited as an important criterion in the decision-making process. Amenities that impact the quality life are varied, including retail shopping options, open space, trails, recreation, and entertainment options. The City has unique recreation opportunities due to its location and emphasis on trails and open space. Enhancing and marketing these features will support the City's efforts to attract talent to the City. Additionally, the City can prioritize increased retail and entertainment offerings in its retail centers to provide these amenities to its citizens.

Market Conditions – Sales, Revenue, and Opportunities

Sales Leakage and Capture Rates

A sales gap analysis is conducted to estimate the amount and type of purchases being made by Eagle Mountain residents outside of Eagle Mountain. Hence, the term “leakage” reflects sales that are lost to other communities. The analysis consists of first calculating the “average” expenditures made, per capita or per household, in the State of Utah in various retail categories using the North American Industry Classification System Codes (NAICS codes) as recorded by the Utah State Tax Commission. Total sales in Eagle Mountain, by NAICS code category, are then divided by the total population and compared to average per capita sales in the State of Utah. Where Eagle Mountain residents show higher purchases in NAICS code categories, it is assumed that Eagle Mountain captures additional consumers from the larger regional area for these types of purchases. Where purchases per capita are lower in Eagle Mountain than in the State of Utah in purchases in NAICS code categories, it is assumed that Eagle Mountain residents are leaving the community to make these types of purchases elsewhere.

The table below identifies areas of strength (i.e., where Eagle Mountain is a regional provider of goods and services) which are shown with positive numbers in the Leakage column and numbers higher than 100 percent in the Capture Rate column. Where Eagle Mountain residents are leaving the community to make their purchases elsewhere, the estimated amount of lost purchases in the Leakage column is shown as a negative number and with a capture rate that is less than 100 percent within the Capture Rate column.

TABLE 11: EAGLE MOUNTAIN SALES TAX LEAKAGE, 2021

NAICS CODE CATEGORIES	2021 LEAKAGE	2021 CAPTURE RATE
Nonstore Retailers	\$3,987,541	104.40%
Museums, Historical Sites, and Similar Institutions	(\$931,589)	0.03%
Performing Arts, Spectator Sports, and Related Industries	(\$1,544,647)	1.64%
Personal and Laundry Services	(\$4,299,073)	18.76%
Gasoline Stations	(\$7,753,654)	64.41%
Health and Personal Care Stores	(\$7,870,529)	16.69%
Electronics and Appliance Stores	(\$10,102,192)	48.93%
Amusement, Gambling, and Recreation Industries	(\$11,535,636)	2.86%
Repair and Maintenance	(\$17,689,667)	17.92%
Sporting Goods, Hobby, Book, and Music Stores	(\$18,688,859)	13.08%
Furniture and Home Furnishings Stores	(\$18,695,083)	7.21%
Miscellaneous Store Retailers	(\$21,383,641)	32.53%
Clothing and Clothing Accessories Stores	(\$25,084,834)	21.92%
Accommodation	(\$33,895,369)	0.92%
Food and Beverage Stores	(\$53,699,357)	31.03%

NAICS CODE CATEGORIES	2021 LEAKAGE	2021 CAPTURE RATE
Building Material and Garden Equipment and Supplies Dealers	(\$72,414,824)	10.96%
Food Services and Drinking Places	(\$79,160,502)	7.28%
General Merchandise Stores	(\$109,347,200)	5.32%
Motor Vehicle and Parts Dealers	(\$126,426,076)	1.23%
TOTAL	(\$616,535,192)	23.95%

Source: Utah State Tax Commission, ZPFI

Overall, Eagle Mountain reflects a total capture rate of close to 24 percent of resident sales, indicating that the City is capturing far less than its “fair share” of retail sales compared to other communities. Over \$600 million in sales annually is lost to other communities, representing a massive opportunity for the City to focus on to capture more of those retail sales, and the sales tax revenue that is associated with those sales.

Significant leakage is shown in the following retail categories, which are areas of opportunity for future retail development within the City:

- Motor Vehicle and Parts Dealers
- General Merchandise Stores
- Food Services and Drinking Places
- Building Material and Garden Equipment and Supplies Dealers
- Food and Beverage Stores
- Accommodation
- Clothing and Clothing Accessories Stores
- Sporting Goods, Hobby, Book, and Music Stores
- Furniture and Home Furnishings Stores
- Electronics and Appliance Stores

Competitive Market Leakage Analysis

Eagle Mountain has many opportunities to increase its retail draw and attract new consumers from forecasted population growth. A review of capture rates of surrounding communities shows that Eagle Mountain is capturing a much lower percentage than Saratoga Springs, Lehi, Herriman and Riverton.

TABLE 12: COMPARATIVE RETAIL SALES CAPTURE RATES, 2021

NAICS CODE CATEGORIES	EAGLE MOUNTAIN	SARATOGA SPRINGS	LEHI	HERRIMAN	RIVERTON
Motor Vehicle and Parts Dealers	1%	14%	80%	6%	15%
Furniture and Home Furnishings Stores	7%	6%	40%	6%	14%
Electronics and Appliance Stores	49%	29%	130%	9%	62%
Build. Material, Garden Equip. and Supplies Dealers	11%	21%	52%	7%	171%
Food and Beverage Stores	31%	134%	104%	80%	67%
Health and Personal Care Stores	17%	24%	44%	52%	117%

NAICS CODE CATEGORIES	EAGLE MOUNTAIN	SARATOGA SPRINGS	LEHI	HERRIMAN	RIVERTON
Gasoline Stations	64%	29%	82%	63%	53%
Clothing and Clothing Accessories Stores	22%	26%	196%	23%	128%
Sporting Goods, Hobby, Music and Book Stores	13%	10%	144%	9%	67%
General Merchandise Stores	5%	273%	103%	23%	113%
Miscellaneous Store Retailers	33%	17%	54%	16%	71%
Nonstore Retailers	104%	98%	131%	94%	109%
Arts, Entertainment and Recreation	3%	74%	54%	12%	41%
Accommodation	1%	2%	46%	3%	2%
Food Services and Drinking Places	7%	75%	106%	40%	89%
Other Services-Except Public Administration	18%	58%	61%	16%	115%
Total	24%	82%	94%	33%	82%

Source: Utah State Tax Commission, ZPFI

By analyzing the retail sales of neighboring communities in comparison to Eagle Mountain, potential areas of growth and opportunity may be realized.

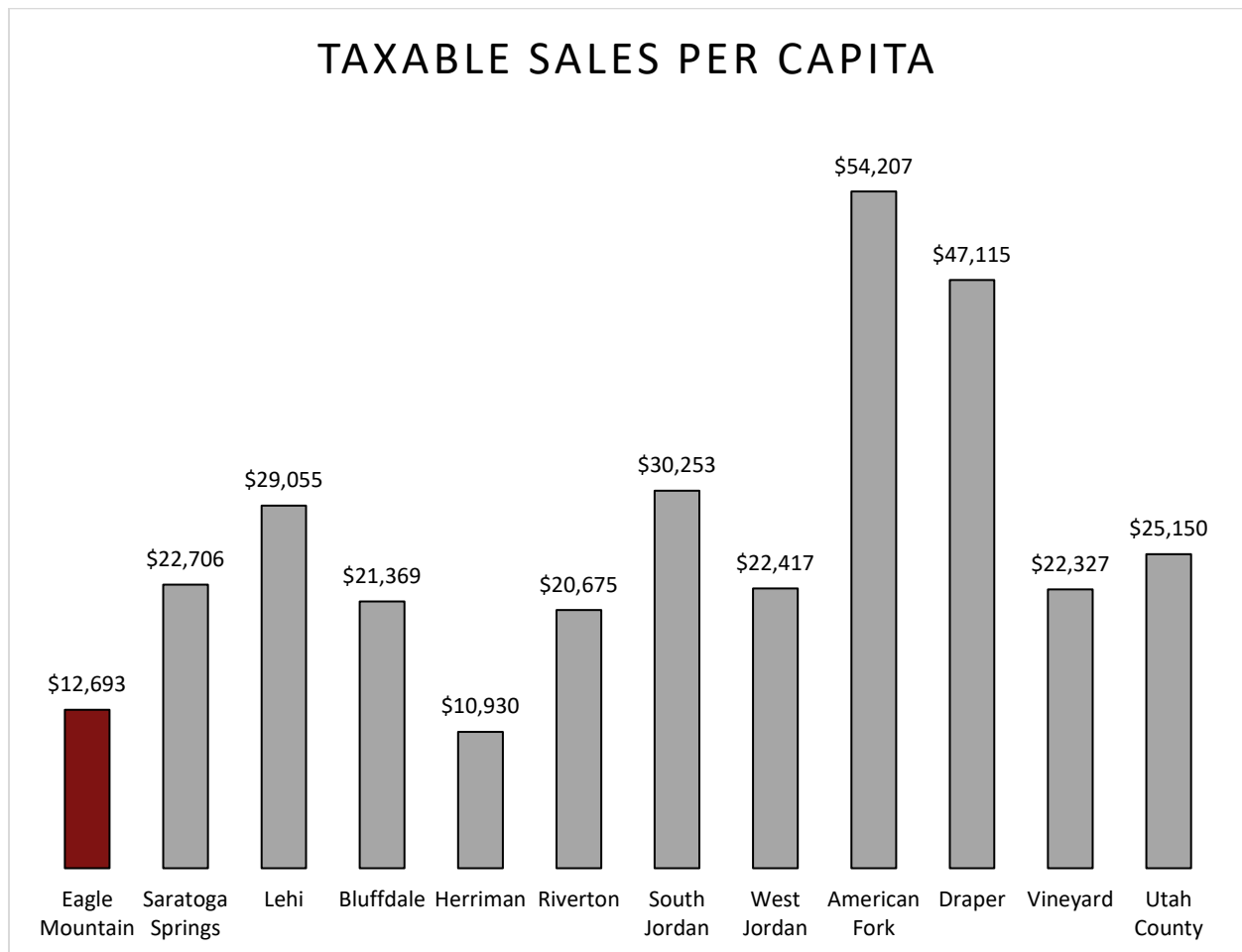
Taxable sales per capita in Eagle Mountain, for all retail goods and services, are the lowest of any of the comparative cities, with the exception of Herriman.

TABLE 13: COMPARATIVE RETAILS SALES PER CAPITA

CITY	MOTOR VEHICLE PARTS AND DEALERS/PER CAPITA	GENERAL MERCHANDISE STORES/PER CAPITA	FOOD SERVICES AND DRINKING PLACES/PER CAPITA	FOOD AND BEVERAGE STORES/PER CAPITA	GASOLINE STATIONS/PER CAPITA
Eagle Mountain	\$44	\$229	\$424	\$680	\$402
Saratoga Springs	\$485	\$8,711	\$1,758	\$2,873	\$176
Lehi	\$2,661	\$3,100	\$2,361	\$2,107	\$466
Herriman	\$210	\$735	\$958	\$1,744	\$382
Riverton	\$441	\$3,098	\$1,792	\$1,239	\$274
South Jordan	\$6,446	\$6,163	\$2,354	\$2,008	\$299
Utah County	\$3,022	\$3,213	\$1,755	\$1,451	\$353
Utah	\$3,108	\$2,804	\$2,073	\$1,891	\$529

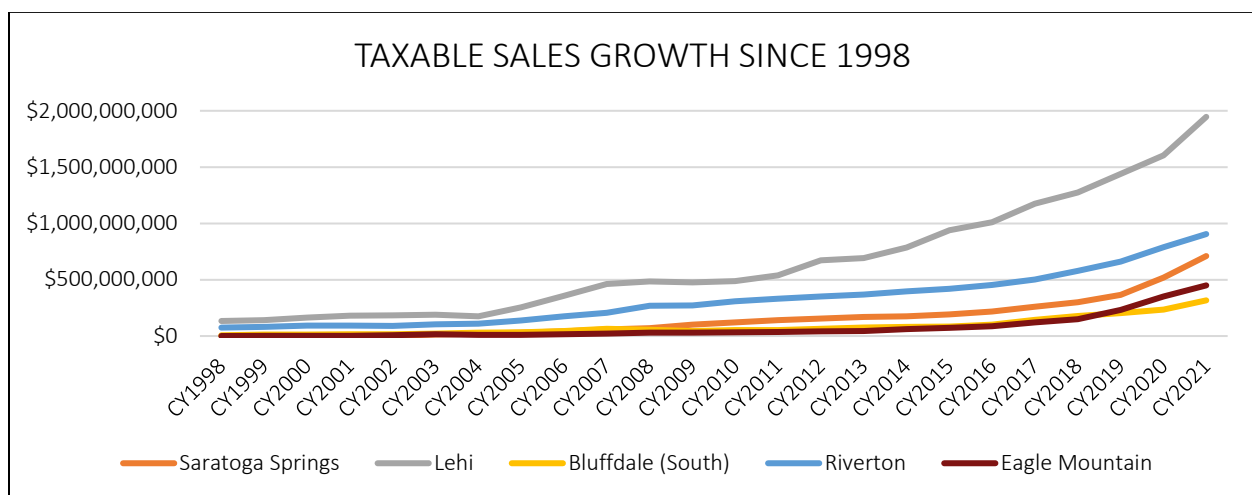
Source: Utah State Tax Commission, ZPFI

FIGURE 15: COMPARATIVE TAXABLE SALES PER CAPITA



Source: Utah State Tax Commission, 2020 ACS, ZPFI

FIGURE 16: COMPARATIVE TAXABLE SALES GROWTH



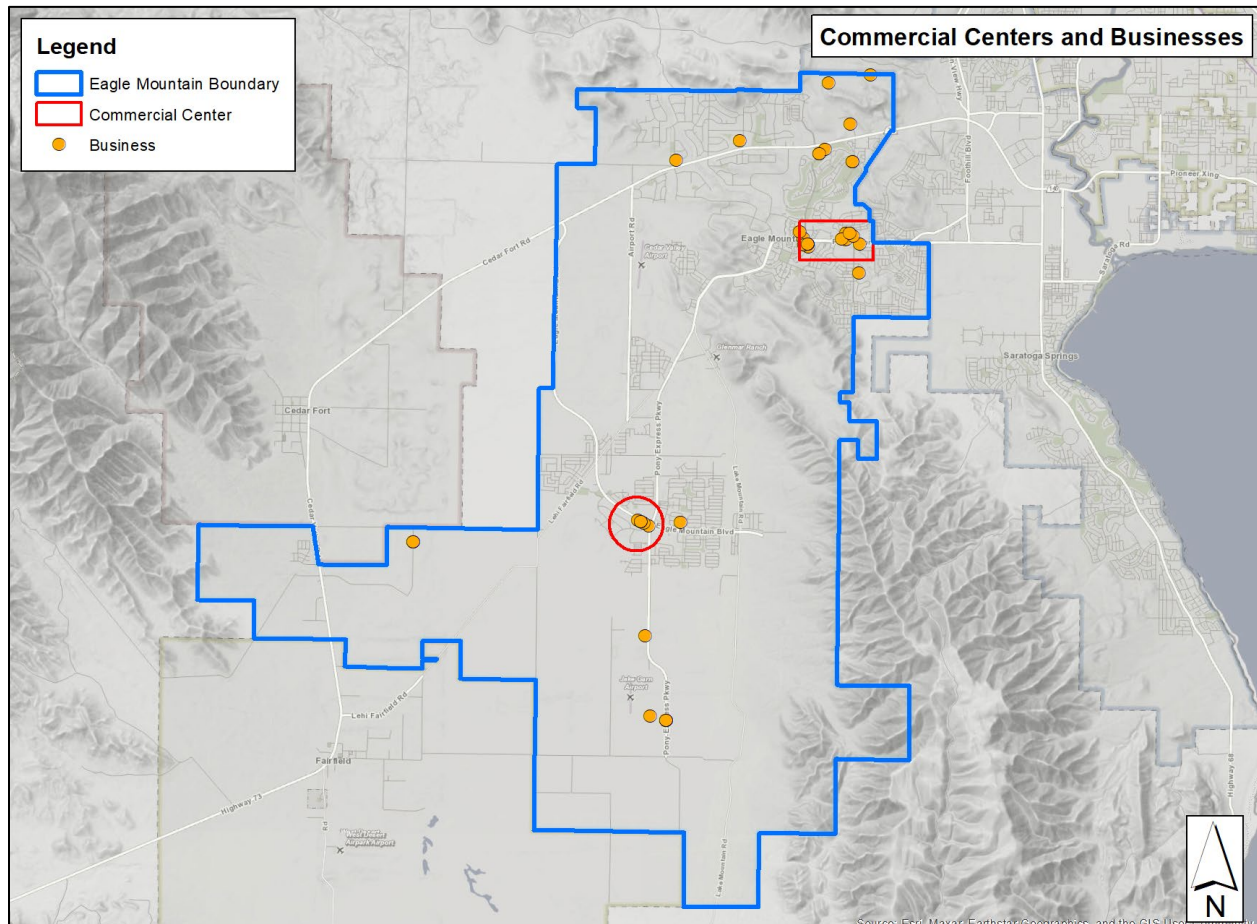
Source: Utah State Tax Commission, 2020 ACS, ZPFI

While taxable sales in Eagle Mountain have seen some growth over the past few years, given the recent rapid housing growth, it appears that Eagle Mountain is ready to take off in this area.

Retail Sales by Economic Node

While the City overall is affected by sales leakage and capture rates, each economic node has a different character in its type of sales and its performance as a retail center now and planned for future commercial use. Some nodes are not really retail centers at all but serve other purposes such as employment centers or medical office campus. The maps on the following page show several economic nodes in the City.

FIGURE 17: MAJOR ECONOMIC NODES



The economic node along Pony Express Parkway in the northeast corner of the City contains two small commercial areas on the intersection of Ranches Parkway and Porter's Crossing Expressway. The Porter's Crossing intersection has one of the two grocery stores in the City. This Ridley's grocery store used to be the only grocery store until the Macey's located in the City Center opened in 2022. There are also auto services stores, medical uses, a credit union, and restaurants in this area. A second major phase of this development is anticipated to begin construction in 2023, bringing additional restaurants, general retailers, office space, and the possibility of a hotel to the area.

The Ranches Parkway intersection is a smaller commercial area with a gas station, several medical uses, and a few restaurants. A mixed-use commercial building is under construction that will bring a new restaurant, several retail establishments, and fourteen one-bedroom apartments to the City. This is the

first mixed-use building of its kind in the City. The final vacant of the Ranches Parkway intersection is planned to contain additional restaurants and a hotel on the site.

The City Center node is currently under development, as shown later in this report, but currently has the City's newest grocery store in the Macey's that opened in 2022. Many of the stores in this economic node have opened recently bringing more eating, service, and fuel options to the central part of the City. This area is expected to continue to be a focal point of development in the City as additional retail and office uses are constructed in future phases of this development.

Growth in Buying Power

Eagle Mountain is poised to capture not only existing retail sales leakage but also increased sales from its rapid population growth and the accompanying increase in buying power. In 2021, the average sales per capita in Utah reached nearly \$15,600.

TABLE 14: AVERAGE SALES PER CAPITA IN UTAH

Category	Utah per Capita
Motor Vehicle and Parts Dealers	\$2,934.13
Furniture and Home Furnishings Stores	\$461.88
Electronics and Appliance Stores	\$453.45
Building Material and Garden Equipment and Supplies Dealers	\$1,864.34
Food and Beverage Stores	\$1,784.89
Health and Personal Care Stores	\$216.55
Gasoline Stations	\$499.39
Clothing and Clothing Accessories Stores	\$736.52
Sporting Goods, Hobby, Book, and Music Stores	\$492.89
General Merchandise Stores	\$2,647.59
Miscellaneous Store Retailers	\$726.52
Accommodation	\$784.22
Food Services and Drinking Places	\$1,957.07
Total	\$15,559.44

Source: Utah State Tax Commission; ZPFI

This means that for every additional person living in Eagle Mountain, there is increased buying power of nearly \$15,600 annually. Assuming an additional 16 to 20 retail square feet per capita, the following table takes the projected population growth in the City and calculates the resulting *additional* sales that will occur as well as the demand for retail square feet generated by new development. The last column in the table estimates the total retail square footage in Eagle Mountain assuming an overall capture rate of 50 percent for existing and new residents.

TABLE 15: GROWTH IN BUYING POWER AND SUPPORTABLE SQUARE FOOTAGE

YEAR	POPULATION	TOTAL Buying Power	Total SF Supportable	Supportable SF at 50% Capture Rate
2020	43,623	\$678,749,451	872,460	436,230
2021	48,823	\$759,658,539	976,460	488,230
2022	54,023	\$840,567,627	1,080,460	540,230
2023	59,223	\$921,476,715	1,184,460	592,230
2024	64,423	\$1,002,385,803	1,288,460	644,230
2025	69,623	\$1,083,294,891	1,392,460	696,230
2026	74,823	\$1,164,203,979	1,496,460	748,230
2027	80,023	\$1,245,113,067	1,600,460	800,230

YEAR	POPULATION	TOTAL Buying Power	Total SF Supportable	Supportable SF at 50% Capture Rate
2028	85,223	\$1,326,022,155	1,704,460	852,230
2029	90,423	\$1,406,931,243	1,808,460	904,230
2030	95,623	\$1,487,840,331	1,912,460	956,230
2031	100,823	\$1,568,749,419	2,016,460	1,008,230
2032	106,023	\$1,649,658,507	2,120,460	1,060,230
2033	111,223	\$1,730,567,595	2,224,460	1,112,230
2034	116,423	\$1,811,476,683	2,328,460	1,164,230
2035	121,623	\$1,892,385,771	2,432,460	1,216,230
2036	126,823	\$1,973,294,859	2,536,460	1,268,230
2037	132,023	\$2,054,203,947	2,640,460	1,320,230
2038	137,223	\$2,135,113,035	2,744,460	1,372,230
2039	142,423	\$2,216,022,123	2,848,460	1,424,230
2040	147,623	\$2,296,931,211	2,952,460	1,476,230

Source: Utah State Tax Commission; ZPFI

Eagle Mountain should easily be able to capture 50 percent of sales within City limits in the short term, given that that capture rates for Saratoga Springs and Lehi are 82 percent and 94 percent, respectively. In the longer term, as more development occurs on the west side of Utah Lake, Eagle Mountain should be able to increase its capture rate even higher as it is located on the major transportation route to the west. However, at the present time, Eagle Mountain is hampered by the lack of employment within the City and the number of commuters who leave the City each day, thereby making many of their purchases close to their workplace.

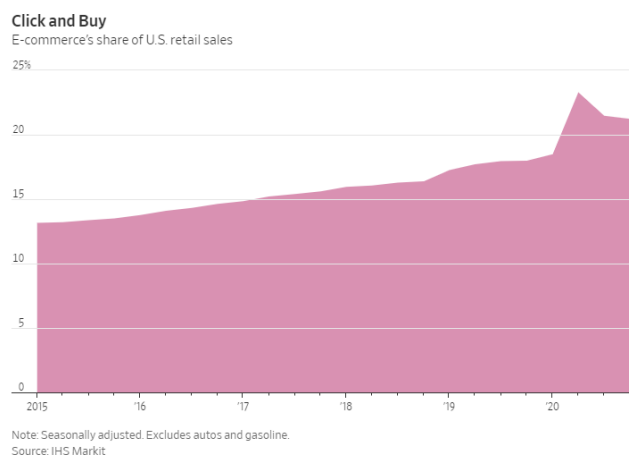
Retail Market Share and Analysis

Strong population and employment growth are fueling the need for additional retail throughout the State. Slightly offsetting, however, are trends for more online shopping, fueled partially by the COVID pandemic, which has had a significant effect on retail brick-and-mortar space needs per capita.

Average retail space needs averaged between 20 and 25 square feet per capita over 10 years ago. Today, Price Waterhouse Coopers suggests that this number has decreased to about 16 square feet.⁸

Due to the changing retail environment, stores are reacting to needed changes which include the following:

- Concept stores – opportunities for customers to have experiences that are not replicated online
- Distribution stores – stores which allow for drop-off deliveries from online services – results in quicker shipping times and reduced costs



⁸ Byron Carlock, head of U.S. real estate development, Price Waterhouse Coopers

- Eateries – eateries are adapting to Uber Eats and other delivery services. This is leading to reduced table space, larger kitchens, and a greater need for pick-up capacity



The following retail highlights are noted for Utah:

- Doing well – Grocery stores, automobile services, eateries, “concept” stores
- Faring poorly – Clothing stores, toy stores, jewelry stores, department stores, anything struggling with competing with online shopping

Retailers have shown that they require certain demographic conditions to consider store expansions or locating to new areas. Some of these criteria are highlighted below:

- Strong traffic counts – multiple points of access
- Growing population counts in 1, 3, 5-mile radii
- Daytime populations – typically requires an office presence
- Destination locations – customer draws (parks, entertainment options, etc.)
- Retailers are looking more closely at which demographics are more likely to shop online, and are looking for areas which support traditional retail activity

Most retailers have requirements for traffic, household income and population that are generally met by Eagle Mountain. Where there may be current shortcomings in Eagle Mountain’s statistics, these retail types may place additional weight on the population and growth advantages, thereby discounting the need to fully fill the transportation requirements. A list of businesses looking to expand is included in Appendix F. Appendix E shows existing stores within a 25-mile radius of Eagle Mountain, along with the distance necessary to reach each store.

The sales tax leakage analysis indicates that the City is only capturing its fair share of taxable sales with nonstore retailers. In each of the remaining categories, the City shows moderate to extreme sales tax leakage. Focusing on each of those areas could yield positive benefit for the City, but would be difficult to do considering regional competitors, the City’s location, and the relatively low daytime population of the City. Despite this, there are tremendous opportunities in the near and distant future, for the City to begin to capture additional retail sales, and to preserve land in preparation for additional commercial growth. While the City may be missing out on over \$600 million in taxable sales, by focusing on the largest areas of leakage, or categories that do not have regional competition, the City will be able to prioritize sales tax categories that have the most potential for recapture and growth.

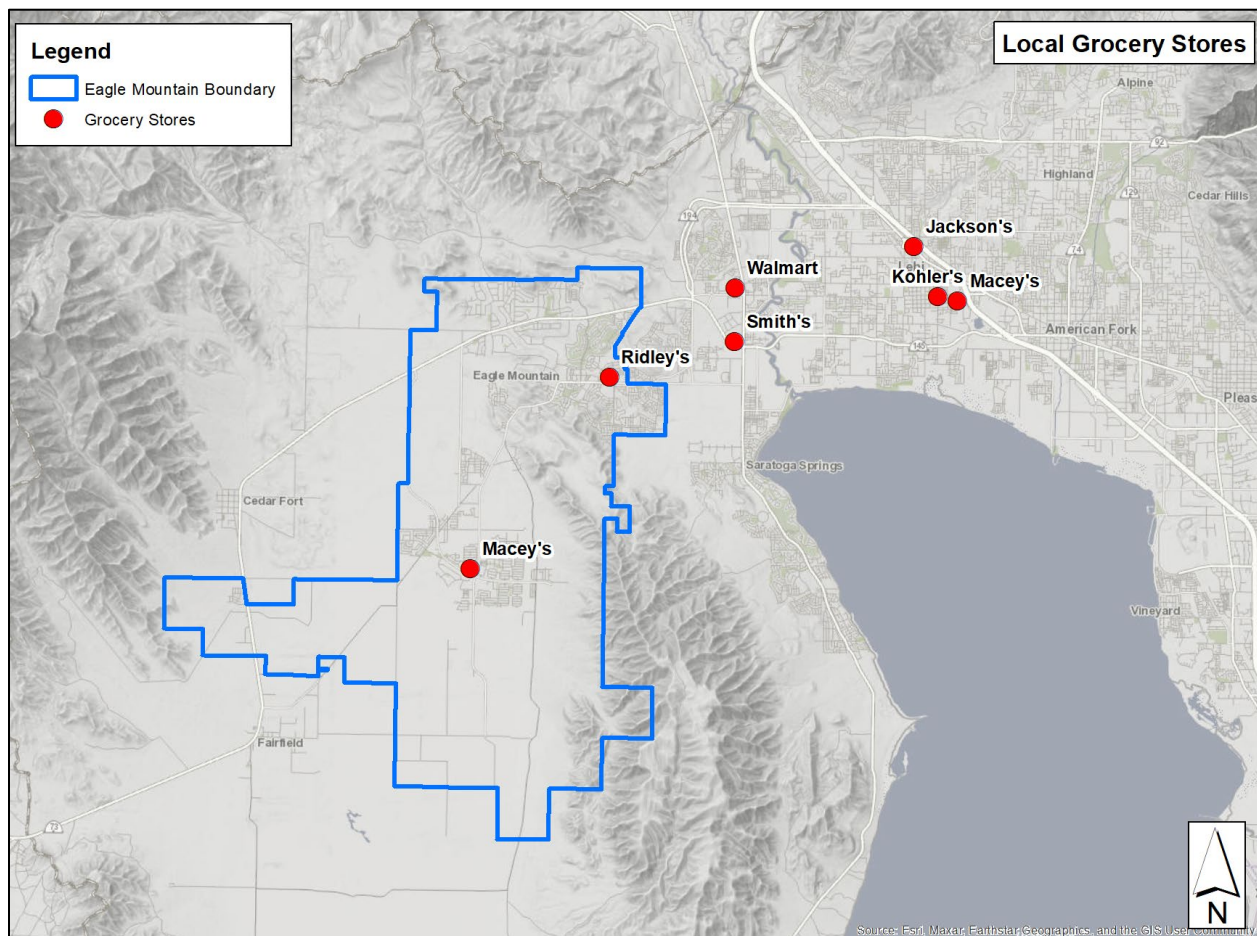
TABLE 16: LARGEST AREAS OF LEAKAGE IN EAGLE MOUNTAIN, 2022

NAICS CODE CATEGORY	EAGLE MOUNTAIN LEAKAGE	CAPTURE RATE
Food and Beverage Stores	(\$53,702,438)	31.03%
Building Material and Garden Equipment and Supplies Dealers	(\$72,421,614)	10.95%
Food Services and Drinking Places	(\$79,161,202)	7.28%
General Merchandise Stores	(\$109,347,200)	5.32%
Motor Vehicle and Parts Dealers	(\$126,437,722)	1.22%

Source: Utah State Tax Commission; ZPFI

Food and Beverage (Grocery Stores) – The City is currently capturing only 31 percent of its grocery purchases, while neighboring Saratoga Springs is capturing 134 percent. Clearly, Eagle Mountain residents are traveling to Saratoga Springs to make these types of purchases. However, grocery stores are one area where residents prefer to shop closer to home for convenience and because of the need to transport, quickly, frozen items purchased. With Macey's opening in 2022, it is likely that the City will capture more of the sales in this category.

FIGURE 18: LOCAL GROCERY STORES



It generally takes a population of at least 20,000 people to support a grocery store.⁹ In the past, the traditional size of a grocery store has averaged 55,000 square feet. Newer trends are for smaller stores of roughly 30,000 square feet with a large emphasis on prepared foods. Based on these standards, Eagle Mountain can currently support two grocery stores, and three grocery stores by 2024.

Because of the large leakage in Eagle Mountain in general merchandise, there is the potential for a grocery store to also offer general merchandise, such as a Smith's Marketplace. However, with the location of Smith's Marketplace and a Walmart Supercenter in Saratoga Springs, Eagle Mountain may be better suited to pursue a Target, or another company not located in proximity. However, Walmart will typically space stores out by at least 6 miles, so there are indications that the City may be able to attract a Walmart as well.

Building Materials and Garden Equipment and Supplies Dealers – Eagle Mountain currently captures only 11 percent of retail sales in this category. Given all the growth taking place in Eagle Mountain, as well as escalating transportation costs, Eagle Mountain could benefit from a retailer who could provide these goods and services within the City. It appears that many of these purchases are currently being made at Home Depot in American Fork and at Lowe's in Lehi. A Home Depot is planned for construction in Saratoga Springs, but the City could explore a Lowe's location in Eagle Mountain City.

Ace Hardware – 6,500 population in 3-mile range. Average household income of \$45,000

The Home Depot – 55,000 population in 10-mile range. Average daily traffic count of 11,000 trips

Lowes – 60,000 population in 10-mile range. Average daily traffic count of 25,000 trips

Food Services and Drinking Places – Again, Eagle Mountain is showing significant leakage in restaurants and fast-food eating places. This is not surprising given the large number of commuters outside of the City who will thereby purchase their lunch food outside of City limits. Increasing the daytime population of Eagle Mountain will aid in the development of future food service establishments. Appendices E and F show eating establishments already located within the local area, as well as those most looking to expand in the future. Requirements for selecting a location vary significantly between retailers as shown in the examples below:

Olive Garden – 125,000 population in 15-minute drive time. Average 8,000 square feet, 1.0-2.5 acres, parking at more than 10.0 per thousand

Jamba Juice – population more than 45,000 within 2.0 miles – daytime employment greater than 15,000 within 2.0 miles – average age less than 38 within 2.0 miles. Average 1,200 square feet, parking more than 5.5 per thousand, end cap, pad, or corner

Golden Corral – 45,000 population within 15-minute drive time. Average 9,000 square feet

General Merchandise Stores – The City is currently only capturing approximate 5% of its sales tax in the general merchandise category. General merchandise stores generally require 140,000 to 200,000 square feet for super centers and parking at 4.5 to 6.0 per thousand.

TJ Maxx – population minimum of 100,000 in a 3-mile area, with proximity to high-traffic tenants, grocery stores, clothing stores, bath, and home stores; require mid-to-upper incomes, higher percentage of female population; average size of 30,000 square feet, parking at a minimum of 5.0 spaces per thousand

⁹ <https://www.bizjournals.com/tampabay/news/2017/03/15/if-we-have-too-many-grocery-stores-what-does-the.html#:~:text=On%20average%2C%20it%20takes%2020%2C000,in%20grocer%2Danchored%20real%20estate.>

Family Dollar – median incomes *below* \$60,000 in 1-mile radius, desire grocery-anchored centers, average 8,500 square feet, parking more than 3.5 per thousand

Costco – suburb locations with minimum of 75,000 population within five miles. Will look at growing demographics within a 20-mile radius, near access to a major arterial required. Average store sizes of 145,000 square feet, parking typically required at 6.0 per thousand

Wal-Mart – minimum population of 100,000 in three miles, major arterials in immediate area (40,000 ADT), avoid high or extra low-income areas

Motor Vehicle and Parts Dealers – One of the lowest capture rates for the City is with the motor vehicle and parts dealer category, at only 1.22%. This represents a potential loss of over \$100 million in annual sales. Auto dealers, even used car lots, would be an attractive use to add to the City. However, due to current market pressures with new and used cars, and the City's distance from a major transportation corridor, this may be a more difficult use for the City to attract at this time. Land near Eagle Mountain Boulevard may work well for this use in the future, but land would need to be preserved for this use until it becomes practical, such as when SR-73 is expanded, or the Cedar Valley freeway is built.

As the table below shows, all stores are not equal in the benefit they provide to the City. While Eagle Mountain is eager to attract retail, it should also be cognizant of its most key retail sites and seek to attract those businesses with the highest sales per square foot, thereby generating higher sales tax revenues for the City.

TABLE 17: COMPARATIVE RETAIL SALES PER SQUARE FOOT

Tenant	Avg. Sales Per Sq. Ft.	Average Store Size (square feet)	Fiscal Impact to City*
Olive Garden	\$540	8,000	\$21,600
Denny's	\$330	4,200	\$6,930
Costco	\$1,050	145,000	\$761,250
Burger King	\$140	3,200	\$2,240
Wendy's	\$280	3,200	\$4,480
Walgreen's	\$760	14,100	\$53,580
Black Bear Diner	\$480	5,300	\$12,720
Outback Steakhouse	\$540	6,200	\$16,740
Chili's	\$420	5,200	\$10,920
Papa John's	\$200	1,300	\$1,300

Industrial & Commercial Development

Eagle Mountain has experienced success with recruiting desired industrial and commercial businesses to the City. These include Meta, Tyson Fresh Meats, Google, LBI Satellite, and Dominion Energy. These businesses are across a wide spectrum of industries, as well as scale. With several thousand acres remaining to be developed, the City has a tremendous opportunity to capture a good portion of the region's industrial and commercial growth.

Utah has identified the following industries as top priorities for the State to recruit and expand.

- Advanced Manufacturing
- Aerospace & Defense
- Energy
- Financial Services
- Life Sciences & Healthcare Innovation
- Outdoor Products & Recreation
- Software & Information Technology
- Tourism & Film

Of these industry clusters, several seem most appropriate for Eagle Mountain:

- Advanced Manufacturing
- Aerospace & Defense
- Outdoor Products & Recreation
- Life Sciences & Healthcare Innovation

Advanced Manufacturing – The project pipeline of the Economic Development Corporation of Utah (EDCUtah) is at a record high. Manufacturing and distribution (aka “industrial project”) companies are doing extremely well, as these companies seek to de-risk their shop floors, supply chains, and logistics. More than half of EDCUtah's project pipeline is now in this category, up from a third of the pipeline two years ago.

Outdoor Products & Recreation – This industry is experiencing significant growth in the Intermountain West. Possible tenants are looking for distribution hubs with proximity to recreational options. Outdoor retailer tenants often have minimal actual retail space, with most of their area dedicated to manufacturing, warehousing, and distribution.

Distribution Facilities – Key growth in this sector is occurring throughout the Intermountain West at present as speed-to-market continues to be a top theme of economic development. Nearly all major big-box retailers are scaling back their store expansions but are adding significant new distribution and logistics space, as consumer shopping habits continue to evolve. A key component to this user base is transportation access to multiple metropolitan areas and multiple freeways and airports.

Aerospace & Defense – This industry has seen consistent growth in the State, largely driven by Hill Air Force Base near the city of Ogden. Utah is already one of the top states in the nation for the aerospace and defense industries, with more than 28,000 individuals employed in this industry. Eagle Mountain City may be able to capitalize on opportunities with Camp Williams on the City's northern border, and Cedar Valley High School's aviation programs.

Life Sciences & Healthcare Innovation – This industry is continuing to expand across the Intermountain West. As this growth continues, sub sectors will also expand creating the need for additional jobs to support this industry. Eagle Mountain should capitalize on these sub sectors (suppliers and manufacturers). BioUtah launched the BioHive, a branding initiative that celebrates Utah's fast-growing life sciences industry. EDCUtah states that it has a pipeline of life sciences projects, and several significant project wins.

Educational Centers – Satellite Campuses. Some educational centers and satellite campuses include standard teaching setups, while rapid growth is being seen with offices that are set up with audiovisual gear to connect a remote instructor with a gathered class. Significant growth in technology schools and certifications programs are using this setup. Eagle Mountain should pursue opportunities with Utah-based schools looking to expand their satellite offerings.

Strategies to Attract Development

While every business has individualized needs and expansion criteria, the City can focus on several general strategies to attract business to the City:

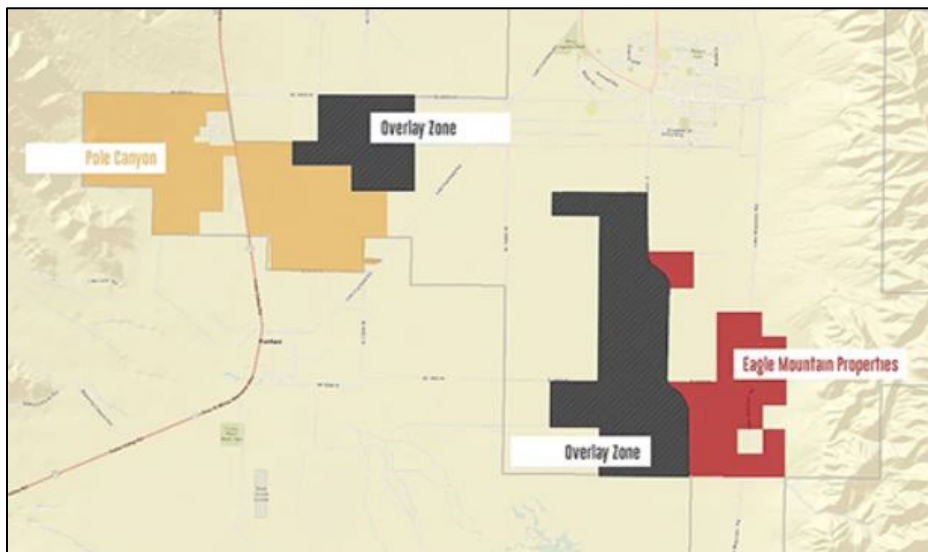
- Business-friendly zoning regulations
- Enhanced marketing efforts
- Area planning
- Targeted incentives

Zoning Regulations

As companies look to relocate or expand their operations, they will generally inquire about the zoning regulations and processes in a given municipality. Excessive regulations, or overly burdensome processes, can remove a location from consideration, despite other advantages. Businesses look particularly favorable on processes that are clearly articulated, fairly and objectively enforced, and allow for expediency.

In 2017, in order to assist in business attraction, the City created a Regional Technology & Industry Overlay Zone (RTI) that covers sections of south Eagle Mountain and Pole Canyon. This RTI Overlay Zone allows for a special approval process for qualifying businesses which makes it easier for them to locate in the City.

FIGURE 19: EAGLE MOUNTAIN RTI OVERLAY ZONING



This zone has been utilized by several businesses to date, and was an integral part of the decisions to locate in Eagle Mountain City. Since 2017, the code has been amended several times, to ensure that it still aligns with the City's overall economic development strategy. This has included a process to include a city Council member in the process, narrowly focus the code towards businesses that pay higher wages, and restrict the allowed uses to better match with the City's economic development goals. While the City should not feel it has to remove regulations or zoning restrictions, if the City desires to continue to attract large

investments from industrial users, this Code should be maintained so that it helps to provide a major incentive to business located within the approved areas.

Enhanced Marketing Efforts

Over the past decade, marketing trends for economic development has changed dramatically. With the worldwide COVID-19 pandemic, these changes have only accelerated. The biggest change has been the rise of internet, or social media-based, marketing. Peter Tokar, in the International Economic Development Council's *Journal of Economic Development*, commented that "If you do not have a presence on the internet, you do not exist."¹⁰ In this rapidly changing economy, a community can no longer simply have static marketing that relies on printed or hard copy materials. Successful communities utilize a combination of websites, social media presence, traditional media, and video to share their cohesive marketing message.

The firm, Development Counsellors International (DCI), conducts frequent surveys of corporate executives with site-selection responsibilities to determine perspectives and perceptions of the most effective strategies and techniques in economic development marketing.¹¹ The full 2020 survey is included as Appendix G. Since 1996, here are the leading sources of information for site selection professionals:

TABLE 18: LEADING SOURCES OF INFORMATION SINCE 1996

Sources	2020	2017	2014	2011	2008	2005	2002	1999	1996
Dialogue with industry peers	48%	46%	55%	50%	61%	54%	56%	71%	68%
Business travel	37%	42%	37%	27%	42%	45%	47%	45%	52%
Articles in newspapers and magazines	32%	34%	44%	46%	53%	45%	62%	61%	60%
Meetings with EDOs	30%	33%	31%	28%	32%	33%	21%	27%	24%
Internet/Websites	26%	27%	22%	20%	28%	22%	9%	9%	-
Rankings/Surveys	25%	21%	24%	36%	22%	17%	23%	31%	34%
Word of mouth	17%	22%	21%	19%	19%	16%	29%	21%	24%
Social media	16%	11%	2%	0%	-	-	-	-	-
Personal travel	15%	17%	13%	9%	14%	13%	14%	8%	21%
TV/Radio newscasts/shows	13%	6%	9%	14%	7%	5%	14%	7%	4%
Advertising	10%	9%	4%	3%	-	-	-	-	-
Direct mail	4%	2%	2%	0%	2%	2%	2%	3%	1%
Other	7%	8%	12%	13%	10%	14%	14%	8%	15%

Source: Development Counsellors International

The survey notes that corporate executives rely heavily on first-hand experience (i.e., dialogue with industry peers and business travel) as leading sources of information, while the location advisors at those firms rely on meetings with economic development groups and the internet/websites at higher rates.¹²

A total of 80% of the respondents had utilized the internet in their last site-selection search, and incentive information, demographic information, staff contact information, and major employers/industries were

¹⁰ *Journal of Economic Development*, Winter 2018 edition, International Economic Development Council, page 44-49.

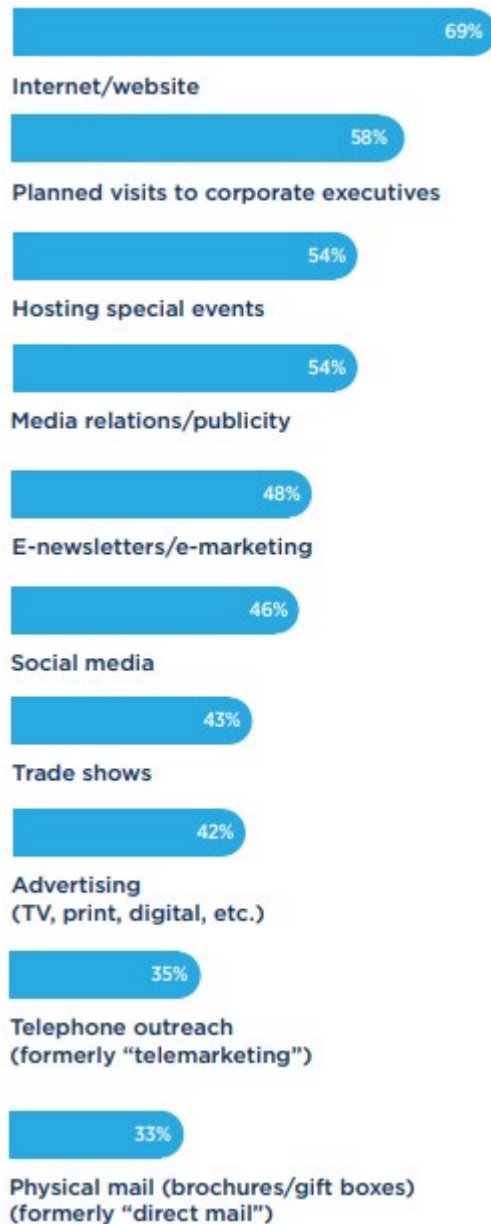
¹¹ *Winning Strategies*, 2020 survey, Development Counsellors International, page 10.

¹² *Winning Strategies*, page 13.

the most useful features on an economic development organization's (EDO) website.¹³ According to the survey, social media use among site-selectors continues to grow, and LinkedIn remains the top-used social media platform for business.¹⁴

When asked to gauge the effectiveness of conventional marketing techniques used by EDOs, websites were rated as the most effective marketing technique.

FIGURE 20: MOST EFFECTIVE MARKETING TECHNIQUES



As the City plans its future economic development possibilities, it is clear that marketing can play an integral role in attracting businesses to the City. There is not one single strategy that can be employed to reach all audiences or accomplish all goals. Rather, the City should explore an overall marketing package that includes multiple areas of outreach and connection, so that it is most effective in reaching targeted industries and provides the most important information for decision makers.

Area Planning

The availability of land in Eagle Mountain is a tremendous asset to the City as it pursues economic development opportunities. There is ample space available to capture future retail, office, and industrial growth to help solidify the City's tax base, revenue generation, and create opportunities for Eagle Mountain residents. However, the available space could also be a hinderance to the City, if not planned appropriately. Small area plans are effective tools to help accomplish a community's goals for key areas of the City. These can be done in conjunction with the landowner or developer to maximize the benefits and help coordinate the development of key areas.

The City has several areas that would be prime candidates for future small area plans: Pole Canyon, Eagle Mountain Boulevard, the downtown core attached to the Overland subdivision, Gateway Park, and the southern tech campus.

Targeted Incentives

As the City continues to look at business expansion opportunities, interested businesses will approach the City with requests for financial incentives to assist in lowering business development costs. To ensure that public dollars (through CRAs, PIDs, or other tools) are used effectively, the City could consider creating policies and stated procedures

to guide the process of approving any incentives. Clearly defining the requirements for a business to qualify for incentives, or the steps they must take for approval, aids all parties in the decision-making process and

¹³ *Winning Strategies*, page 9.

¹⁴ *Winning Strategies*, page 9.

allows the City to take a more active role in determining the role of incentives in the business development process.

Key Sites – Current

Porter's Crossing

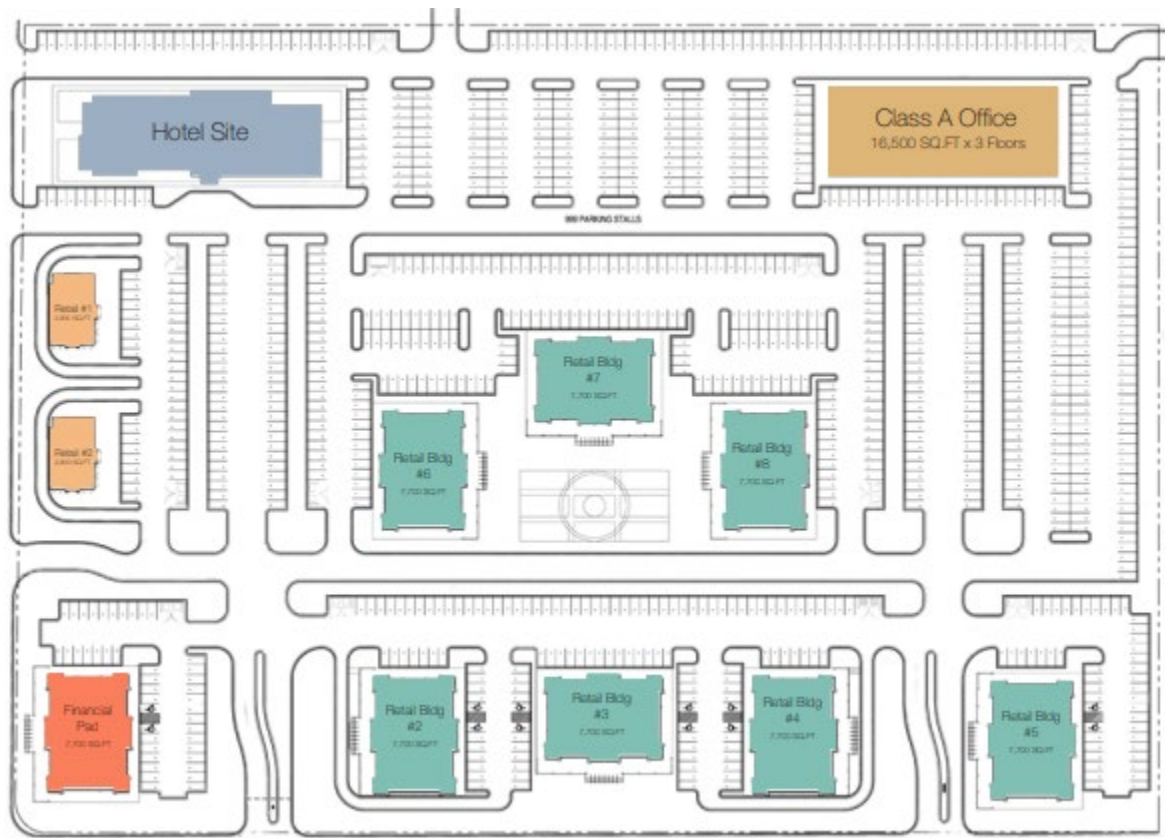
In the Ranches area of the City, the retail area around Pony Express Parkway and Porters Crossing Parkway is a major retail development center for the City. The City's first grocery store, Ridley's, opened in this shopping center in 2014 and additional restaurants and medical offices opened around the same time. Over the past several years, additional retail users have moved into this shopping center, and the developer is currently planning the next phase of development on the site.

FIGURE 21: PORTER'S CROSSING SITE PLAN



This new phase will cover 17 vacant acres directly to the east and is planning to contain a mix of office buildings, retail pad sites, with the potential of a hotel on the property as well.

FIGURE 22: PORTER'S CROSSING PHASE 2 SITE PLAN



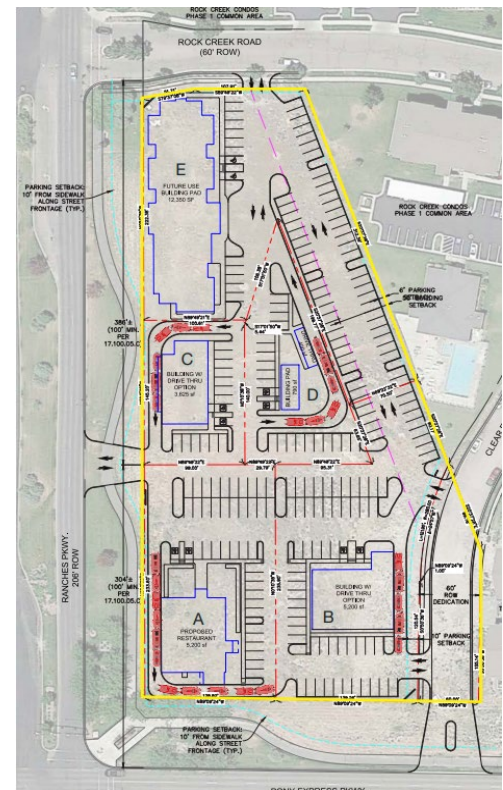
Across Pony Express Parkway to the south, there is additional commercial development occurring, with recent openings of Cascade Collision, a 7-11 gas station, Dollar Tree, and AutoZone. Several medical office buildings are currently being constructed in the area as well.

With strong anchors in place, and additional commercial development planned for the near future, this area will continue to serve as an important neighborhood commercial center for the northern area of the City, as well as drawing from western Saratoga Springs.

Ranches Parkway

Along Ranches Parkway, the City has several different smaller commercial centers that are currently under development. The initial development came right at the intersection of Pony Express Parkway and Ranches Parkway. Commercial businesses located there include a gas station, a medical office building, several restaurants, and a few service-based retailers. A mixed-use commercial building is under construction that will bring a new restaurant, several retail establishments, and fourteen one-bedroom apartments to the City.

FIGURE 23: RANCHES CORNER SITE PLAN



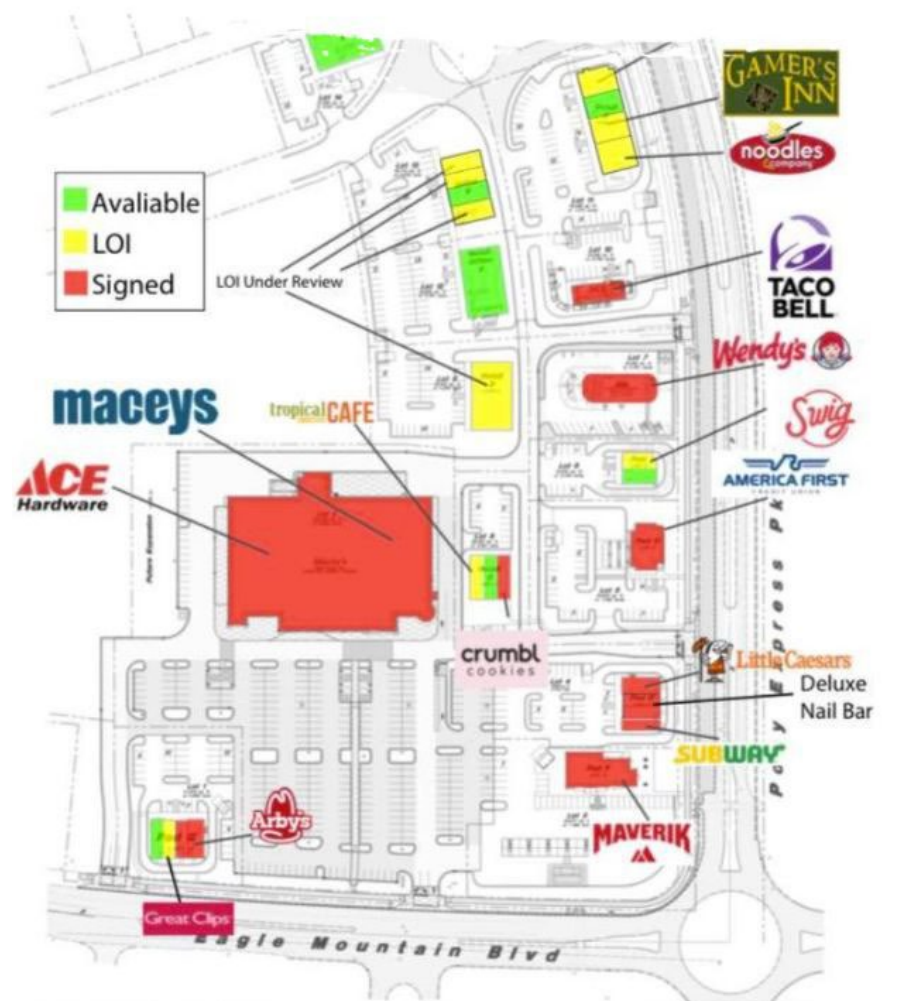
There is one vacant corner remaining, which had a site plan approved by the City Council in early 2022. This property is planned to include several restaurant and retail buildings, and the potential for a hotel on the site as well.

Eagle Mountain Town Center Commercial

Retail development had been slow in the southern portion of the City, until 2019. The area only had one gas station and a medical office building, which were both built around 2016. With the announcement of the Meta Data Center, and Tyson Fresh Meats, commercial development has rapidly expanded in this area, including several additional restaurants on the southern portion of Eagle Mountain Boulevard.

Currently under construction, Eagle Mountain Town Center Marketplace is located on the northwestern area of the intersection of Pony Express Parkway and Eagle Mountain Blvd. As the figure below demonstrates, this development houses grocery store, a hardware store, and several restaurants, as well as a gas station.

FIGURE 24: EAGLE MOUNTAIN TOWN CENTER MARKETPLACE SITE PLAN



This development will include additional office and retail construction, which will continue the commercial construction in this area for the next three to five years.

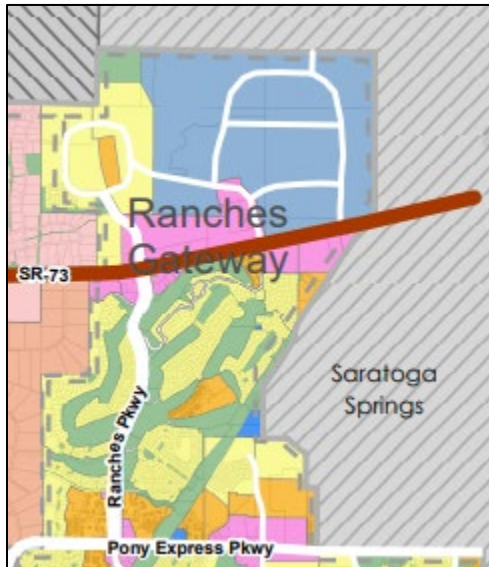
Key Sites – Future

With land along the I-15 Corridor rapidly filling up, the abundant land in Eagle Mountain has been, and will increasingly become, a tremendous asset to the City. With thousands of planned commercial acreage, the City is primed to capture both industrial and retail growth. There are four major areas of future opportunity to the City as it moves into the future:

- North Bench
- South Tech Campus
- Town Center
- Pole Canyon

North Bench

FIGURE 26: NORTH BENCH ZONING MAP



Located on the northern eastern corner of the City, along its border with Saratoga Springs, this area totals 500 acres and is only 4% built at this time.

A large portion of this area is currently operating as a gravel pit but will be available for development when those operations cease. Currently, Dominion Energy, ACE Rents, and Eagle Mountain Storage are located here. There are also two multi-tenant flex space buildings in the area, with tenants such as Cupertino Electric, ZAP Electric, Ultimate Air, and Elevate Sports Center.

The City's 2018 General Plan identifies this area for future community commercial and business park/light industry. With its proximity to Saratoga Springs, and Mountain View Corridor and SR-73, this area is poised to experience tremendous

economic growth. Due to the proximity to the commercial developments in Saratoga Springs, some retail uses might be more difficult in this area, but the City would be successful focusing on commercial uses that do not have a current footprint in Saratoga Springs or that serve a smaller trade area. It is also likely that this area would do well with a variety of commercial uses such as light manufacturing uses, distribution, or even office development, including flex office space.

South Tech Campus

An area of the City that has already seen substantial development is the South Tech Campus of the City. This development center is currently home to the City's Community Development Building and Wastewater Treatment Facility, LBI Satellite, and Meta's Eagle Mountain Data Center. In 2018, the City announced Meta's plans to construct a hyperscale data center located on approximately 500 acres of land. This investment necessitated Rocky Mountain Power to construct a massive substation directly to the South of the Meta property and tapped into the adjacent 345 kV trunk line to provide reliable power to the area. As of October 2022, Meta announced another investment into the property, which brought their total

FIGURE 25: GENERAL PLAN ZONES

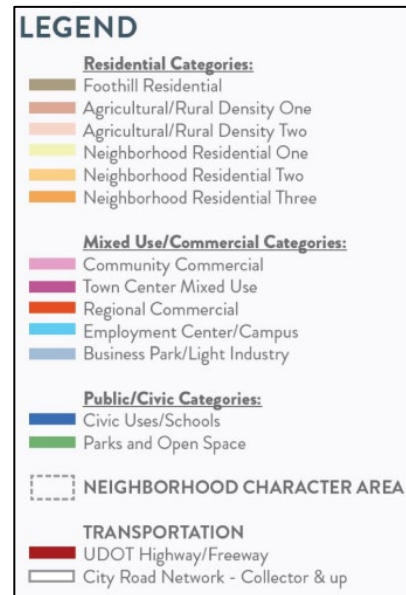
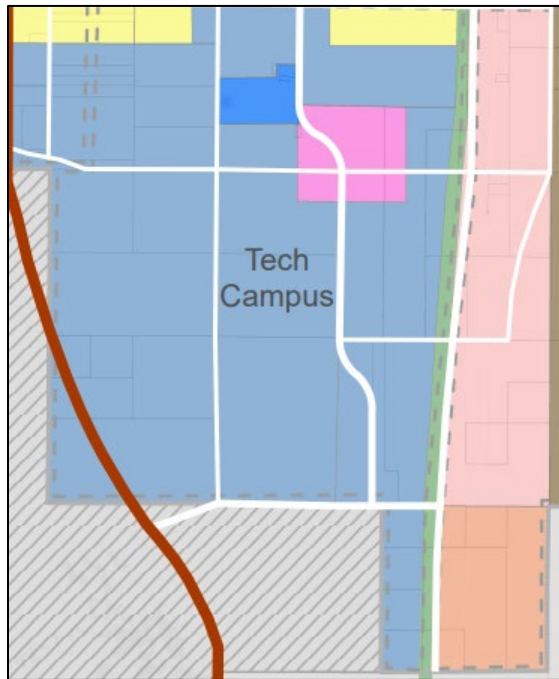


FIGURE 27: SOUTH TECH CAMPUS ZONING MAP



Marketplace development. These will continue to serve immediate commercial growth in both the Ranches and City Center. However, the City has a third commercial center that is likely to be a main commercial hub in the future. It consists of several different sections: an eastern section along Pony Express Parkway and the western section along Eagle Mountain Boulevard.

Eastern Section

The Utah School and Institutional Trust Lands Administration (SITLA) owns large amounts of land in Eagle Mountain City. It has partnered with Ivory Homes to develop that land. Currently, Ivory Homes has begun construction on the Overland subdivision, which consists of over 3,000 residential units. A future phase of development will occur on the east side of Pony Express Parkway and is planned for Town Center- Mixed Use, according to the City's General Plan. This area allows for a mix of commercial and residential uses. According to Ivory Home's plans, this area will contain higher density housing and various higher-end commercial uses. This could be office uses that do not have warehousing or storage yards, or more upscale retailers. The City also owns land on both sides of Pony Express Parkway with grass fields on the east and Cory B. Wride Memorial Park on the west. Because of the proximity to City facilities, future growth patterns, and the planned land uses, this area is projected to eventually grow into the downtown core of Eagle Mountain City.

Western Section

Along Eagle Mountain Boulevard, the City has planned for large-scale development to occur for a variety of uses. The land use contemplates light industry/business park, regional commercial, and employment

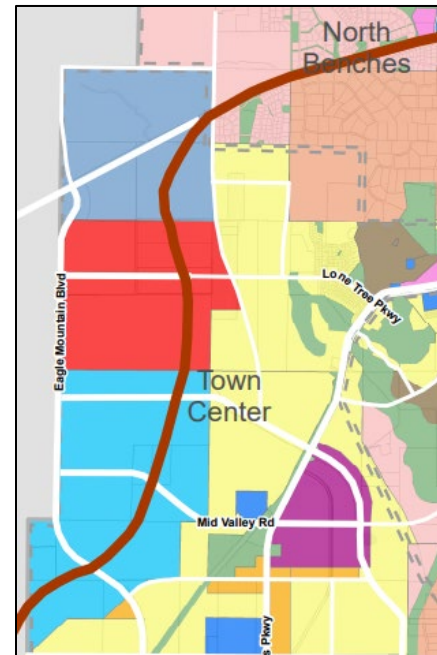
investment to \$3 billion. In 2021, Google announced a major land acquisition of 320 acres directly to the East of Meta. It is likely that similar uses will continue to explore development in this area.

This area also contains the Sweetwater Industrial Park, an area of approximately 200 acres, which contains a special zoning overlay. Because of the parks proximity to the City's wastewater treatment plant, this overlay allows for some alternative design standards to help attract businesses to an area that might not be attractive for all users. Currently, LBI Satellite has a facility in this industrial park. This area is an attractive option for businesses that do not require large acreage or may desire special design standards.

Town Center

Currently, the City is experiencing strong retail growth in both the Porter's Crossing development and the Eagle Mountain Town Center

FIGURE 28: TOWN CENTER ZONING MAP



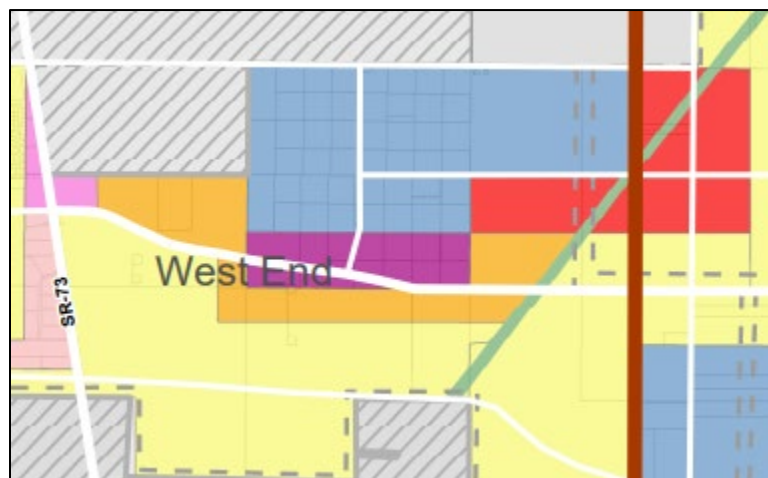
center/campus zoning in this area. A future freeway is planned to come through this area and connect to SR-73 and the Mountain View Corridor. This transportation access, currently unplanned and unfunded, will provide a major impact to the future development of the area and make this area a regional development and not just local.

Although there is a small amount of development along the southern edge of this area, it is largely vacant land currently. Development interest in other areas of the City and the lack of City infrastructure to the area are reasons why this area has not developed. Despite this, because of the strong potential of this area, and the City's need to capture additional commercial development, it is crucial for these areas remain zoned for the intended uses.

Pole Canyon

In 2009, Eagle Mountain City approved an annexation for a 3,000-acre development on the western edge of the City. The Pole Canyon development contemplated almost 10,000 residential units as well as several hundred acres of industrial and commercial land. On the western side of SR-73, there were a few dozen homes in the White Hills neighborhood, but until 2019, there was not additional development in the area. In 2019, the City announced plans for Tyson Fresh Meats to construct a "case ready facility" of over 300,000 square feet on 80 acres. This development brought necessary infrastructure investment to the area and has introduced a major industrial park to the City.

FIGURE 29: POLE CANYON ZONING MAP



Interest in the Pole Canyon subdivision remains high, and this is an area of the City that will do well with industrial users. The area has good transportation access with SR-73 and is also planned to have a future freeway to travel through the area. It is likely that this area will be attractive to manufacturers and logistics & distribution providers. Because of the transportation infrastructure in the area (and planned infrastructure) this area can take users that have a higher traffic impact, without it affecting the main transportation corridors of the City.

In addition to the industrial land, Pole Canyon also includes several hundred acres of regional commercial and town center/mixed use zoning. This will allow for further capture of sales tax generating businesses.

Regional Influences

The regional environment plays an important role in retail growth. As Utah and Salt Lake counties continue to increase in population, there will be an increased demand for retail goods and services in the regional area. Comparisons with a potentially competitive site in Saratoga Springs, as well as three locations in Eagle Mountain, are shown on the maps below.

FIGURE 30: COMPETITIVE SITES

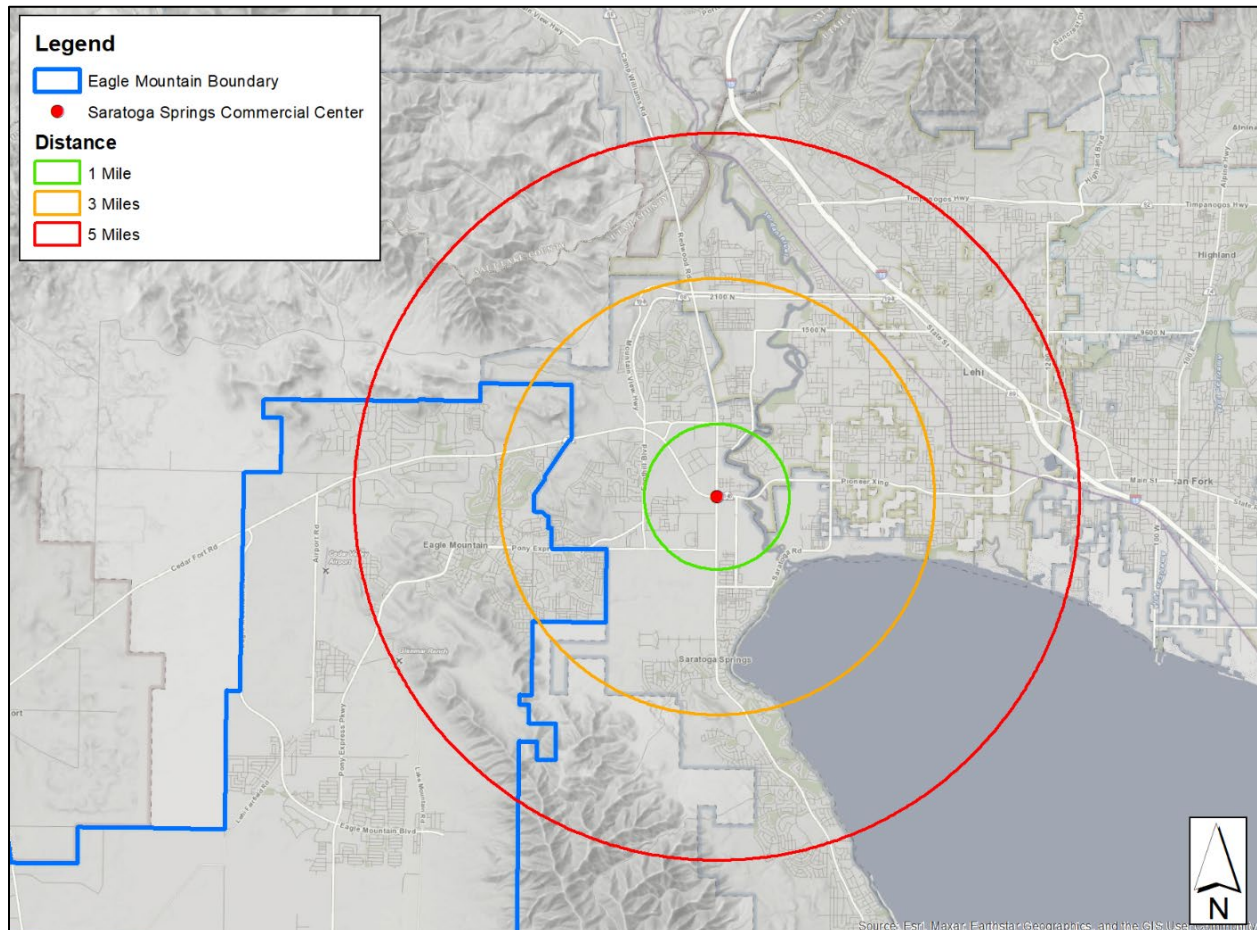
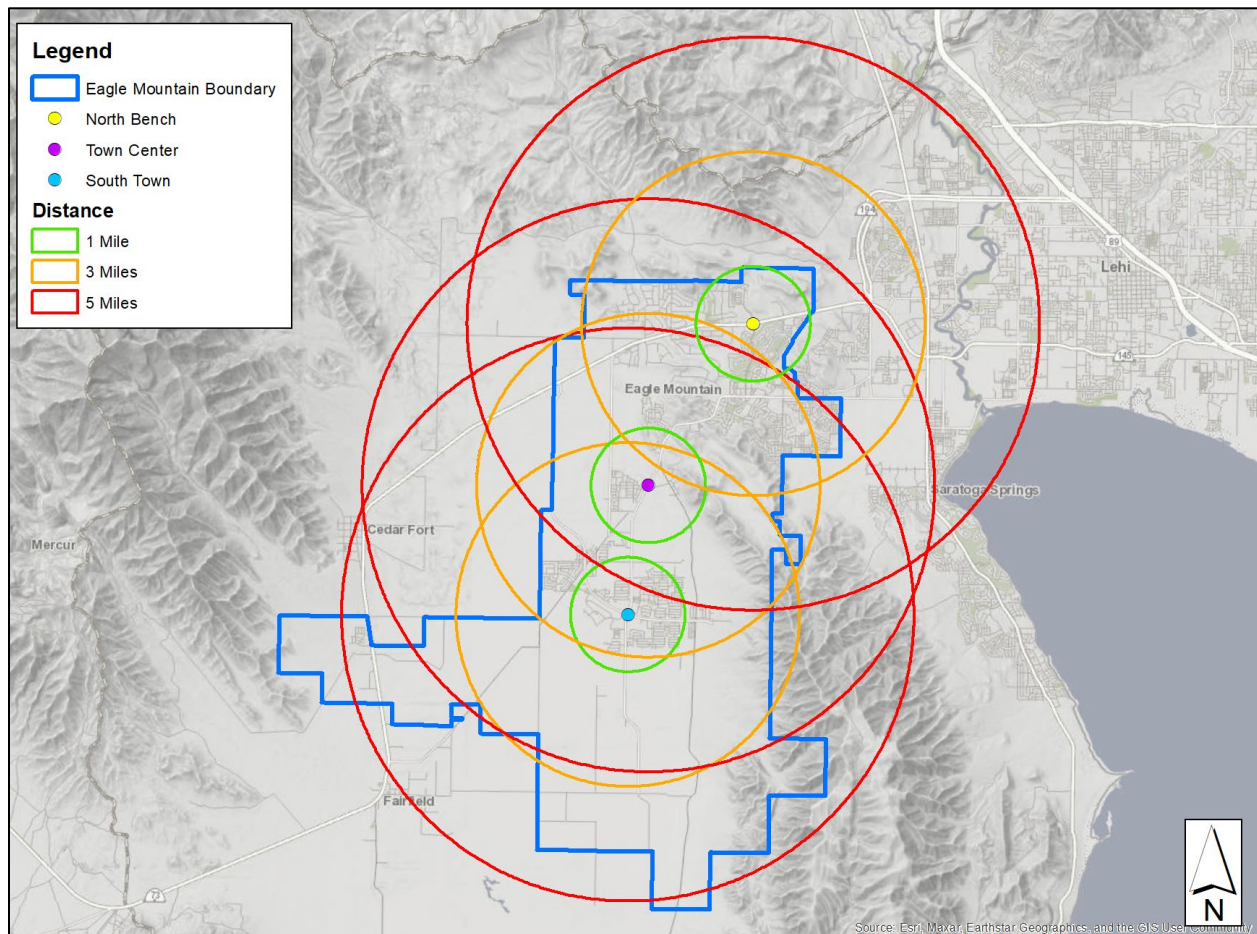


FIGURE 31: COMPARISON SITES



Population numbers are calculated for a 1, 3 and 5-mile radius from several commercial centers in Eagle Mountain, specifically the North Bench commercial area, Town Center, and South Town, as well as from a commercial center site located in Saratoga Springs. Population projections are based on Traffic Area Zone (TAZ) data compiled by Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG). The purpose of this analysis is to see where the greatest concentration of population is now and will be by 2040. The analysis below shows that the key commercial sites in Eagle Mountain will have substantial population growth by 2040 and will be competitive for expanded commercial development in the regional area.

TABLE 19: PROJECTED POPULATION GROWTH FROM NORTH BENCH

Eagle Mountain North Bench					
Distance	2022	2030	2040	Growth by 2030	Growth by 2040
1 Mile	6,423	7,053	8,360	630	1,937
3 Mile	43,475	58,490	76,004	15,015	32,529
5 Mile	79,579	124,111	179,481	44,532	99,901

Source: WFRC & MAG TAZ Data

TABLE 20: PROJECTED POPULATION GROWTH FROM TOWN CENTER

Eagle Mountain Town Center					
Distance	2022	2030	2040	Growth by 2030	Growth by 2040
1 Mile	2,508	7,411	14,257	4,903	11,749
3 Mile	33,238	49,898	78,161	16,660	44,922
5 Mile	62,194	97,322	147,740	35,128	85,546

Source: WFRC & MAG TAZ Data

TABLE 21: PROJECTED POPULATION GROWTH FROM SOUTH TOWN

Eagle Mountain South Town					
Distance	2022	2030	2040	Growth by 2030	Growth by 2040
1 Mile	9,444	12,141	15,757	2,697	6,313
3 Mile	17,054	32,664	56,855	15,610	39,801
5 Mile	41,572	66,297	104,476	24,724	62,904

Source: WFRC & MAG TAZ Data

TABLE 22: PROJECTED POPULATION GROWTH FROM SARATOGA SPRINGSA COMMERCIAL CENTER

Saratoga Springs Commercial Center					
Distance	2022	2030	2040	Growth by 2030	Growth by 2040
1 Mile	6,245	8,501	11,355	2,257	5,110
3 Mile	61,589	89,523	119,925	27,934	58,336
5 Mile	125,707	168,505	219,379	42,798	93,671

Source: WFRC & MAG TAZ Data

Infrastructure

Existing traffic counts are shown on the map below, as well as the forecasted traffic counts for 2024 and 2030. Future traffic counts show marked growth throughout the City. By monitoring the change in traffic counts, the City can use the data as a tool when approaching potential businesses to locate in the City. As stated previously, strong traffic counts are an important component in retail recruitment.

As shown in the following maps, Pony Express Parkway and Eagle Mountain Boulevard are expected to see steadily increasing Average Annual Daily Trips (AADT) over the next ten years. In addition, the East Expressway and the Hidden Valley Rd are expected to help traffic move through the east side of the City by 2030. These two roads will help facilitate quicker travel to and from Saratoga Springs and will provide an alternate route to the Pony Express Parkway. It is notable that the Cedar Valley Freeway is expected to travel just west of the City's center at some point in the future, however, that project doesn't have a projected completion date yet.

FIGURE 32: 2019 AADT

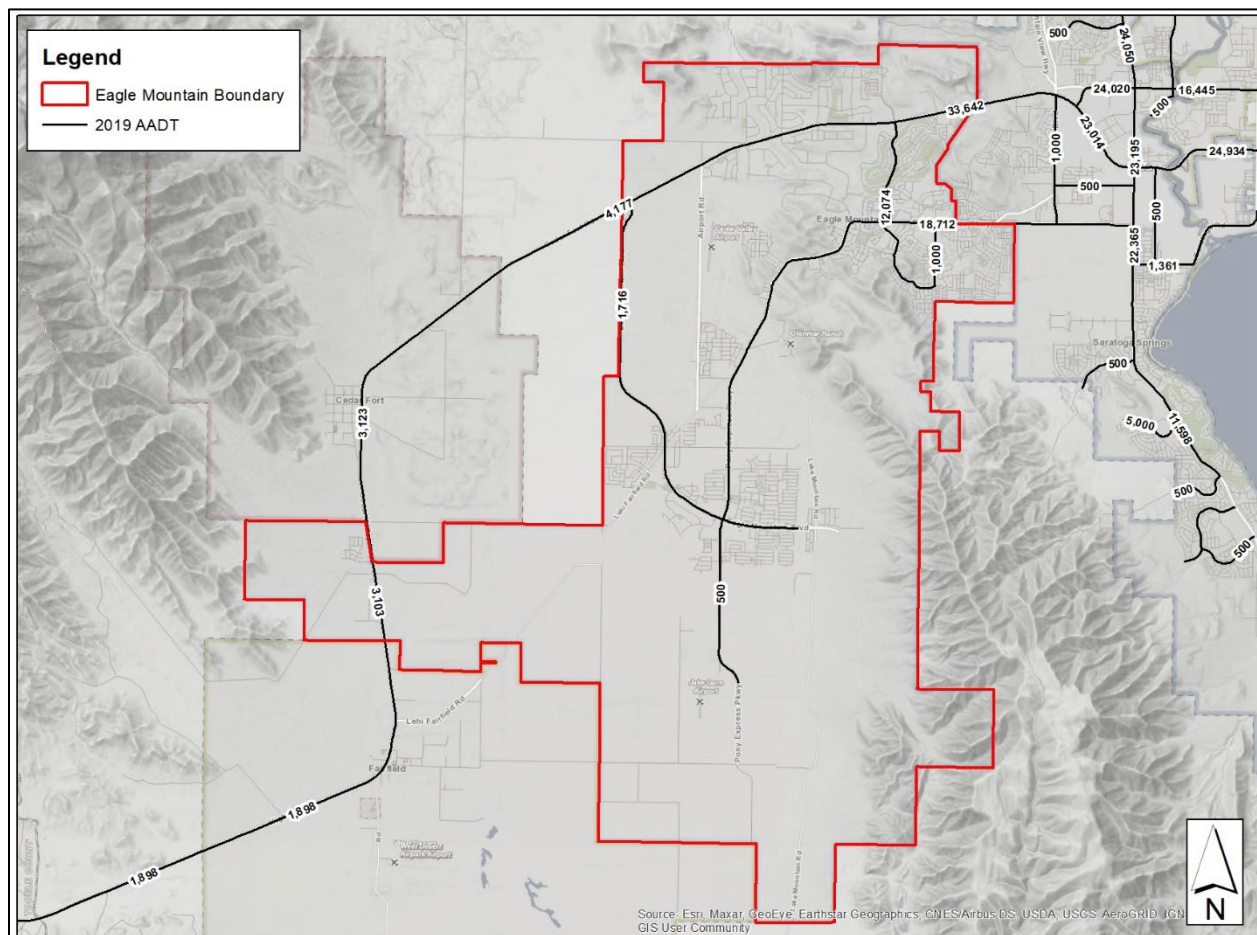
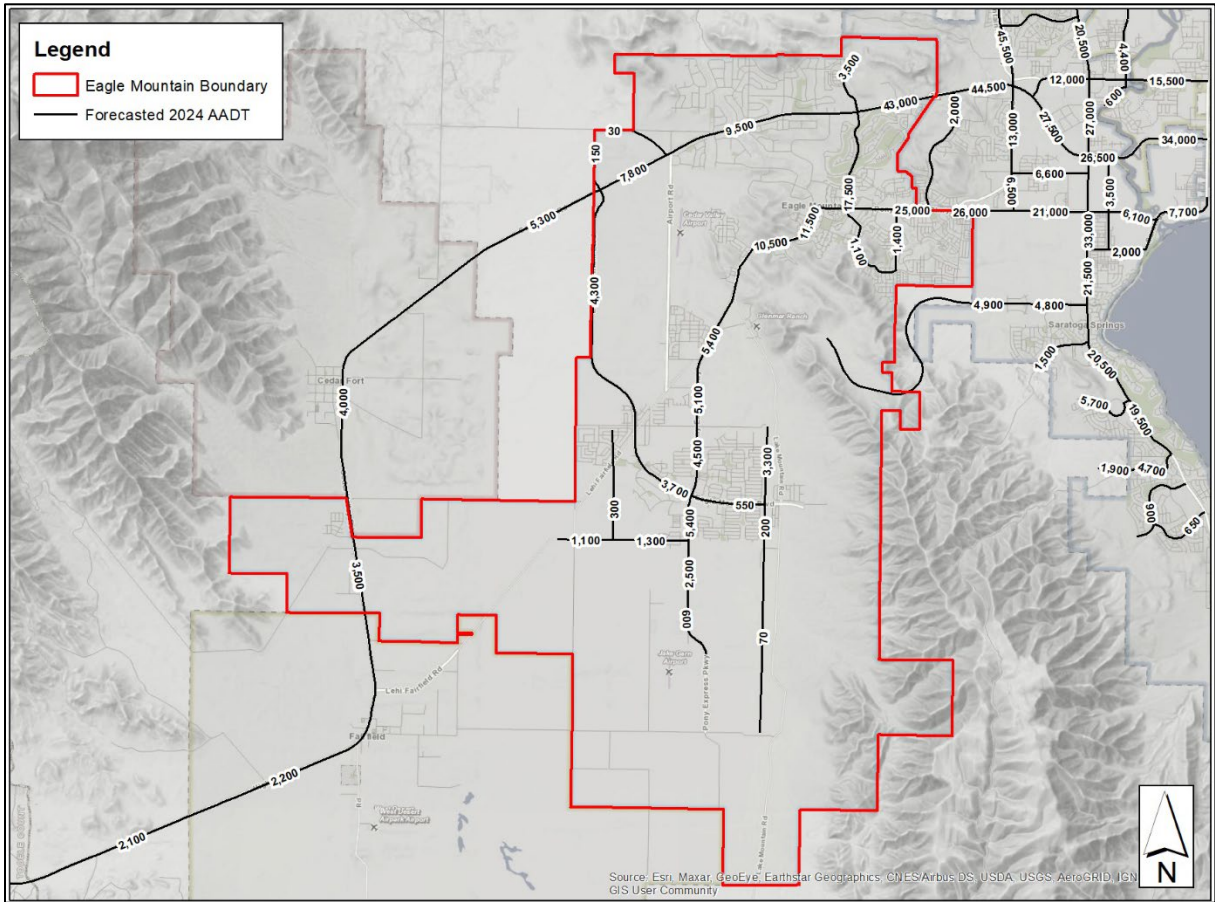


FIGURE 33: 2024 AADT

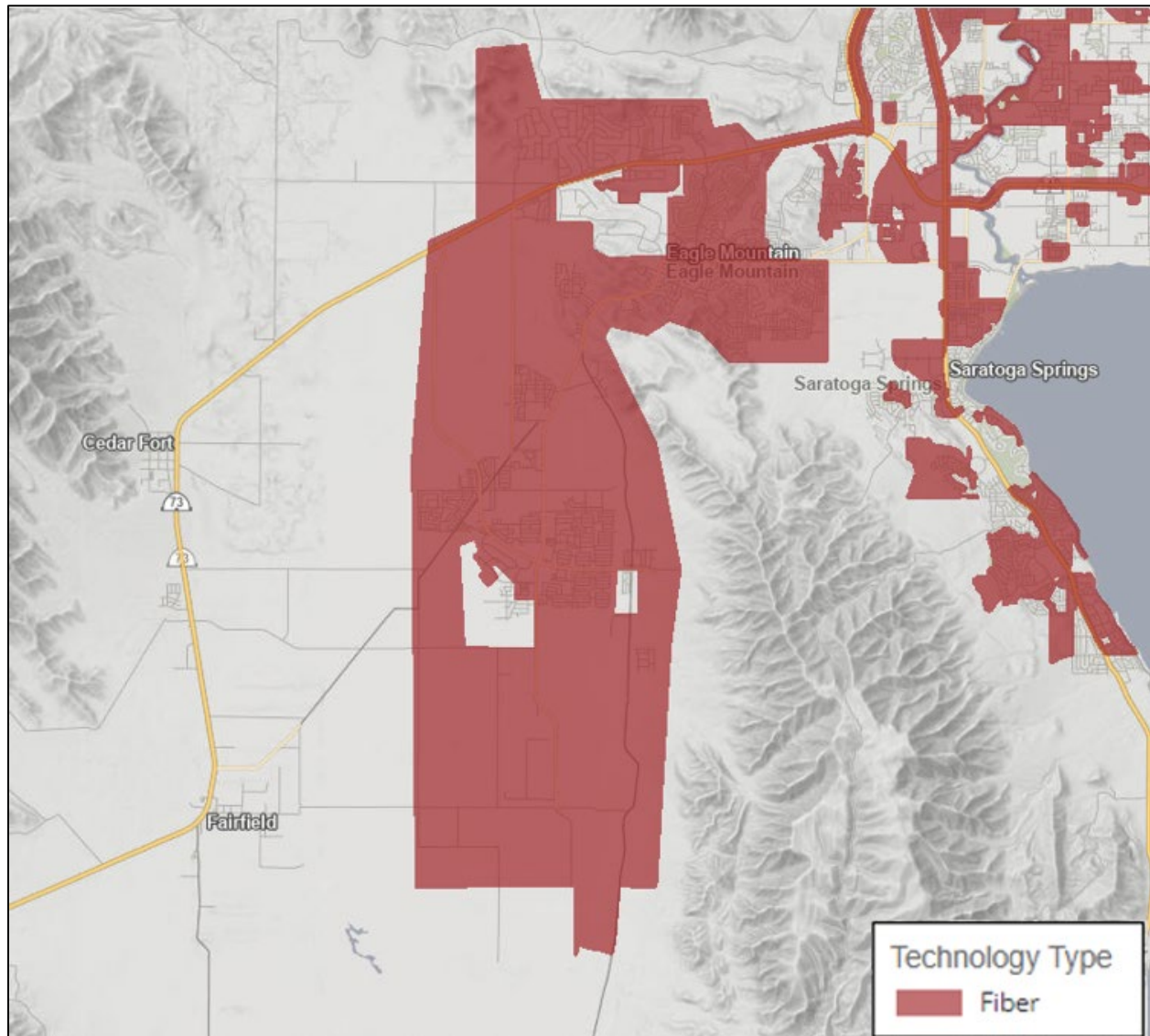


Legend

- Eagle Mountain Boundary
- Forecasted 2030 AADT

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus OS, USDA, USGS, AeroGRID, IGN, GIS User Community

FIGURE 35: TECHNOLOGY TYPE



Small Business Development

An important part of the City's economy is the numerous small and home-based businesses. Across the nation, there are a total of 31.7 million small businesses, or 99.9% of all the total businesses in the United States.¹⁵ These businesses make up most of the total businesses in Eagle Mountain City. As the City continues to pursue large-scale economic development, it is important that these small businesses are supported to help continue their positive impact on the City.

Support Strategies

Communication

An important piece of small business support is communication with the small businesses. The City should conduct regular surveys of local small businesses to determine successes as well as pain points for these members of the community. This can aid the City in identifying trends and better understand how the City's perception of the business climate. This could also be done with new businesses as they complete their business licensing process, building permit approvals, or site plan approval.

Part of this communication strategy would be formulating a business retention expansion program (BR&E). This program would allow City staff to engage in direct communication with business decision makers throughout the community. BR&E programs allow government officials to proactively connect with businesses to understand and respond to local needs. Often, small businesses are overlooked in these programs for large businesses that have more name recognition, or command more of a community's resources. Focusing BR&E efforts on small businesses can pay large dividends. Between 2000 and 2020, small businesses accounted for 65.1% of new net job creation and so these businesses are prime targets for a community looking to expand its job base.¹⁶ The data derived from a BR&E program can aid the City in analyzing the strength of the local economy and identify and implement strategies that can help strengthen existing businesses.

Regulation

In April of 2022, the U.S. Chamber of Commerce unveiled a five-point "Small Business Bill of Rights."¹⁷ These five points represent key principles the small business community wants to see from government. While not all these principles relate to the influence of local government, the final principle was to be free of onerous regulations. The City can examine its code, policies, and procedures to ensure that there are not regulations that are extraordinarily burdensome to small businesses. Currently, the City has the RTI Overlay Zone to incentivize large-scale industrial development. The City could explore similar process improvements for small business approval.

Incentives

Across the country, various local governments have approved the use of incentives for small businesses, in addition to the incentive programs that are already in place for large businesses. These take the form of business grants, reduced or waived fees, business loans, free land, and more. Up until 2017, the City leased office space from Direct Communications that was then used to provide free or discounted office space to small businesses in the community. The City may consider discussions on the feasibility of setting aside funds to provide some form of financial incentive program for local small businesses. This can be coupled with workforce development goals to attract and retain a high-quality workforce.

¹⁵ "The State of Small Business Now," U.S. Chamber of Commerce, published September 16, 2021.

¹⁶ "Frequently Asked Questions About Small Business," U.S. Small Business Administration Office of Advocacy, 2020.

¹⁷ "Small Business Bill of Rights," U.S. Chamber of Commerce, published April 26, 2022.

Incentives do not necessarily need to be financial. Until 2022, the City operated a small business focused street fair that grew into an event called ShopFest. The Eagle Mountain Chamber of Commerce took over operations of this event in 2022. Providing events such as this can serve as an incentive to small businesses as it potentially provides them with increased marketing and foot traffic that they may not have seen without these events. To help promote small businesses throughout the City, the City should continue to explore events such as these, even as a supporting sponsor. The City could consider marketing and promoting events such as “Small Business Saturday” (Saturday following Thanksgiving) to help promote small businesses in the area.

Partnerships

In these efforts, the City need not act alone. A part of the federal Small Business Administration (SBA), Utah has its own Small Business Development Center (SBDC) that provides many training and funding services for businesses in this area. The closest SBDC to the City is located at Utah Valley University in Orem. At this center, small businesses can meet with business advisors to discuss their businesses, attend training events and clinic, or participate in mentorship programs. Many of these services can even be utilized virtually. The City may consider fostering relationships with the SBDC to be better able to educate small businesses on support programs.

The Eagle Mountain Chamber of Commerce has been a tremendous partner to the City since it was created in 2018. The Chamber serves as an advocate for businesses in Eagle Mountain and provides various business-related training, marketing, and networking services. Often, the Chamber provides services that the City is unable to. The City was one of the founding members of the Chamber and has been a key supporter ever since. By utilizing the resources of the Chamber, the City may be able to expand its support of small businesses. A strategy for the City to consider would be to expand its financial support of this organization for key initiatives that directly support the expansion or development of small businesses in the community.

Tourism & Outdoor Recreation

Despite being the second most populous County, Utah County ranks fourth in visitor spending in the State (\$537 million), behind Salt Lake County (\$1.68 billion), Summit County (\$821 million), and Washington County (\$613 million).¹⁸ In 2020 alone, Utah County received a total of \$93.31 million in tourism tax revenue.¹⁹ The bulk of tourism visits to Utah come from visits to ski resorts, national parks, and national monuments. Salt Lake City, St. George, Park City, Moab, and Provo/Orem make up the top five destinations for Utah visitors.²⁰

Although the City may not have the same level of tourism amenities as other areas, the City can still focus on its areas of relative strength to gain tourism visits. The City has an extensive trail system that is slowly gaining more interest from users both internally, and from outside the City. This can serve as a regional draw to users and help capture additional revenue for the City. Additionally, while not in the City, Camp Floyd is a major historical site in the State and attracts over 6,000 visitors a year. Most of these visitors need to pass through Eagle Mountain on their way to and from the State park.

Opportunities

By expanding the trail system, and mountain bike park, the City will be better able to attract events that utilize these amenities, or users looking for a recreational experience. This would require working with landowners (including the BLM and other Federal agencies) to establish trail access and trailheads for public use. The trail network's mapping could also be expanded. The City has already received grant funding to work on both efforts, but more would be required to allow these areas to fully realize their potential.

The City could also focus on attracting businesses (restaurants, outdoor recreation focused retail, hotels) that help to service these industries and allow for greater opportunities to attract outdoor recreation events.

¹⁸ Kem C. Gardner Policy Institute

¹⁹ Kem C. Gardner Policy Institute

²⁰ Utah Office of Tourism

Fiscal Sustainability

Cities need to plan for fiscal sustainability and for steady cash flows during the ups and downs of different economic cycles. Property taxes remain relatively constant while sales taxes are more subject to economic swings. A review of the major revenue sources in the table below shows that Eagle Mountain has significantly lower revenues than surrounding cities – overall and for both property and sales taxes. This will make it difficult for the City to keep up with the increasing expenses due to its rapid growth and rising inflation.

TABLE 23: REVENUES PER CAPITA

Revenue Category	Eagle Mountain	Saratoga Springs	Lehi	Bluffdale	Herriman
Property Taxes	\$26.62	\$77.87	\$124.63	\$0.00	\$13.43
Sales & Use Taxes	\$80.42	\$101.76	\$148.29	\$127.55	\$99.26
Municipal Energy Taxes	\$19.90	\$27.77	\$0.00	\$0.00	\$26.15
Other - Transient Room	\$0.00	\$0.00	\$0.00	\$0.04	\$0.00
Other - Fee-in-Lieu of Property Taxes	\$2.86	\$7.34	\$0.00	\$0.00	\$0.00
Other - Penalties and Interest on Delinquent Taxes	\$0.00	\$0.10	\$0.00	\$0.00	\$0.00
Other	\$0.00	\$4.70	\$58.79	\$59.15	\$0.00
Other Taxes	\$0.00	\$0.00	\$0.00	\$0.00	\$4.13
Licenses & Permits	\$97.80	\$32.65	\$76.47	\$79.74	\$142.36
Charges for Services	\$0.00	\$85.62	\$29.07	\$91.04	\$25.86
Fines & Forfeitures	\$2.31	\$0.00	\$10.56	\$17.08	\$3.88
Intergovernmental	\$25.70	\$30.01	\$3.02	\$0.94	\$25.08
Miscellaneous	\$32.79	\$57.79	\$18.37	\$31.87	\$19.18
Contributions & Transfers & Other Sources	-\$44.78	\$0.00	\$24.67	\$45.25	\$0.00
Total General Fund Revenues	\$270.24	\$503.48	\$618.50	\$537.27	\$372.77

Source: Utah State Auditor's Office, ZPFI

Both property taxes and sales taxes are responsible for the lower revenues in Eagle Mountain. The following table shows that Eagle Mountain's property tax rate is significantly lower than that in surrounding cities and thereby produces significantly less revenue per dollar of taxable value. In terms of sales tax, the City receives a sales tax distribution based on both a population distribution and point of sale. Eagle Mountain currently receives most of its sales tax revenues from the population distribution portion of the formula.

TABLE 24: COMPARATIVE TAX RATE AND IMPACTS – PRIMARY RESIDENCE OF \$500,000 MARKET HOME

City	Tax Rate	Property Tax Impact
Eagle Mountain	0.000724	\$199.10
Saratoga Springs	0.001359	\$373.73
Lehi	0.001429	\$392.98
Bluffdale	0.001519	\$417.73
Herriman	0.001997	\$549.18

Source: Utah State Auditor's Office, ZPFI

This sustainability analysis makes evident that the City needs to concentrate on developing retail, which it is sorely lacking, and which brings in the highest revenues to the City. The highest and best fiscal impacts for the City come from retail and set forth in more detail in a later section of this report.



Highest and Best Use Analysis

The purpose of this section of the Economic Plan is to first evaluate the highest-and-best use of the property from the perspective of a developer, current market conditions and the type of development most likely to take place. Then this analysis takes the City's perspective and compares the fiscal impacts and benefits to the City from various types of development. Finally, strategies are provided to enable the City to bridge the "gap" between its vision for the site and highest-and-best use in the eyes of the developer.

It is important to understand how highest and best use works, and, more importantly, how desired development can be achieved. Historically, highest and best use has only been considered as to what creates the greatest return on the land. This is a developer-centric model for highest and best use and relies on an understanding of developer figures and intentions. A wider implementation of highest and best use should consider the following:

- Highest and best use to the developer. This scenario considers the greatest return to the land, and has historically been all that has been considered by most municipalities; and
- Highest and best use to the City (fiscal). This consideration addresses the proposed fiscal impacts of development and what revenue, and expenses are generated for the City. The impacts may include, but are not limited to, property taxes, sales taxes, municipal energy fees, Class B/C road funds, retail buying power, and costs of services to be provided; and
- Highest and best use to the citizens. This scenario is often less quantitative and relies upon feedback from citizens of what amenities are lacking in the area. This process also requires notable education, as residents will oft resort to desires that are not market feasible. Data is necessary to show, for example, that a certain retailer will not occupy a site until surrounding demographics hit specific metrics. Or residents may be unaware that their transportation costs are higher than those of other communities due to a lack of employment centers, and that adding jobs at a site (instead of an alternative, publicly desired use) may result in notable community benefits.

Ultimately, highest and best use studies will provide the framework for a municipality to understand the full implications of development. These studies will show what the market can build, what impacts the City should expect, and what property types are currently not feasible. If the non-feasible (in the market) uses are still desired by the City, various economic development tools may need to be implemented to see that use to fruition.

Market Overview

According to a CBRE market report for Utah, this State is one of the best places in the nation for development. Since 2015, Utah has posted the 2nd highest GDP growth rate of any state and the highest annualized employment growth rate. In-migration has soared during the pandemic as many are looking for places to live with less government restrictions. This in-migration has placed significant demand on the housing market, which has seen soaring home prices and rent rates and tightened inventory. Accompanying the population growth in the State is the related demand for jobs and employment.

Utah has the essential pieces in place for a thriving business environment: pro-development mindset, limited government regulations and interference, universities and trade schools, excellent healthcare, growing tech sector and steady supply of talent.

Office Market Overview

The Utah County office market construction totals remain lower than pre-pandemic numbers; however, several new projects have begun which is a positive sign that developers see potential in the Utah County office market post pandemic (Newmark Q1 2022). According to Newmark, "A healthy mix of both sublease

and direct new deals occurred in the first quarter of 2022 with some larger blocks of space that had been on market pre-pandemic seeing occupancy as companies finalize workplace plans. Leasing activity is up 69.2% year-over-year.” Although office asking rates have remained flat from quarter to quarter, achieved rates have been increasing (Newmark Office Market Report Q1 2022).

Vacancy rates have declined to about 11 percent, down from nearly 15 percent a year ago. The County has approximately 18 million square feet of office space. Current asking rates are around \$23.00 FSG (Colliers Office Market Report Q4 2021).

While the Utah County office market is improving from the uncertainty surrounding changing workplace policies after COVID, Eagle Mountain is not in a prime location to attract office development. More competitive sites are located along I-15.

Industrial Market Overview

According to the Newmark Q1 2022 Industrial Market Report, “Low vacancy, strong net absorption and rising rents characterized the Utah County industrial market in the first quarter of 2022. The buildings that delivered in the first quarter of 2022 did little to help with supply, as all 600,000+ square feet delivered pre-committed, accounting for close to 85% of the positive net absorption for the quarter. Leasing activity decreased for the third consecutive quarter, which is due to lack of supply rather than a deceleration in market activity.”

Utah County has about 44.5 million square feet of industrial space, with a vacancy rate of 1.3 percent. In other words, supply is not keeping up with demand. This is a very attractive market for Eagle Mountain.

Retail Market Overview

According to Colliers Q1 2022 Retail Report, “Vacancy rates dropped again slightly this quarter, however during this same time, more retail construction has begun which will help provide the much-needed space for national tenants that are actively looking to expand into Utah. Although the supply chain is still an issue, it’s not the deterrent that it was last year as retail continues to rebound from the pandemic.”

Utah County currently has about 17.5 million square feet of retail space (Colliers Retail Market Report Q1 2022), or about 25 square feet per capita. While somewhat higher than the national average, Utah County has a large student population which isn’t counted in the base population for the area, thus driving up the per capita amount. Vacancy rates are about 3 percent showing good potential for additional development.

Multi-Family Overview

From a developer’s perspective, the multi-family market is thriving in Utah with a lack of inventory and rapidly rising rents, but also with rapidly escalating construction costs. CAP rates for multi-family units generally range between 4.0 and 4.5 percent. Heavy demand is expected to outpace supply for the next few years, thereby placing even more pressure on rising rents.

Highest and Best Use – Developer Perspective

From a developer’s viewpoint, multi-family and traditional flex office provide the highest return on land in the current Utah County market. However, with the limited retail and office space currently available in the western part of Utah County, there is still potential for growth in these sectors as well.

To understand the highest-and-best use impacts associated with office, retail, and multi-family development from the perspective of a developer, **a detailed analysis of each development type is included in the Appendix to this report.** The detailed analysis considers the construction costs (including land) incurred by a developer for various product types. It then calculates the net operating income from each development type (calculated through a detailed review of potential revenue streams and operating costs)

and divides by current capitalization rates²¹ in the market. The ratio of net operating income divided by an appropriate CAP rate computes the market value of the project. The market value of the project is then compared to the developer's all-in costs for the project to evaluate the developer's profit.

The table below estimates the varying profit margins by development types for targeted commercial sites in Eagle Mountain and helps explain why developers are pushing multi-family development. Detailed calculations for the profit percentages are shown in the Appendix.

TABLE 25: PROFITABILITY COMPARISON BETWEEN DEVELOPMENT TYPES

Type	Likely CAP Rates*	Profit Percentage
Office	6.5%	9%
	7.0%	1%
Multi-Family - 20 units per acre	4.0%	43%
	4.5%	27%
Retail	5.5%	11%
	6.0%	2%
Industrial/Flex Office	4.5%	39%
	5.0%	25%
	5.5%	14%

*Likely CAP rates were determined through a review of broker reports and properties for sale

Source: ZPFI

Highest and Best Use – City Fiscal Impacts

From the City's perspective, the highest and best use of the property will not only consider community needs and desires, but also the fiscal impacts to the City. Fiscal impacts include revenues from property taxes, sales taxes, municipal energy taxes and class B/C road funds. While Eagle Mountain will receive revenues from other miscellaneous sources, for purposes of comparison, only the primary revenue sources listed above are included in this analysis.

Fiscal impacts to the City from office development are anticipated to reach over \$5,000 per acre per year.

TABLE 26: OFFICE DEVELOPMENT FISCAL IMPACTS

Description	Amount
Property	
Bldg. cost per sf	\$250.00
FAR	0.38
SF per acre	16,553
Property value per acre	\$4,138,200
Eagle Mountain property tax rate	0.000724
Property tax revenues	\$2,996.06
Municipal Energy	
Utility/gas costs per sf	\$2.10
Annual energy bill	\$34,761

²¹ A capitalization (CAP) rate is the ratio of the project's net operating income over the total market value of the completed project.

Description	Amount
Tax rate	6.0%
Revenue	\$2,085.65
TOTAL OFFICE	\$5,081.71

Source: ZPFI

Fiscal impacts to the City from retail development are anticipated to reach nearly \$25,000 per acre annually.

TABLE 27: RETAIL DEVELOPMENT FISCAL IMPACTS

Description	Amount
Property	
Bldg. cost per sf	\$220.00
FAR	0.25
SF per acre	10,890
Property value per acre	\$2,395,800
Eagle Mountain property tax rate	0.000724
Property tax revenues	\$1,734.56
Sales	
Sales per sf	\$400
SF per acre	10,890
Gross annual sales	\$4,356,000
Local point-of-sale revenues	\$21,780
Municipal Energy	
Utility/gas costs per sf	\$2.10
Annual energy bill	\$22,869
Tax rate	6.0%
Revenue	\$1,372.14
TOTAL RETAIL	\$24,886.70

Source: ZPFI

Fiscal impacts to the City from multi-family development (20 units per acre) are expected to reach roughly \$13,300 per acre annually.

TABLE 28: MULTI-FAMILY DEVELOPMENT FISCAL IMPACTS - 20 UNITS PER ACRE

Description	Amount
Property	
Property Value per Acre	\$4,000,000
Eagle Mountain property tax rate	0.000724
Total Property Tax per Acre	\$1,592.80

Description	Amount
Sales	
Units per Acre	20
Average HH Size	3.0
Population per Acre	60
Population Distribution per Capita	\$100
Point of Sale per Capita	\$2,300
Distribution from Point of Sale per Capita	\$12
Total per Capita Distribution	\$112
Annual Distribution per Acre	\$6,690
Municipal Energy	
Utility - Energy and Gas per Unit - MF	\$981.10
Units	20
Annual ME tax revenues	\$1,177.32
Class B/C Road Funds	
Amount per Capita	\$30.05
Population per Acre	60
Total Population Distribution per Year	\$1,803.00
Total Multi-Family	\$11,263.12

Source: ZPFI

Revenues per acre are substantially less for 8 multi-family units per acre than for 20 units, but costs of some City services would also likely be less (less vehicle trips on the roads, fewer public safety calls for service, etc.).

TABLE 29: MULTI-FAMILY DEVELOPMENT FISCAL IMPACTS - 8 UNITS PER ACRE

Description	Amount
Property	
Property Value per Acre	\$1,760,000
Eagle Mountain Property Tax Rate	0.000724
Total Property Tax per Acre	\$700.83
Sales	
Units per Acre	8
Average HH Size	3.0
Population per Acre	24
Population Distribution per Capita	\$100
Point of Sale per Capita	\$2,300
Distribution from Point of Sale per Capita	\$12
Total per Capita Distribution	\$112
Annual Distribution per Acre	\$2,676

Description	Amount
Municipal Energy	
Utility - Energy and Gas per Unit - MF	\$981.10
Units	8
Annual ME tax revenues	\$470.93
Class B/C Road Funds	
Amount per Capita	\$30.05
Population per Acre	24
Total Population Distribution per Year	\$721.20
Total Multi-Family	\$4,568.96

Source: ZPFI

Fiscal impacts to the City from flex office development are expected to reach roughly \$3,700 per acre annually.

TABLE 30: FLEX OFFICE DEVELOPMENT FISCAL IMPACTS

Description	Amount
Property	
Property Value per Acre	\$3,157,616
Eagle Mountain Property Tax Rate	0.000724
Total Property Tax per Acre	\$2,286.11
Municipal Energy	
Utility Costs per SF per Year	\$2.10
Units	10,890
Annual ME tax revenues	\$1,372.14
Total Flex Office	\$3,658.25

Source: ZPFI

Retail development brings the highest revenues per acre to the City, followed by higher-density multi-family development. However, both of those development types also have higher service costs on a per acre basis (i.e., calls for service, traffic generation and impact on roads, etc.). For these types of development, some of the costs can be mitigated through business licensing fees.

TABLE 31: SUMMARY OF FISCAL IMPACTS PER ACRE BY DEVELOPMENT TYPE

Summary Comparison	Office	Retail	Multi-Family - 20 units per acre	Multi-Family - 8 units per acre	Flex Office
Property Taxes	\$2,996	\$1,735	\$1,593	\$701	\$2,286
Sales Taxes		\$21,780	\$6,690	\$2,676	
Municipal Energy	\$2,086	\$1,372	\$1,177	\$471	\$1,372.14
Class B/C Road Funds			\$1,803	\$721	
Total Annual Revenue per Acre	\$5,082	\$24,887	\$11,263	\$4,569	\$3,658

Source: ZPFI

Strategies and Recommendations

If the City desires retail and office development at its prime commercial sites, it may need to consider various economic tools to offset some development costs and thereby see the fruition of its vision. The question then becomes, what order of magnitude of assistance would be required and would the City still see fiscal benefits from retail and office development, above and beyond multi-family development, even if some offsets to costs are provided? Certainly, the provision of such assistance is a City policy. The intent of this report is only to suggest options for the City if it desires to establish areas in the City that include a significant amount of retail and office development.

To bridge the “gap” in highest-and-best use as perceived by the developer v. the City, the City might for example, consider giving the developer property tax increment for a period of time. It should be noted that following the 2022 Utah Legislative Session, a municipality’s ability to use property tax increment for primarily retail-based development has been reduced significantly. The City might also decide to create a SAA (Special Assessment Area) or PID (Public Improvement District) that would allow the developer to borrow money at a lower interest cost and factor those savings into the development equation. A final consideration, in specifically planned areas, could be to allow for greater residential density development portion of the site in exchange for increased office or retail development.

The economic tools or public assistance required will differ for each developer proposal and will depend on a variety of factors. For example, if a developer purchased land many years ago at a good price, the developer would not need to earn the same return as if he recently purchased the land at a higher price. Properties with extraordinary costs associated with development, such as environmental cleanup, storm water or grading issues, may require more public assistance than properties without those costs. Development requiring structured or underground parking may find it difficult to achieve rents that would make the project profitable without some sort of public assistance. Each proposal must be evaluated on its own merits.

Potential economic tools to encourage desired types of development include, but are not limited to:

- Creation of a Community Reinvestment Area (CRA) to help with infrastructure costs;
- City assistance with or provision of basic infrastructure to the area;
- Mitigation or waiving some development-related fees;
- Streamlined approval process;
- Sales-tax sharing agreements for retail developed on site; and
- Creation of a special assessment area (SAA) which creates a separate assessment area to borrow funds for infrastructure costs which are then repaid by property owners in the area at plat recordation. Creation of a Public Improvement District (PID) also allows for funds to be borrowed for infrastructure costs.

- Increased residential density on a portion of the property assuming a certain level of office and retail development in return.

Economic Development Tools

Funding opportunities are considered for Eagle Mountain, with consideration for what financial resources and/or incentives may be required to realize some of the potential development and activity outlined in this plan. Possible options include the following:

Community Reinvestment Areas – is a defined area within which taxing entities consent to the Eagle Mountain Redevelopment Agency (RDA) to receive a portion of the increased property taxes associated with new development that occurs within the project area's boundaries for a specified period of time.

- Allows for the use of tax increment in project areas for a wide variety of purposes, including infrastructure costs, beautification, relocation, land buy-downs, recruitment incentives, etc.
- Use in areas where economic incentives are necessary and likely to encourage economic development or redevelopment

Special Assessment Areas – is a defined area within which businesses are required to pay an additional tax (or levy) to fund projects within the district's boundaries.

- Originally created for infrastructure improvements such as curb, gutter, sidewalk, streetlights, etc.
- Can be difficult to get support from multiple property owners who must consent to having this additional assessment paid, in addition to property taxes
- Use in large, greenfield areas of development with one or small number of property owners and where infrastructure needs are substantial

Public Infrastructure Districts – allows for the creation of a separate taxing entity to fund public infrastructure.

- PIDs are generally most successful in larger, undeveloped areas where there are significant infrastructure needs. Because the unanimous consent of all property owners is required for the creation of a PID, it is difficult to establish PIDs in areas with numerous property owners
- Can be combined with other revenue sources such as tax increment
- Any debt issued is not on the books of the local government entity

Public Private Partnerships (P3s) – is a contractual agreement between a public agency and a private sector entity.

- Shared skills and assets of each sector (public and private) in delivering a project for the use of the public
- In addition to sharing resources, each party shares in the risks and potential rewards in the delivery of the project
- A P3 is not privatization. The public sector retains ownership and ultimate control of the public asset

Revolving Loan Fund – is an Economic Adjustment Assistance (EAA) grant award that establishes revolving loan funds that make loans to businesses that cannot otherwise obtain traditional bank financing

- Have often been successfully used in downtown areas for façade improvements

Appendix A – Retail Site Criteria

A sampling of various retailers is listed below, along with some of the criteria the retailer considers during site selection. This list does not specify if a specific retailer is targeting Utah, only that a retailer has provided information about site criteria or expansion plans.

Entertainment Site Criteria:

- **Altitude Trampoline Parks** – minimum of 25,000 square feet, up to 50,000 square feet – desired store growth of 4 over next 24 months
- **Catch Air** – population minimum of 50,000, average household income of \$50,000, minimum of 10,000 square feet, up to 25,000 square feet – desired store growth of 6 over next 24 months
- **Dave & Buster's** – minimum population of 500,000 in ten-mile range, minimum of 26,000 square feet, up to 40,000 square feet – desired store growth of 8 over next 24 months
- **Flite Golf & Entertainment** – minimum of 65,000 square feet, up to 100,000 square feet – desired store growth of 9 over next 24 months

Retail Site Criteria:

- **Albertsons** – minimum of 50,000 square feet, up to 60,000 square feet – desired store growth of 12 over next 24 months
- **Charley's Philly Steaks** – population minimum of 30,000, minimum of 600 square feet, up to 2,000 square feet – desired store growth of 100 over next 24 months
- **It'Sugar** – minimum of 2,000 square feet, up to 15,000 square feet – desired store growth of 7 over next 24 months
- **Salad Creations** – minimum of 1,200 square feet, up to 2,000 square feet – population minimum of 20,000 – average household income of \$75,000 – 20,000 traffic count – desired store growth of 200 over next 24 months
- **Old Navy** – minimum of 15,000 square feet, up to 19,000 square feet – desired store growth of 60 over next 24 months
- **Big 5 Sporting Goods** – minimum of 10,000 square feet, up to 12,000 square feet – 25,000 traffic count – desired store growth of 30 over next 24 months
- **Buffalo Wild Wings** – minimum of 4,000 square feet, up to 7,000 square feet – population minimum of 40,000 – average household income of \$30,000 – 25,000 traffic count – desired store growth of 160 over next 24 months

Retailers with Major Growth:

- **Subway** – desired store growth of **2,500** over next 12 months
- **Dollar General** – desired store growth of **730** over next 12 months
- **Rise Southern Biscuits & Righteous Chicken** – desired store growth of **600** over next 12 months
- **Sephora** – desired store growth of **500** over next 12 months
- **KFC** – desired store growth of **350** over next 12 months

Appendix B – Highest and Best Use Analysis

Office Development

Office development is currently in an uncertain stage in Utah and has been described as a “wait-and-see” market. However, much of the uncertainty is offset by the rapid business and population growth occurring in Utah, as well as the relative stability of the office market in Utah County during the pandemic. Colliers reports great optimism for Utah in terms of future job growth:

Utah was ranked with having the best change in Gross Domestic Product and having the lowest Unemployment Rate; was second in the country with Startup Activity and ranked the top 10 in Annual Median Household Income (3rd), percent of Jobs in High-Tech Industries (6th), and States that are Recovering the Quickest from COVID-19 (6th).²²

The following office market assumptions reflect the increased construction costs in today’s market which were used to calculate potential market values and developer profitability for office development and assumes an office campus where higher rents can be achieved.

TABLE 32: OFFICE DEVELOPMENT ASSUMPTIONS

Description	Amount
Annual Rent Per Sq. Ft.	16,553
Expense Reimbursements	\$20.00
Stabilized Vacancy Rate	\$2.00
Management Expense	5%
Reserve Expense	3%
Direct Costs - Sq. Ft.	\$170.50
Indirect Costs - Sq. Ft.	\$55.00
Land Per Sq. Ft.	\$12.00
Parking Per Stall	\$3,500
Parking Ratio	5.5
Floor-Area Ratio	0.38

Source: ZPFI

Using the above assumptions, a value of \$278 per square foot is calculated, assuming a capitalization rate of 6.5 percent. While buildings have been bought and sold in Utah recently for cap rates in the range of 6.0 – 6.5 percent, those buildings are generally fully leased and are found in prime locations such as along the I-15 tech corridor in Salt Lake and Utah counties. There is greater risk with construction of a new building, plus Eagle Mountain is seen as a secondary office market (not located along I-15 or the “Tech Corridor”).

Value is calculated by dividing net operating income (NOI) by current capitalization rates achieved in the market. Net income is calculated in the table below. In the following table, net operating income is divided by a cap rate of 6.5 percent to arrive at a value of \$278 per square foot. This analysis is based on a floor area ratio (FAR) of 0.38.

²² Colliers, 2Q 2021 Office Market Report

TABLE 33: OFFICE DEVELOPMENT VALUATION CALCULATIONS

Office	Building Size	Rent Per Year (Sq.Ft.)	Rent Type	Annual Income
Gross Revenue				
Rental Income	16,553	\$20.00	NNN	\$331,056
Expense Reimbursements				\$33,106
<i>Total Building Size</i>	16,553			
Potential Gross Income				\$364,162
			Stabilized Vacancy Rate	
Less Stabilized Vacancy		5%		(\$18,209)
Effective Gross Income				\$345,954
Operating Expenses				
		% of EGI	\$/SQ.FT.	
Management		3%		(\$10,379)
Reserves		1%		(\$3,460)
CAM Charges			\$2.00	(\$33,106)
Total Operating Expenses				(\$46,944)
Net Operating Income				\$299,010
Capitalization Rate			Potential Value per Building	Value per SF
6.0%			\$4,983,496	\$301.07
6.5%			\$4,600,150	\$277.91
7.0%			\$4,271,568	\$258.06
7.5%			\$3,986,797	\$240.85
8.0%			\$3,737,622	\$225.80

Source: ZPFI

The average construction cost per square foot is \$276.33 based on the assumptions shown in the table below. However, construction costs are rising rapidly and are volatile in today's market. If construction costs rise 10 percent higher than those presented, then the cost per square foot increases to \$276. Such increases have a dramatic effect on feasibility and profitability of the project.

TABLE 34: OFFICE DEVELOPMENT CONSTRUCTION COST CALCULATIONS

Construction Costs	Per Sq.Ft.	Total Building Size	Total Costs	
Direct Costs	\$170.50	16,553	\$2,822,252	
Indirect Costs	\$55.00	16,553	\$910,404	
<i>Indirect as % of Direct</i>	32%			
	Per Stall	Parking Ratio	Needed Spaces	Parking Costs
Parking Costs	\$3,500	5.5	91	\$318,641
			Construction Costs	\$4,051,298
	Per Sq. Ft.	Total Land/Acres	Total Land/ Sq. Ft.	Land Costs
Land	\$12.00	1.00	43,560	\$522,720
			Construction Costs + Land	\$4,574,018
			Per Sq. Ft./Bldg.	\$276.33

Source: ZPFI

Generally speaking, investors require a return of 20 percent or higher on office development.

TABLE 35: OFFICE DEVELOPMENT PROFITABILITY ANALYSIS

Capitalization Rate	Potential Value per Building	Potential Costs	Spread	Profit % of Costs
6.0%	\$4,983,496	\$4,574,018	\$409,479	9%
6.5%	\$4,600,150	\$4,574,018	\$26,133	1%
7.0%	\$4,271,568	\$4,574,018	(\$302,450)	(7%)
7.5%	\$3,986,797	\$4,574,018	(\$587,221)	(13%)
8.0%	\$3,737,622	\$4,574,018	(\$836,396)	(18%)

Source: ZPFI

Retail Development

The retail marketplace is undergoing significant change. Consumers are still purchasing, but there is a notable trend toward online purchases rather than in-store. This trend was occurring before COVID-19 and has been expedited since the onset of the pandemic. While there have been a significant number of bankruptcies over the past couple of years, those businesses that were able to quickly adapt to the new environment, have been rewarded. However, because of these changes, overall space needs are declining significantly – from 23 square feet per capita a few years ago to closer to 16 square feet per capita today.

However, Eagle Mountain will still see strong demand for retail space due to steady population growth in the regional area. Eagle Mountain has already established itself with a strong retail base and is poised to capitalize on this base.

TABLE 36: RETAIL DEVELOPMENT ASSUMPTIONS

Description	Amount
Building Size	10,890
Annual Rent Per Sq. Ft.	\$18.00
Expense Reimbursements	\$2.50
Stabilized Vacancy	5%
Management Expense	3%
Reserve Expense	1%
Direct Costs - Sq. Ft.	\$160.00
Indirect Costs - Sq. Ft.	\$40.00
Parking Per Stall	\$3,500
Parking Ratio	5.0
Land Per Sq. Ft.	\$12.00
Floor-Area Ratio	0.25

Source: ZPFI

Retail development is currently requiring cap rates in the range of 5.5 - 6.0 percent. With current trends in the market towards more online buying, retail development is usually not a top choice for developers.

TABLE 37: RETAIL DEVELOPMENT CALCULATION OF NET OPERATING INCOME (NOI)

Retail	Building Size	Rent Per Year (Sq.Ft.)	Rent Type	Annual Income
Gross Revenue				
Rental Income	10,890	\$18.00	NNN	\$196,020
Expense Reimbursements				\$27,225
<i>Total Building Size</i>	10,890			
Potential Gross Income				\$223,245
		Stabilized Vacancy Rate		
Less Stabilized Vacancy		5%		(\$11,162)
Effective Gross Income				\$212,083
		Operating Expenses		
		% of EGI	\$/SQ.FT.	
	Management	3%		(\$6,362)
	Reserves	1%		(\$2,121)
	CAM Charges		\$2.00	(\$27,225)
		Total Operating Expenses		(\$35,708)
Net Operating Income				\$176,371
Capitalization Rate			Potential Value	Per SF
5.0%			\$3,527,489	\$323.92
5.5%			\$3,206,808	\$294.47
6.0%			\$2,939,574	\$269.93
6.5%			\$2,713,453	\$249.17
7.0%			\$2,519,635	\$231.37
7.5%			\$2,351,659	\$215.95
8.0%			\$2,204,681	\$202.45

Source: ZPFI

The average construction cost is \$265.50 per square foot based on the assumptions shown in the table below.

TABLE 38: RETAIL DEVELOPMENT CONSTRUCTION COST CALCULATIONS

Construction Costs	Per Sq. Ft.	Total Size	Total Costs	
Direct Costs	\$160.00	10,890	\$1,742,400	
Indirect Costs	\$40.00	10,890	\$435,600	
<i>Indirect as % of Direct</i>	25%			
	Per Stall	Parking Ratio	Needed Spaces	Parking Costs
Parking Costs	\$3,500	5.0	54	\$190,575
			Construction Costs	\$2,368,575
	Per Sq.Ft.	Total Land/Acres	Total Land/ Sq. Ft.	Land Costs
Land	\$12.00	1.00	43,560	\$522,720
			Construction Costs + Land	\$2,891,295
			Per Sq. Ft./Bldg.	\$265.50

Source: ZPFI

As stated previously, given current cap rates of 5.5 – 6.0 percent, speculative retail development will prove difficult for most developers in today's market.

TABLE 39: RETAIL DEVELOPMENT PROFITABILITY ANALYSIS

Capitalization Rate	Potential Value	Potential Costs	Spread	Profit % of Costs
5.0%	\$3,527,489	\$2,891,295	\$636,194	22%
5.5%	\$3,206,808	\$2,891,295	\$315,513	11%
6.0%	\$2,939,574	\$2,891,295	\$48,279	2%
6.5%	\$2,713,453	\$2,891,295	(\$177,842)	(6%)
7.0%	\$2,519,635	\$2,891,295	(\$371,660)	(13%)
7.5%	\$2,351,659	\$2,891,295	(\$539,636)	(19%)
8.0%	\$2,204,681	\$2,891,295	(\$686,615)	(24%)

Source: ZPFI

Multi-Family Development

The housing market in Utah is extremely tight at the present time. According to Redfin, Utah County home sale prices are up 17% compared to last year, selling for a median price of \$542K as of June 2022. This market has high profitability for developers. The following analysis compares the relative profitability to developers from a higher-density product (20 units per acre) v. a lower-density product (8 units per acre).

TABLE 40: ASSUMPTIONS FOR MULTI-FAMILY DEVELOPMENT – 20 UNITS PER ACRE

Description	Amount
Total Units	20
Average Unit Size	1300
Average Rent Per Month/Sq.Ft.	\$1.30
Other Income Per Unit/Mo.	\$20.00
Stabilized Vacancy	5%
Gross Building Size	29,900
Number of Building Stories	2
Required Parking Per Unit	1.5
Direct Construction Costs	\$120
Indirect Construction Costs	\$30
Cost per Parking Space	\$3,500
Land Costs per Sq.Ft.	\$12.00

Source: ZPFI

TABLE 41: MULTI-FAMILY DEVELOPMENT CALCULATION OF NET OPERATING INCOME (NOI) – 20 UNITS PER ACRE

Multi-Family	Number of Units	Average Unit Size	Rent Per Unit/Month	Annual
Estimated Market Rent - Multi-Family	20	1,300	\$1,690	\$405,600
Other Income (storage, late fees, etc.)				\$4,800
Potential Gross Income (PGI)	<i>Total Size</i>	<i>26,000</i>		\$410,400
% of PGI				
Less Stabilized Vacancy	5%			(\$20,520)
Effective Gross Income (EGI)				\$389,880
Operating Expenses	% of EGI	Per Unit/Year		
Management	3%			(\$11,696)
Reserves	1%			(\$3,899)
Utilities		\$1,020		(\$20,400)
Maintenance & Repair		\$1,200		(\$24,000)
Admin		\$450		(\$9,000)
Property Taxes		\$908		(\$18,150)
Insurance		\$480		(\$9,600)
Total Expenses				(\$96,745)
		<i>Per unit/Year</i>	\$4,837	
Net Operating Income (NOI)				\$293,135

Source: ZPFI

Construction costs are anticipated to reach \$196.64 per square foot based on the assumptions shown in the table below.

TABLE 42: MULTI-FAMILY DEVELOPMENT CONSTRUCTION COST CALCULATIONS – 20 UNITS PER ACRE

	Per Sq. Ft.	Total
Direct Costs - Bldg.	\$120	\$3,588,000
Indirect Costs - Bldg.	\$30	\$897,000
% of Indirect to Direct - Bldg.		25%
	Per Space	
Costs - Surface/Covered Parking	\$3,500	\$105,000
Total Direct/Indirect		\$4,590,000
Land Costs	\$12.00	\$522,720
Costs + Land		\$5,112,720
Total Costs		\$5,112,720
	Per Unit	\$255,636
	Per Sq. Ft.	\$196.64

Source: ZPFI

TABLE 43: MULTI-FAMILY DEVELOPMENT PROFITABILITY ANALYSIS – 20 UNITS PER ACRE

Capitalization Rate	Value	Per Unit	Per Sq.Ft.	Value Spread with Costs/Per Unit	Value Spread with Costs/Sq.Ft.	Profit %
4.5%	\$7,328,370	\$366,419	\$282	\$110,783	\$85	43.3%
5.0%	\$6,514,107	\$325,705	\$251	\$70,069	\$54	27.4%
5.5%	\$5,862,696	\$293,135	\$225	\$37,499	\$29	14.7%
6.0%	\$5,329,724	\$266,486	\$205	\$10,850	\$8	4.2%
6.5%	\$4,885,580	\$244,279	\$188	(\$11,357)	-\$9	(4.4%)

Source: ZPFI

In comparison, calculations are also made for multi-family development at 8 units per acre.

TABLE 44: ASSUMPTIONS FOR MULTI-FAMILY DEVELOPMENT – 8 UNITS PER ACRE

Description	Amount
Total Units	8
Average Unit Size	1300
Average Rent Per Month/Sq. Ft.	\$1.30
Other Income Per Unit/Mo.	\$20.00
Stabilized Vacancy	5%
Gross Building Size	11,960
Number of Building Stories	2
Required Parking Per Unit	1.5
Direct Construction Costs	\$120
Indirect Construction Costs	\$30
Cost per Parking Space	\$3,500
Land Costs per Sq. Ft.	\$12.00

Source: ZPFI

TABLE 45: MULTI-FAMILY DEVELOPMENT CALCULATION OF NET OPERATING INCOME (NOI) – 8 UNITS PER ACRE

Multi-Family	Number of Units	Average Unit Size	Rent Per Unit/Month	Annual
Estimated Market Rent - Multi-Family	8	1,300	\$1,690	\$162,240
Other Income (storage, late fees, etc.)				\$1,920
Potential Gross Income (PGI)	<i>Total Size</i>	<i>10,400</i>		\$164,160
% of PGI				
Less Stabilized Vacancy	5%			(\$8,208)
Effective Gross Income (EGI)				\$155,952
Operating Expenses	% of EGI	Per Unit/Year		
Management	3%			(\$4,679)
Reserves	1%			(\$1,560)
Utilities		\$1,020		(\$8,160)
Operating Expenses	% of EGI	Per Unit/Year		
Maintenance & Repair		\$1,200		(\$9,600)
Admin		\$450		(\$3,600)
Property Taxes		\$908		(\$7,260)
Insurance		\$480		(\$3,840)
Total Expenses				(\$38,698)
		<i>Per unit/Year</i>	\$4,837	
Net Operating Income (NOI)				\$117,254

Source: ZPFI

TABLE 46: MULTI-FAMILY DEVELOPMENT CONSTRUCTION COST CALCULATIONS – 8 UNITS PER ACRE

	Per Sq. Ft.	Total
Direct Costs - Bldg.	\$120	\$1,435,200
Indirect Costs - Bldg.	\$30	\$358,800
% of Indirect to Direct - Bldg.		25%
Per Space		
Costs - Surface/Covered Parking	\$3,500	\$42,000
Total Direct/Indirect		\$1,836,000
Land Costs	\$12.00	\$522,720
Costs + Land		\$2,358,720
Total Costs		\$2,358,720
	Per Unit	\$294,840
	Per Sq.Ft.	\$226.80

Source: ZPFI

TABLE 47: MULTI-FAMILY DEVELOPMENT PROFITABILITY ANALYSIS – 8 UNITS PER ACRE

Capitalization Rate	Value	Per Unit	Per Sq. Ft.	Value Spread with Costs/Per Unit	Value Spread with Costs/Sq. Ft.	Profit %
4.5%	\$2,931,348	\$366,419	\$282	\$71,579	\$55	24.3%
5.0%	\$2,605,643	\$325,705	\$251	\$30,865	\$24	10.5%
5.5%	\$2,345,078	\$293,135	\$225	(\$1,705)	(\$1)	(0.6%)
6.0%	\$2,131,889	\$266,486	\$205	(\$28,354)	(\$22)	(9.6%)
6.5%	\$1,954,232	\$244,279	\$188	(\$50,561)	(\$39)	(17.1%)

Source: ZPFI

Industrial/Flex Office

TABLE 48: FLEX OFFICE VALUATION ASSUMPTIONS

Description	Amount
Annual Rent Per Sq. Ft.	\$14.50
Expense Reimbursements	\$2.00
Stabilized Vacancy	5%
Management Expense	3%
Reserve Expense	1%
Direct Costs - Sq. Ft.	\$140.00
Indirect Costs - Sq. Ft.	\$40.00
Land Per Sq. Ft.	\$12.00
Parking Per Stall	\$3,500
Parking Ratio	2.5
Floor-Area Ratio	0.25

Source: ZPFI

Value is calculated by dividing net operating income (NOI) by current capitalization rates achieved in the market. Net income is calculated in the table below. In the following table, net operating income is divided by a cap rate of 5.0 percent to arrive at a value of \$261 per square foot. This analysis is based on the size of a building that would fit on one acre of property, assuming a floor area ratio (FAR) of 0.25.

TABLE 49: FLEX OFFICE CALCULATION OF NET OPERATING INCOME (NOI)

Office	Building Size	Rent Per Year (Sq.Ft.)	Rent Type	Annual Income
Gross Revenue				
Rental Income	10,890	\$14.50	NNN	\$157,905
Expense Reimbursements				\$21,780
<i>Total Building Size</i>	10,890			
Potential Gross Income				\$179,685
		Stabilized Vacancy Rate		
Less Stabilized Vacancy		5%		(\$8,984)
Effective Gross Income				\$170,701
Operating Expenses				
		% of EGI	\$/SQ.FT.	
Management		3%		(\$5,121)
Reserves		1%		(\$1,707)
CAM Charges			\$2.50	(\$21,780)
Total Operating Expenses				(\$28,608)
Net Operating Income				\$142,093
Capitalization Rate			Potential Value per Building	Value per SF
4.0%			\$3,552,318	\$326.20
4.5%			\$3,157,616	\$289.96
5.0%			\$2,841,854	\$260.96
5.5%			\$2,583,504	\$237.24
6.0%			\$2,368,212	\$217.47
6.5%			\$2,186,042	\$200.74
7.0%			\$2,029,896	\$186.40
7.5%			\$1,894,570	\$173.97

Source: ZPFI

The average construction cost per square foot is \$208.75 based on the assumptions shown in the table below.

TABLE 50: FLEX OFFICE CONSTRUCTION COST CALCULATIONS

Construction Costs	Per Sq.Ft.	Total Building Size	Total Costs	
Direct Costs	\$120.00	10,890		\$1,306,800
Indirect Costs	\$32.00	10,890		\$348,480
<i>Indirect as % of Direct</i>	27%			
	Per Stall	Parking Ratio	Needed Spaces	Parking Costs
Parking Costs	\$3,500	2.5	27	\$95,288
			Construction Costs	\$1,750,568
	Per Sq. Ft.	Total Land/Acres	Total Land/ Sq. Ft.	Land Costs
Land	\$12.00	1.00	43,560	\$522,720
			Construction Costs + Land	\$2,273,288
			Per Sq. Ft./Bldg.	\$208.75

Source: ZPFI

Generally speaking, investors require a return of 20 percent or higher on flex office development. With cap rates of 4.5 – 5.0 percent, flex office development is highly feasible and would likely be pursued.

TABLE 51: FLEX OFFICE FEASIBILITY OF DEVELOPMENT

Capitalization Rate	Potential Value per Building	Potential Costs	Spread	Profit % of Costs
4.5%	\$3,157,616	\$2,273,288	\$884,329	39%
5.0%	\$2,841,854	\$2,273,288	\$568,567	25%
5.5%	\$2,583,504	\$2,273,288	\$310,217	14%
6.0%	\$2,368,212	\$2,273,288	\$94,925	4%
6.5%	\$2,186,042	\$2,273,288	(\$87,246)	(4%)
7.0%	\$2,029,896	\$2,273,288	(\$243,392)	(11%)
7.5%	\$1,894,570	\$2,273,288	(\$378,718)	(17%)

Source: ZPFI

Appendix C – Department Analysis

As part of the Economic Development plan, an analysis was performed regarding the current economic development department organizational structure. The analysis evaluated staffing capabilities and budgets compared to other municipalities in the region. The findings of the analysis are shown below.

TABLE 52: DEPARTMENT ANALYSIS

City	Department	Staff Level	2021/2022 Budget
Eagle Mountain	Economic Development	1	\$260,266
Saratoga Springs	Community Development	3	\$311,563
Herriman City	Economic Development	2	\$387,170
Cottonwood Heights	Community & Economic Development	7.75	\$1,073,349
Lehi	Economic Development	1	\$233,676
South Jordan	City Commerce & Sustainability	2	\$318,622
West Jordan	Economic Development	3	\$481,668
Taylorsville	Economic Development	3	\$626,401
Millcreek	Economic Development	4	\$271,150
Midvale	Community Development	5.50	\$787,144
Murray	Community & Economic Development	2	\$149,129*

*A portion of the cost of this division is allocated to the Redevelopment Agency Fund

As shown above, Eagle Mountain has a lower staffing level in comparison to other communities in the valley. As Eagle Mountain continues to grow in population and the number of businesses increase, the City may want to consider hiring additional staff to help with some of the recommendations / strategies in the Economic Plan. Examples of job responsibilities include marketing, business recruitment and expansion, shop local programs and administrative functions. In the interim, the City may choose to contract with a recruitment company to assist with retail recruitment. Marketing efforts may also be partnered with the local Chamber of Commerce for ribbon cuttings, business luncheon events, and social media marketing.

Appendix D – Interviews

As part of the Economic Plan, interviews were conducted to receive input from various perspectives. The outreach included developers, real estate brokers, key partners (government and private groups), residents, and elected officials. A summary of takeaways is listed below.

Development

- Interest rates are going up and affordable housing is scarce
- Construction pricing is completely out of whack and is negatively impacting new development
- There is an increasing need for lower cost housing. More specifically, lower cost housing other than single family residential homes because they are just too expensive for young people
- Retail development obstacle is the proximity to all the new retail development in Saratoga Springs
- Need affordable housing conducive to a live/work community

Key Sites

- Gateway Project. It should be one of the more marketable and developable areas. There are a lot of commercial, educational, and medical opportunities there, along with several hundred acres
- Eagle Mountain Blvd / SR73
- Community center/regional retail by the high school
- City Center and the area in the western part of Eagle Mountain
- The Ranch Area. This is a great spot for retail because there are major roads next to it and that is where development is happening
- Silver Lake

Economic Development Needs

- Sit down restaurants
- Office spaces that would enable small businesses to share spaces
- More entertainment, anything for families such as a bowling alley, mini golf, movie theater, etc.
- Satellite university campus
- Medical campus
- Outdoor recreation
- Event venue
- Neighborhoods with places to live and work, with open space and parks for all ages
- Youth oriented spaces

Employment

- More tech related jobs (not only data centers)
- Restaurants, entertainment, outdoor retailers
- High paying jobs
- Diversity in employment
- Medical technology

Business Recruitment

- The City is Development Ready Communities (DRC) certified, and has been through the RFIs, Site Selection and incentives training sessions with EDCUtah's Business Development team
- Be proactive – go to the businesses you want to recruit; they typically don't come to you

- Tech subsectors are in play for Eagle Mountain, as well as health care, defense, and financial industries
- Some mixed use and retail will benefit the City as it continues to grow
- Hospitality is probably the easiest sector of retail for the City to pursue
- Manufacturing companies with low to moderate water use

Appendix E – Merchant Void Analysis

Appendix F – Retail Tenant Lists

Appendix G – Development Counsellors International 2020 Winning Strategies



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	AGREEMENT - Amended Concession Agreement with Eagle Mountain Chamber of Commerce for Ladder Sign Management		
ITEM TYPE:	Agreement		
FISCAL IMPACT:	\$2000		
APPLICANT:	Eagle Mountain Chamber of Commerce		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Evan Berrett, Admin

PRESENTED BY:

Evan Berrett

RECOMMENDATION:

Staff recommends that the City Council approve the recommended changes to the agreement, extend the agreement for an additional three years, and approve the requested sign location changes.

BACKGROUND:

Eagle Mountain City contracted with the Eagle Mountain Chamber of Commerce for management of the business ladder signs throughout the City. The original agreement for this arrangement borrowed heavily from a past agreement with the former Lehi Area Chamber of Commerce who previously managed the signs. A number of provisions that were carried over no longer apply or are now problematic for management of the signs. Staff have worked with the Eagle Mountain Chamber of Commerce to make recommended changes to the agreement and further extend the agreement.

Additionally the Eagle Mountain Chamber of Commerce has requested some changes to sign locations. Per City code, all additions or modifications to sign locations must be approved by City Council.

Sign #28, currently near the intersection of Eagle Mountain Blvd. and Heritage Dr. is in an unfavorable location with too little traffic to make it effective. The Chamber is requesting this sign be moved to Ranches Pkwy and Campus Dr. on the east side of the road.

Sign #29, approved for the intersection of Pony Express Pkwy. and

Springwater Way is in a similar situation as #28. The Chamber is requesting it be moved to approximately 100 feet north of the intersection of Pony Express Pkwy. and Mid Valley Rd. on the southbound side.

Sign #43, approved for approximately 150 feet south of the intersection of Porter's Crossing Pkwy. and Bridle Way on the southbound side, is also in a location that would provide limited benefits to those purchasing slats. It is proposed that this sign location be changed to Eagle Mountain Blvd. southbound, just as the road straightens on the north end.

Signs 58-60 currently have not received approved locations. It is proposed that these signs be placed in the following locations:

58: SR-73 and Sunset Drive. Chamber will coordinate with UDOT to ensure no issues exist from the placement of this sign.

59: Pony Express Pkwy, northbound, near Ranches Academy.

60: Pony Express Pkwy. southbound, near south end of Cory Wride Memorial park. Sign is already there, installed by mistake by contractor, but it is a good location that the Chamber is hoping to keep.

Sign #2 Relocation. Sign #2 is also much too close to Sign #1 causing the Ranches Pkwy and SR-73 intersection to appear cluttered with signage, and with too little time to actually see all of the slats, the impact of those signs is diminished. It is proposed that sign #2 be relocated to a location that is currently absent of signage, allowing staff to work with the Chamber of Commerce to find a suitable location.

ITEMS FOR CONSIDERATION:

Among the changes is the removal of the concession fee of 5% of the annual net income from the ladder signs. The agreement stipulates that this 5% is for the "purpose of covering costs of enforcement of all regulations related to Ladder Signs in the right of way, and to contribute to further economic development programs..."

Recent changes in city code allowed for a quicker turnaround of sign reviews, and limited enforcement is needed. I only need 1-2 minutes to review a sign, and new sign approvals come up sparingly. Generally, no additional action is needed. Also, no economic

development programs have been supported by the funds from the concession fee, and there are no plans at this point to use those funds for economic development programs. My personal recommendation would be to let the Chamber of Commerce keep the funds and use it for their own economic development programs.

Regarding siting new signs, residents have commented in various communications channels about the ladder signs, some finding them to be unsightly, others saying that they are a unique benefit to our community. Local businesses in general have found them to be very beneficial and are overwhelmingly in favor of them. Over the past year or so, the Eagle Mountain Chamber of Commerce has worked very hard to significantly improve the management of the signs, fill up the slats, and restore damaged or destroyed signs. At this time, there is considerable interest in the signs. Staff has communicated to the Chamber of Commerce that we would like to see the prioritization of use of those signs enforced to a greater degree, wherein local businesses are given opportunity to use them before residential developers and other users (local businesses already take up a large majority of the slats). Additionally, staff has communicated that there is no interest in seeking approval for additional signs beyond the approved 60 on any of the current major thoroughfares (Pony Express Pkwy., Eagle Mountain Blvd., Ranches Pkwy.), believing that adding more signs to these roads would be excessive. Any future requests for additional locations would be placed on hold until new roadways, such as Old Airport Road, provide new opportunity.

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Ladder Sign Management Agreement Redlines](#)
[3rd Addendum - Location Change Request](#)

EAGLE MOUNTAIN CITY CONCESSION AGREEMENT

THIS CONCESSION AGREEMENT (the "Agreement") is made and entered by and between Eagle Mountain City, a Utah municipal corporation (the "City") and The Eagle Mountain Chamber of Commerce, a non-profit corporation of the State of Utah (the "Concessionaire" or "The Chamber") for the use of City property for business advertising activity.

RECITALS

WHEREAS, the City is the owner of the collector and arterial rights-of-way and ladder sign structures, located in the City in Utah County, Utah; and

WHEREAS, the City is the owner of ladder sign structures ("Ladder Signs") that have historically been used for directional advertising for model homes, subdivisions, and businesses;

WHEREAS, The Chamber desires to improve, update, and maintain the ladder sign structures and lease the sign slats to businesses and non-profit entities for the purpose of providing directions to property and advertising upon the terms and conditions set forth herein;

NOW, THEREFORE, in consideration of the payments by The Chamber, mutual covenants and agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby mutually acknowledged, the parties hereby agree as follows.

Article I Definitions

For purposes of this Agreement, the following terms shall have the meanings indicated unless the context clearly indicates otherwise:

"Commencement Date" means the last date of execution hereof

"Days" means calendar days. In computing any period of time described in this Agreement, the last day of a designated period of time shall be included in the time period, unless it is a Saturday, Sunday or legal holiday, in which event the period of time runs until the end of the next day which is not a Saturday, Sunday or legal holiday.

"Expiration Date" means one (1) year from the commencement date, unless The Chamber exercises the option to extend the Agreement Term for the Renewal Term.

"Facilities" means improvements to the Ladder Signs which are required to be constructed and maintained by The Chamber as a condition of this Agreement according to the proposal filed with the City for approval.

"Gross Revenue" means all money received by The Chamber subsequent to the Commencement Date as a result of the use of the Premises, but shall not include:

- (1) Cash refunds or credits allowed on returns by customers;

- (2) Sales taxes paid by The Chamber to the appropriate taxing authority, whether added to or included in the selling price;
- (4) The actual uncollectible amount of any check or bank draft received by The Chamber as payment for goods or services and returned to The Chamber from a customer's bank as being uncollectible (commonly "non-sufficient funds" or "stop-payment" checks);
- (5) The actual uncollectible amount of any charge or credit account (commonly "bad debts ") incurred by The Chamber for the sale of merchandise or services;
- (6) The actual uncollectible amount of any sale of merchandise or services for which The Chamber accepted a credit card or debit card;
- (7) The proceeds of any casualty insurance paid for damages to or destruction of the Premises or any improvements or equipment thereon, actually used for Restoration of Facilities.
- (8) The proceeds of any business interruption insurance.

"Impositions" means all taxes, assessments, use and occupancy taxes, charges, excises, license and permit fees, and other charges by public or governmental authority, general and special, ordinary and extraordinary, foreseen and unforeseen, which are or may be assessed, charged, levied, or imposed by any public or governmental authority on the operations of The Chamber.

"Initial Term" means a period beginning on the Commencement Date and ending one calendar year thereafter.

"Agreement Term" or "Term" shall commence on the Commencement Date and continue through until the Expiration Date, subject to early termination as expressly provided in this Agreement. Agreement Term shall also include and refer to the Renewal Term following its commencement.

"City" means Eagle Mountain City, Utah, acting under the authority of the City Council by and through its Mayor, City Administrator or other designated representative.

"Agreement Year" means during the Term of this Agreement, each twelve-month period commencing on the date of execution by the last Party to execute this Agreement and each successive twelve-month calendar period thereafter.

"Premises" means the area in the public road rights-of-way which The Chamber has the right to enter and improve and the Facilities.

"Renewal Term" means the extension of the Initial Term after written notice as provided herein

~~**"Fee"** means Minimum Fee and Percentage Fee as defined in Article III.~~

Each of the foregoing definitions and basic provisions shall be construed in conjunction with the references thereto contained in the other provisions of this Agreement and shall be limited by such other

provisions. Each reference in this Agreement to any of the foregoing definitions and basic provisions shall be construed to incorporate each defined term set forth above under such definition or provision.

Article II

Use of Right-of-Way; Term

2.01 **Use of Rights-of-Way and Sign Structures.** The City, in consideration of the covenants, agreements and undertakings of The Chamber as herein set forth, does hereby exclusively permit The Chamber and agreed-upon contractors of The Chamber, and The Chamber does hereby accept the permit from City for use of the Right-of-Way Premises and ladder sign structures for the Agreement Term, all upon and subject to the terms and conditions set forth in this Agreement.

2.02 **Term.** The Term shall be one calendar year (plus, if the Commencement Date is on a day other than the first day of a calendar month, the period of time from the Commencement Date to the first day of the next calendar month), beginning on the Commencement Date and ending on the Expiration Date (the "Initial Term"). This Agreement will terminate without further notice when the Agreement Term expires and any holding over by The Chamber after the Term expires, will not constitute a renewal of this Agreement or give The Chamber any rights under this Agreement or to the Property.

2.03 **Renewal Term.** The Agreement Term may, upon written notice by The Chamber to the City at least thirty (30) days but not more than ninety (90) days, prior to the expiration of the Agreement Term, be extended for one additional term of three (3) years (the "Renewal Term") under the same terms and conditions set forth herein. The Agreement Term may be extended by the mutual agreement of the parties executed at least thirty (30) days but not more than ninety (90) days prior to the expiration of the Renewal Term.

2.04 **"As Is" Condition.** The Premises and sign structures for use are allowed "AS IS" and "WITH ALL FAULTS" and City makes no warranty of any kind, express or implied, with respect to the marketability or condition of the premises or sign structures.

2.05 **Termination.** Either party may terminate this Agreement with a thirty (30) day written notice to the other party.

Article III

Concession Fees

3.01 **Fees.** ~~During the Term of this Agreement, The Chamber shall pay a concession fee to the City of five percent (5%) of the annual net income to The Chamber from the use of the signs for the purpose of covering costs for enforcement of all the regulations related to Ladder Signs in the right-of-way, and to contribute to further economic development programs (annual net income equals gross income minus costs for maintenance and repair).~~ All other revenues or income will be retained by the Chamber for use in administration and maintenance of the signs and other use at their discretion. ~~Signs reserved for use by the City are excluded from required fees.~~ No fees may be collected by The Chamber from the City in relation to management of the ladder signs.

~~The Concession Fee shall be per Agreement Year for each Agreement Year commencing with the 1st Agreement Year and continuing thereafter through the Expiration Date or early termination of this Agreement, which amount shall be payable in annual payments, payable on or before January 30 following each Agreement Year, but in any event, shall be considered late after the thirtieth (30th) day of~~

~~any due date. In the event that this agreement is terminated, or the expiration date occurs in a month other than January, the 15% fee for that time period since the last annual fee payment will be due.~~

~~3.02 **Late Charge.** If the Chamber shall fail to pay any Fee within thirty (30) days after the same becomes due, The Chamber shall pay to City on demand a late charge (the "Late Charge") equal to five percent (5%) of such installment. It is understood and agreed that the Late Charge is for the purpose of reimbursing City for the extra costs and expenses incurred in connection with the handling and processing of late installments of Fee.~~

~~3.03 **Place of Payment.** All installments of Fee hereunder, when and as the same becomes due and payable, shall be paid in lawful money of the United States at the time to City at the office of the City Recorder.~~

~~3.04 **All Charges Deemed Fee.** Annual Fee and all other amounts becoming payable by The Chamber under this Agreement shall constitute Fee payable hereunder, and in the event The Chamber fails to pay any such amount when due according to the terms of this Agreement, City shall have all remedies available hereunder or at law or in equity for failure to pay Fee. No happening, event, occurrence or situation during the term of this Agreement, whether foreseen or unforeseen, and however extraordinary, shall relieve The Chamber from its liability to pay the Percentage Fee and other charges payable by The Chamber under this Agreement or relieve The Chamber from any of its other obligations under this Agreement.~~

3.05 **Books and Records.** City may, at any time, make inquiries pertaining to the operation of the Premises and the improvements thereon, and The Chamber shall make its records pertaining to the use of Facilities available to the City upon five (5) days written notice and respond to such inquiries on a timely basis.

Article IV Conditions

4.01 **Compliance with Municipal Code.** All guidelines such as the sizes of signs, content restrictions, colors, and design shall be consistent with Eagle Mountain City Municipal Code Chapter 17.80 and Exhibit A. Minor modifications, such as the dimensions of sign slats, are permissible, as long as all slats on a single sign are the same dimensions.

4.02 **Location of Signs.** Signs may be located throughout the city as established in Eagle Mountain City Municipal Code Chapter 17.80, excluding any ladder signs used exclusively for City facilities. Within business areas and near major intersections, such as the intersection of Pony Express Parkway and Ranches Parkway, the signs may be spaced closer together. No onsite or commercial advertising sign existing at the time of relocation of or construction of a new ladder sign may be blocked or obstructed. The City may require relocation of a sign if it poses a traffic hazard or blocks any onsite business sign. ~~New signs or relocation of signs shall be reviewed for approval by the Planning Director or designee prior to installation.~~

4.03 **Existing Signs.** ~~There are currently twenty (20) ladder signs located throughout the City. The Chamber agrees to repair and maintain the signs that are most advantageous to their advertising and marketing plan. The Chamber shall notify the City of which signs they do not intend to utilize within two (2) months from the commencement date. Signs shall be painted or stained, slats shall be replaced, and the top slat shall be replaced with the City's new logo, according to Exhibit A.~~

4.04 **Signs for City Use.** The City reserves the right to place signs in the right-of-way at locations determined by the City to provide directions to City facilities, such as City Hall, the Library, the SilverLake Amphitheater, Nolan Park, and other facilities. ~~The Chamber agrees to repair and maintain these signs without any additional fees.~~

4.05 **Commercial Businesses have Priority.** Priority shall be given to commercial businesses with a store front, business building, or commercial rental space in Eagle Mountain City, especially near business areas. All businesses with a current City business license will have opportunity to advertise on a first come first serve basis, provided that they meet The Chamber's use agreement requirements. Eagle Mountain businesses shall have first rights to sign space, including upon renewal of any business lease on a first come first serve basis. If space is vacant and available, Chamber member businesses may lease a sign. Political signs are not permitted. Eagle Mountain City must approve all new signage, including locations for new signs and sign slats.

4.06 **Sign Contractor.** The Chamber will contract for repair and maintenance of sign structures through an open bidding process to be established and executed by The Chamber. ~~Requirements for contractors must be reviewed and approved by the City before the contract for construction is executed. All contractors must supply a payment bond to the City in a form acceptable to the City prior to commencing work on City property.~~

4.07 **Sign Content.** No sign may contain vulgar, offensive, or otherwise inappropriate language or graphics. Any such sign shall be immediately removed by The Chamber.

4.08 **Right-of-Way Maintenance.** The Chamber agrees to maintain the sign structures and return all landscaping and Right-of-Way improvements to preconstruction condition or an acceptable state in a timely manner if construction or removal is required. The Chamber is not responsible for regular maintenance of the landscaping within the Right-of-Way.

4.08 **Sign Removal.** When 50% of the slats on a ladder sign are empty for longer than a two-month period, the City may require that the sign be removed, or the City is authorized to remove the sign and will notify the Chamber before removing the structure.

Article V Casualty and Insurance

5.01 **Damage to Premises.** If, during the term of this Agreement, the sign structures or other improvements on the Premises (including irrigation systems, trees, landscaping, trails, etc.) are wholly or partially destroyed or damaged by any casualty whatsoever (collectively called a "Casualty"), The Chamber shall promptly repair, replace, restore and reconstruct such improvements in a good and workmanlike manner.

5.02 **Indemnity.** The Chamber shall indemnify The City and all of its agents and employee from any and all claims, demands, actions, or causes of action of any nature or character arising out of, or by reason of the construction, operation, or maintenance of the signs which are the subject of this Lease, and shall defend at its sole cost and expense any action or proceeding commenced for the purpose of asserting any claim of any character arising as a result of the Lessee's construction, operation, or maintenance of the signs whether or not such action or claim alleges negligence of The City, its agents or employees, including in supervision or approval of the Lessee's activities, or failure to discover or prevent the Lessee's negligence.

5.03 **Insurance.** The Chamber, at its own expense, shall carry and keep in force during the full term of this Agreement, including any extension or renewals, a policy or policies of insurance which shall also name The City as an insured, in the minimum amounts and of the types as follows:

- (a) Comprehensive insurance in amounts not less than \$300,000.00 for injury to or death of any one person resulting from each single occurrence and not less than \$1,000,000.00 for an injury to or death of all persons resulting from each single occurrence.
 - (b) Comprehensive insurance for damage to property in the amount of not less than \$500,000.00 to each claimant resulting from each single occurrence.
 - (c) Workers compensation insurance in a form and amount as required by state law
 - (d) The policy or policies for comprehensive liability and property damage insurance shall cover construction, operation, or maintenance of the signs and the Chamber shall furnish The City with certificates of insurance evidencing such coverage. These certificates shall also provide that the insurance will not be modified or cancelled without thirty (30) days prior written notice to The City. The Chamber shall, at least fifteen (15) days prior to the expiration date or dates of expiring policies, deposit certified copies of renewal, or new policies, or other acceptable evidence of insurance with The City. The Chamber's insurer must be authorized to do business in Utah and must meet Best's rating A XII or better at the time this Agreement is executed.
- € If the Chamber fails to provide any insurance required by this Lease, The City may acquire such insurance and charge the Chamber the cost for such insurance as additional rent which additional rent shall be due and payable immediately.

Article VI

Default and Remedies

6.01 **Default.** The occurrence of any one or more of the following events shall constitute an Event of Default (herein so called) of The Chamber under this Agreement:

- ~~(a) if The Chamber fails to pay any Fee or any other amount payable by The Chamber hereunder as and when same becomes due and such failure shall continue for more than ten (10) days after City gives The Chamber notice of past due Fee;~~
- (b) if The Chamber attempts to make an un-permitted assignment or sublease of this Agreement;
- (c) if The Chamber fails to maintain in force all policies of insurance required by this Agreement and such failure shall continue for more than twenty (20) days after City gives The Chamber notice of such failure;
- (d) if any petition is filed by or against The Chamber or any guarantor of this Agreement under any present or future section or chapter of the Bankruptcy Code, or under any similar law or statute of the United States or any state thereof (which, in the case of an involuntary proceeding, is not permanently discharged, dismissed, stayed, or vacated, as the case may be, within ninety (90) days of commencement), or if any order for relief shall be entered against The Chamber or any guarantor of this Agreement in any such proceedings;

- (e) if The Chamber becomes insolvent or makes a transfer in fraud of creditors or makes an assignment for the benefit of creditors;
- (f) if a receiver, custodian, or trustee is appointed for all or substantially all of the assets of The Chamber or of any guarantor of this Agreement, which appointment is not vacated within ninety (90) days following the date of such appointment;
- (g) if The Chamber fails to perform or observe any term of this Agreement and such failure shall continue for more than thirty (30) days after City gives The Chamber notice of such failure, or, if such failure cannot be corrected within such thirty (30) day period, if The Chamber does not commence to correct such default within said thirty (30) day period and thereafter diligently prosecute the correction of same to completion within ninety (90) days after notice is sent by City;
- (h) if The Chamber fails to pay any Impositions;
- (i) if a final judgment for the payment of money in any material amount in excess of One Million Dollars (\$1,000,000.00) and which is not covered by any insurance insuring the interest of The Chamber shall be rendered against The Chamber, and within sixty (60) days after the entry thereof such judgment shall not have been discharged or execution thereof stayed pending appeal or if within sixty (60) days after the expiration of such stay, such judgment shall not have been discharged; or
- (j) following commencement of use and operation of the signs, abandon the signs (natural disaster, acts of war or terrorism or other force majeure reasons, shall be deemed an abandonment).

6.02 **Remedies.** Upon the occurrence of any Event of Default, which default remains uncured after the respective notice period set forth above, City shall have the right, at City's option, to elect to do any one or more of the following without further notice or demand to The Chamber.

- (a) terminate this Agreement, in which event The Chamber shall immediately surrender the ladder signs to City, and, if The Chamber fails to so surrender, City shall have the right, without notice and without resorting to legal process, to expel or remove The Chamber and its effects without being liable for prosecution or any claim for damages therefore; and The Chamber shall, and hereby agrees to indemnify City for all loss and damage which City suffers by reason of such termination, including without limitation, damages in an amount equal to the total of (i) the costs of recovering the Premises and all other expenses incurred by City in connection with The Chamber's default; (ii) the unpaid Annual Fee.
- (b) terminate this Agreement without being liable for prosecution of any claim for damages therefore.
- (c) repair or replace any damage to the sign structures or the Premises or do anything for which The Chamber is responsible hereunder without terminating this Agreement and without being liable for prosecution of any claim for damages therefore. The Chamber shall reimburse City immediately upon demand for any expenses which City incurs in thus effecting The Chamber's compliance under this Agreement, and City shall not be liable to The Chamber for any damages with respect thereto.

6.03 **No Acceptance of Surrender.** No agreement to accept a surrender of the Premises and no act or omission by City or City's agents during the Term shall constitute an acceptance or surrender of the Premises unless made in writing and signed by City. No reentry or taking possession of the Premises by City shall constitute an election by City to terminate this Agreement unless a written notice of such intention is given to The Chamber.

6.04 **Contractual Lien.** In addition to the statutory City's lien, City shall have at all times a valid security interest to secure payment ~~of all Fees and other sums of money becoming due hereunder from The Chamber, and to secure payment~~ of any damages or loss which City may suffer by reason of the breach by The Chamber of any covenant, agreement or condition contained herein, and The Chamber hereby grants to City a security interest in all goods, wares, equipment, machinery, fixtures, furniture, improvements and other personal property of The Chamber presently, or which may hereafter be, situated on the Premises, and all proceeds there from. Upon request by City, The Chamber agrees to execute and deliver to City a financing statement in form sufficient to perfect the security interest of City in the aforementioned property and proceeds thereof under the provisions of the Uniform Commercial Code (or corresponding state statute or statutes) in force in the State of Utah, as well as any other state the laws of which City may at any time consider to be applicable. This Agreement, at the election of City, may be filed and used as a non-standard financing statement. If requested to do so by The Chamber, City will not unreasonably withhold or delay its consent to a subordination of its lien to a purchase money lien or security interest in favor of a third party providing financing for The Chamber's fixtures, furniture, equipment used on the Premises.

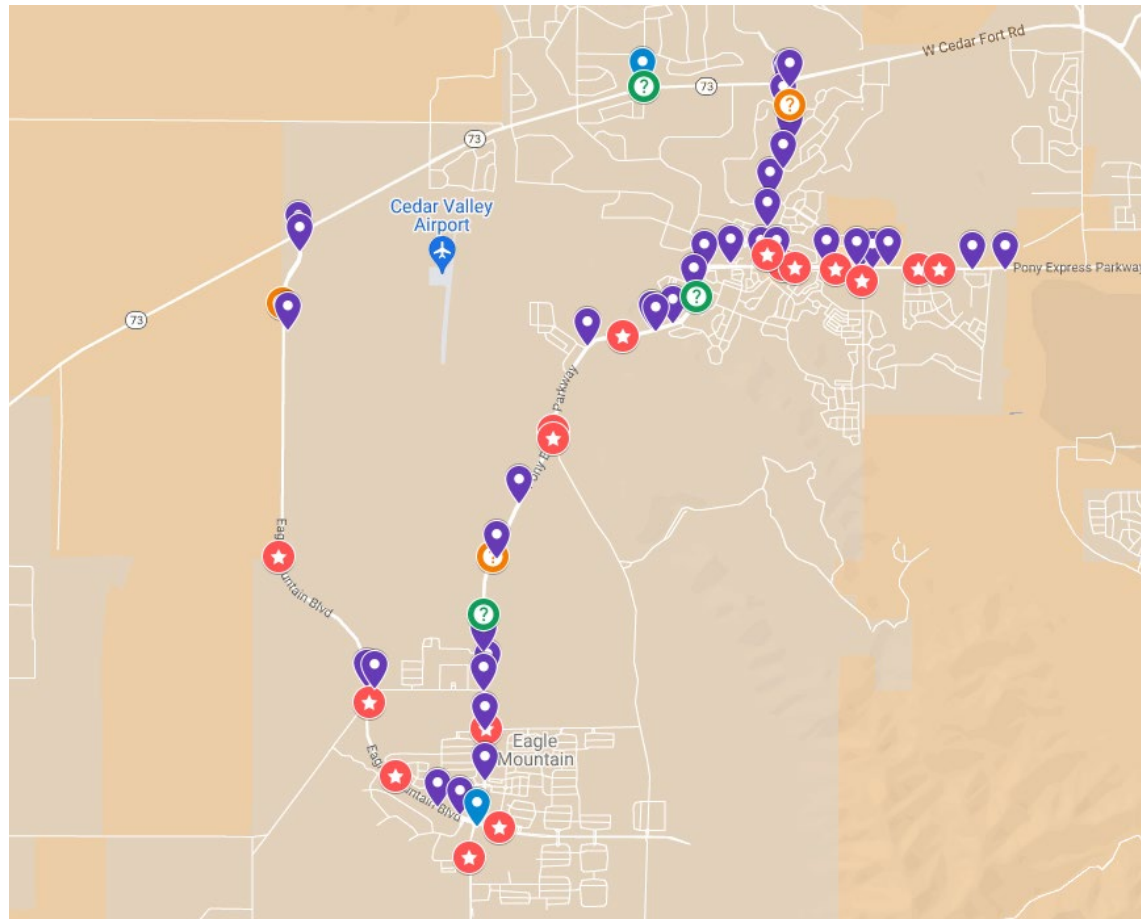
6.05 **No Waiver.** No provision of this Agreement shall be deemed to have been waived by City unless such waiver is in writing and signed by City. ~~City's acceptance of Fee following an Event of Default hereunder shall not be construed as a waiver of such Event of Default.~~ No custom or practice which may occur or develop between the parties in connection with the terms of this Agreement shall be construed to waive or lessen City's right to insist upon strict performance of the terms of this Agreement, without a written notice thereof to The Chamber from City.

6.06 **Rights Cumulative.** The rights granted to City in this Article shall be cumulative of every other right or remedy provided in this Agreement or which City may otherwise have at law or in equity or by statute and the exercise of one or more rights or remedies shall not prejudice or impair the concurrent or subsequent exercise of other rights or remedies or constitute a forfeiture or waiver of ~~Fee or~~ damages accruing to City by reason of any Event of Default under this Agreement. ~~The Chamber agrees to pay to City all costs and expenses incurred by City in the enforcement of this Agreement, including all attorneys' fees incurred in connection with the collection of any sums due hereunder or the enforcement of any right or remedy of City.~~

6.07 **Dispute Resolution.** If a dispute arises with respect to this Agreement, the parties to the dispute shall first attempt to resolve it through direct discussions in the spirit of mutual cooperation. If the parties' attempts to resolve their disagreements through negotiation fail, the dispute shall be mediated by a mutually acceptable third-party to be chosen by the disputing parties within thirty (30) days after written notice by one of them demanding mediation. The disputing parties shall share the costs of the mediation equally. By mutual agreement the parties may postpone mediation until each has completed some specified, but limited, discovery about the dispute. By mutual agreement, the parties may use a nonbinding form of dispute resolution other than mediation.

February 7, 2023. Eagle Mountain City Council Meeting. Ladder Sign Agreement, 3rd Addendum, Sign Location Proposal Exhibit.

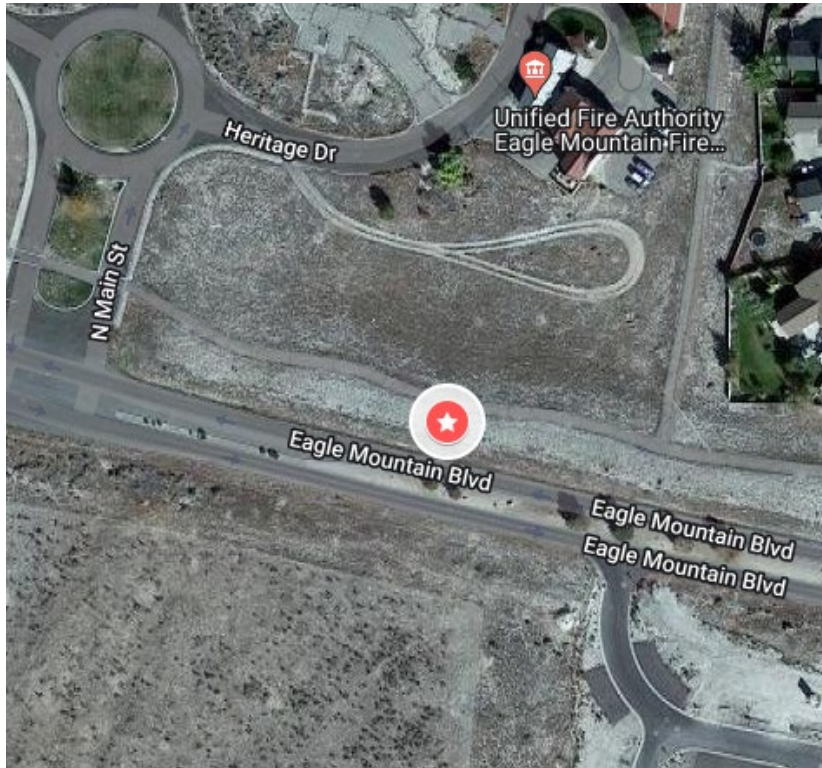
Full Signs Map



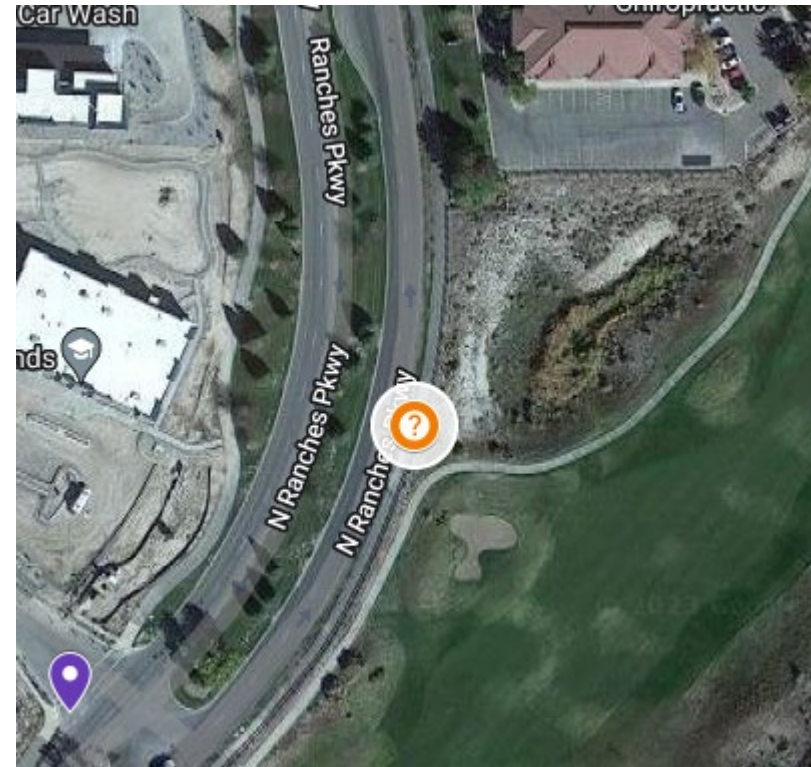
Legend

-  Approved, Not Built
-  Sign w/ Availability
-  Existing Sign (Full)
-  Sign Needing Repair
-  Potential Future Sites
-  Proposed Updated Locations

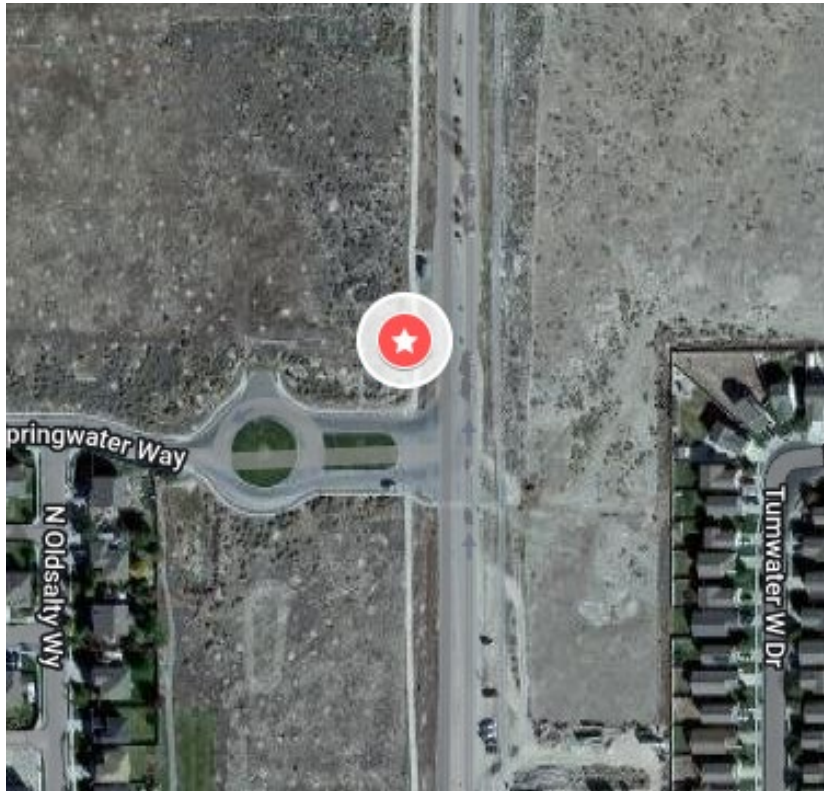
Sign #28: Current Approved Location
(Red Dot with Star)



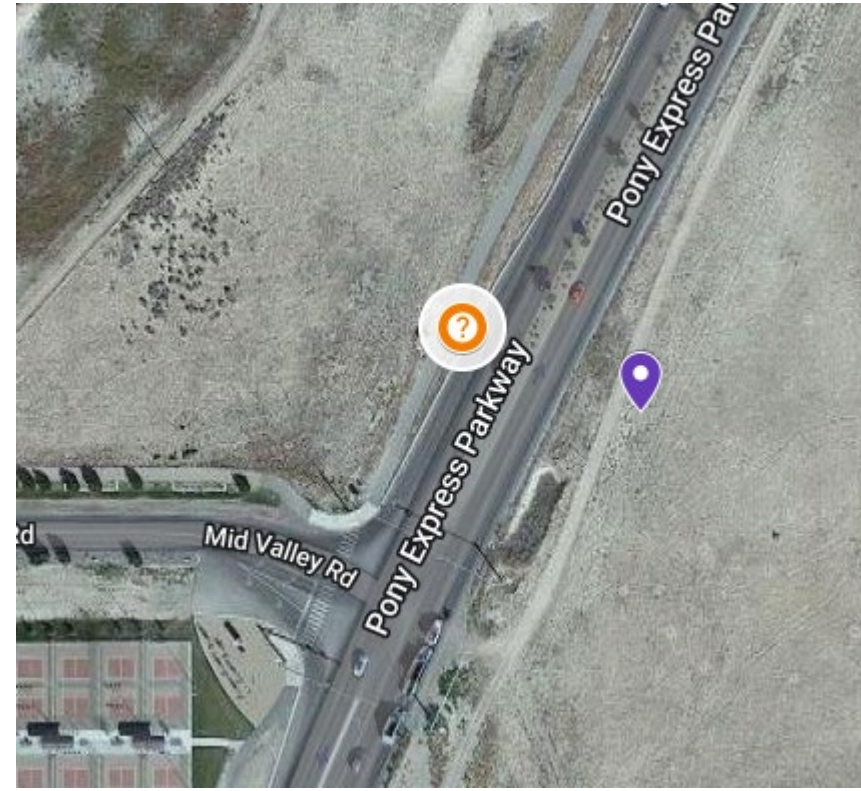
Sign #28: Proposed Location
(Orange Dot with Question Mark)



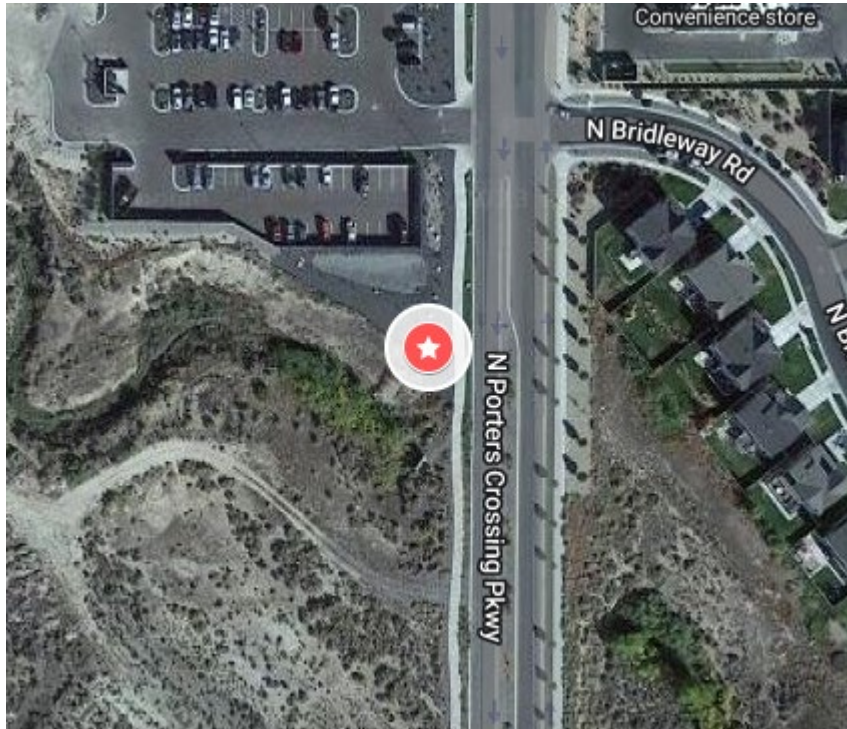
Sign #29: Current Approved Location
(Red Dot with Star)



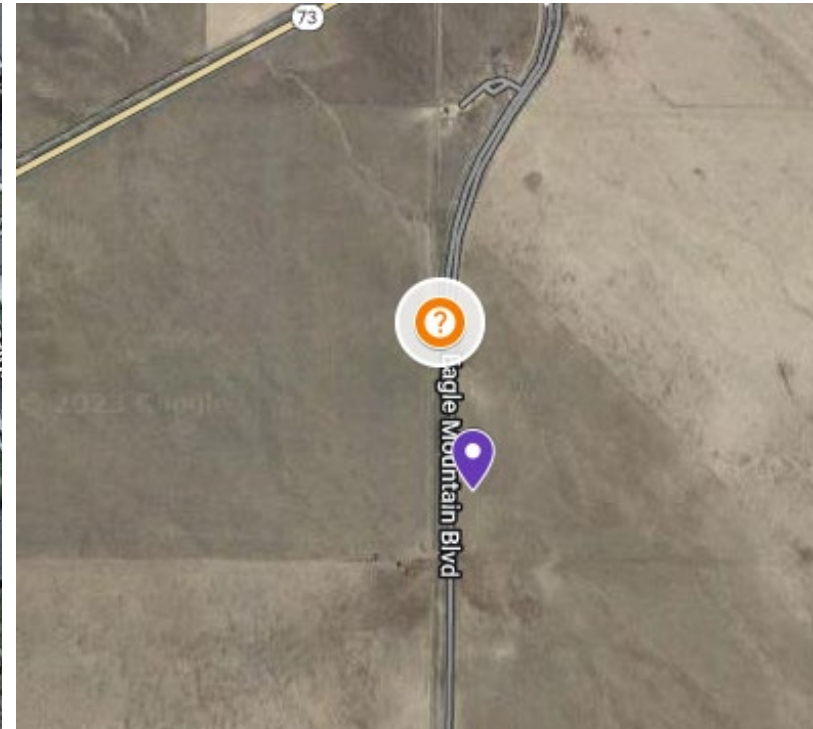
Sign #29: Proposed Location
(Orange Dot with Question Mark)



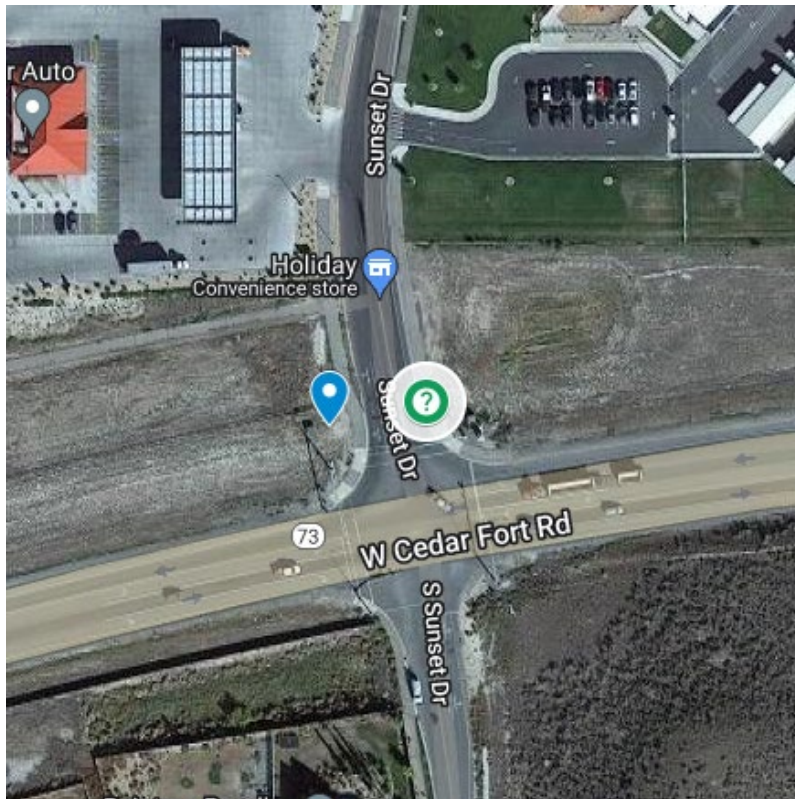
Sign #43: Current Approved Location
(Red Dot with Star)



Sign #43: Proposed Location
(Orange Dot with Question Mark)



Sign #58: Proposed Location
(Green Dot with Question Mark)

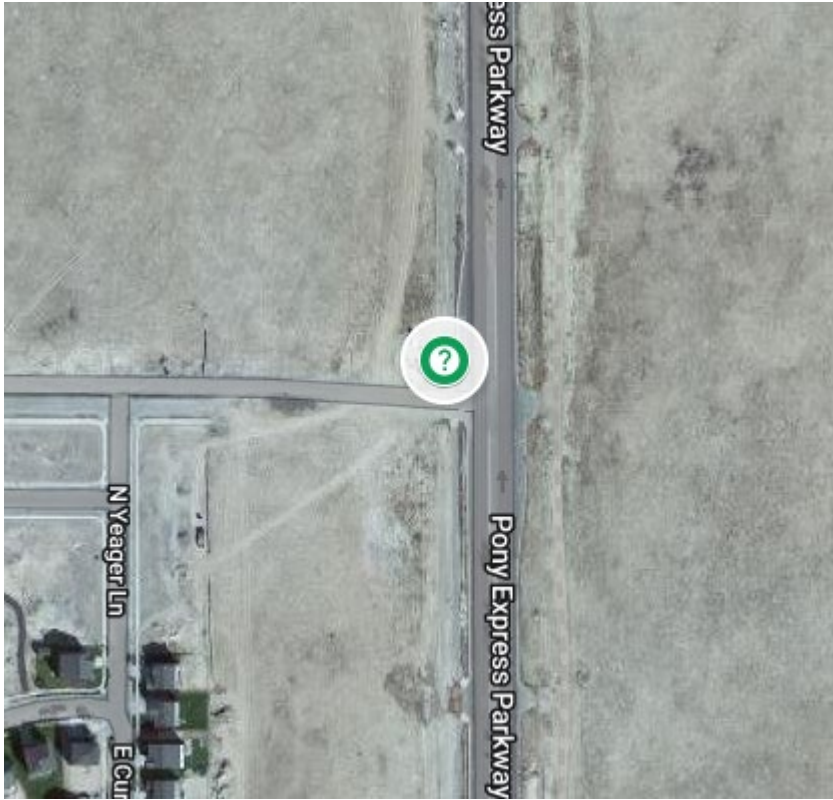


Sign #59: Proposed Location

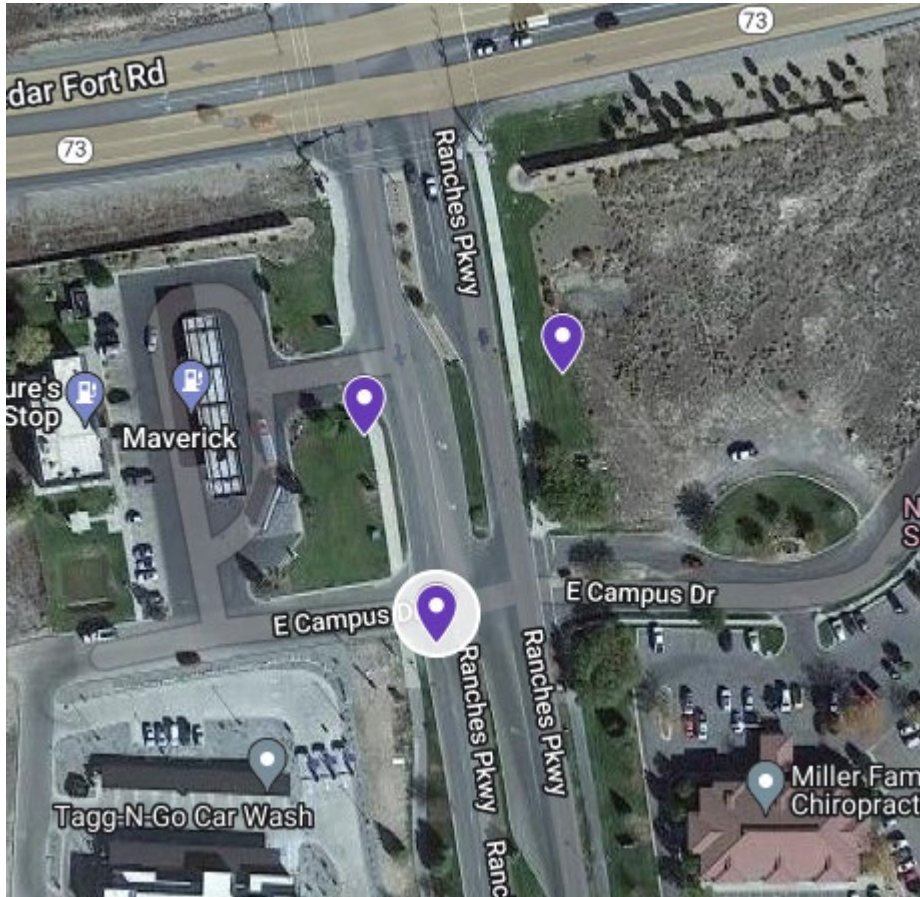
(Green Dot with Question Mark)



Sign #60: Proposed Location
(Green Dot with Question Mark)



Sign #2: Current Approved Location
(Purple Market with White Circle)



Sign #2: Proposed Location

To be Determined. Requesting Staff-level approval for choosing a new site.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	Well House HVAC Design & Installation - Wasatch Heating and Air		
ITEM TYPE:	Bid Award		
FISCAL IMPACT:	\$160,126 - Water GL #51-45-51000-7211		
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Jeff Weber, Public Works

PRESENTED BY:

Jeff Weber

RECOMMENDATION:

Staff recommends that the City Council approve the bid award to Wasatch Heating and Air in the amount of \$160,126.00 and authorize the Mayor to sign the contract.

BACKGROUND:

The FY22-23 budget included funds up to \$250,000 to upgrade the cooling systems at each Well House.

Current City Well Houses consist of: Well House #1,2,3,5, and White Hills Well House. Well Houses 1, 3 and 5 have existing evaporated cooling systems, Well House #2 and White Hills Well house has an existing fan and louver systems. The White Hills Well House has been removed from this project because the well is being resized and the HVAC system will be part of that project.

Two bids for design and installation were received from the RFP. The first bid was from Wasatch Heating and Air for \$160,126.00. The second bid was from First Service Mechanical for \$296,933.75.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Well House HVAC Bids](#)

[Wasatch Heating and Air Bid](#)

[Wasatch Heating & Air Contract](#)

Well Hous HVAC Bids -FY23-08

[illegible]

WASATCH HEATING & AIR, INC

PO BOX 688
GRANTSVILLE, UT 84029
435-843-4200 801-509-0207
FAX 435-843-4241

Estimate

Date	Estimate #
01/12/2023	11019

Name / Address
Eagle Mountain City 2565 N Pony Express Pkwy Eagle Mountain, Utah 84005

Ship To
Eagle Mountain City Well Houses

Description	Total
We propose to design and install HVAC in pump houses # 1, 2,3,5 White Hills was canceled on Addendum #1 Attached is a description of hourly wage and equipment, materials Bid Bond attached PARTS & LABOR We have all the units in stock and can make the deadline to complete this project 	160,126.00
Estimate good for 30 days only	Total \$160,126.00

Fee Proposal Eagle MTN HVAC Documents

Our proposal for the total completion of all well houses, for the removal and installation of total fees will be as follows. Our pricing will not exceed total bid price listed below.

Total amount of hours estimated to complete all 4 well houses. 1,2,3,5 will be **150 hours per person** with 4 people being on site every day to the total of 19 working days. @ **\$ 65.00 per hour**. Our total Labor cost to complete this job will be **\$39,000.00**

Our total cost for all HVAC Equipment & Duct Work, Electrical, Concrete Cutting, Concrete pouring & finishing, Demolition & Removal of all existing materials. **\$121,126.00**

Well Houses 1,3,5 will have 4 people on site everyday for 4 days at 8 billable hrs per day of 65.00 per hour.

Well house # 2 will have 4 people on site everyday for 5 days to incorporate the installation of all HVAC equipment as well as the concrete pad that will be proposed to keep moisture from building under the unit. 4 people on site for 5 days at 8 billable hours a day.

We will then have two days of prep Mobilize / Demobilize work including but not limited to building duct work, building Grilles for the units removing and disposing of cuts from the block walls and prepping and pouring the concrete pads. 4 guys at 8 hrs a day for two days.

Total Bid Price To Complete The 4 Well House Projects: \$ 160,126.00

Wasatch Heating & Air Conditioning

Eagle Mountain Pump House Support Documents

We accept the responsibility and possess the ability to design and install a full functional design to keep the well-houses at an acceptable temperature that has been expressed in the pre bid meetings. Large amounts of knowledge from installing heating & cooling systems for the City Of Grantsville as well as the Grantsville Irrigation company.

Wayne Margetts: Owner/ Lead Designer in project/ Project Manager
Dallas Jones: Field Foreman / Bid specialist.
Nick Nash: Journeyman Technician / Lead Installer
Brady Mora: Journeyman Technician / Installer
Kurt Mora: Journeyman Technician / Installer
Kolten Davis: Helper / Apprentice
Gavin Griffith: Helper/ Apprentice

Experience Of Individuals

Wayne Margetts: 45 years experience owner and founder of Wasatch Heating & Air conditioning. Vast Experience in all versions of commercial / residential systems of heating and cooling. Holder of s350 Mechanical license and b100 general contractors license.

Dallas Jones: 13 years of experience in Mechanical systems both Commercial and residential, 5 years experience in maintaining and site organizing of personnel. 8 years experience in cutting, pouring, finishing concrete. Holder of s350 mechanical license, E100 engineering license.

Nick Nash: 13 years of experience in Mechanical systems both residential and commercial, 5 years of experience leading job sites in the installation of commercial HVAC systems.

Brady Mora: 30 years of experience in sheet Metal Fabrication in both commercial and residential applications. Experienced in plumbing, HVAC and Electrical.

Kurt Mora: 23 years of experience in Mechanical systems and sheet metal fabrication. Experienced in Glycol systems as well as all commercial and residential HVAC systems.

Gavin Griffith: 2 year of experience installing commercial and residential systems with a strong background in commercial rooftop units & Unit Heaters. 3 year experience in concrete finishing, and pouring. 2 years of experience in equipment operating.

Kolten Davis: 1 year of experience installing commercial and residential systems with a strong background in commercial rooftop units & Unit Heaters. 1 year experience in concrete finishing, and pouring.

References From The Mayor Of Grantsville, Ut (Neil Critchlow) Will be provided upon request.

Well house # 1

This design will include the installation of one 5 ton carrier RTU. The units will sit on stainless steel curbs to prevent rust and corrosion. No economizers will be installed on the units as they are in remote settings and the amount foreign particulates that will be introduced will do more long term damage per past experience. The installation of one Nema 3R disconnect with 20 amp fuses. This will also include the installation of one new Honeywell thermostat. One additional hole will be cut at the dimensions of 25"x 25" into the side of the block wall to allow the installation of the return air supply. The return air grille will be made of expanded metal and angle iron. We will have low temp controls on the unit.

Well house # 2

This design will include the installation of one 7.5 ton RTU. This unit will sit on Stainless steel curbs to prevent rust corrosion of the units. No economizers will be installed on the units as they are in remote settings and the amount foreign particulates that will be introduced will do more long term damage per past experience. The installation of one Nema 3R disconnect with 20 amp fuses. This will also include the installation of one new Honeywell thermostat. One additional hole will be cut at the dimensions of 25"x 25" into the side of the block wall to allow the installation of the return air supply. The return air grille will be made of expanded metal and angle iron. We will have low temp controls on the unit.

Well house # 3

This design will include the installation of one 5 ton RTU. This unit will sit on Stainless steel curbs to prevent rust corrosion of the units. No economizers will be installed on the units as they are in remote settings and the amount foreign particulates that will be introduced will do more long term damage per past experience. The installation of one Nema 3R disconnect with 20 amp fuses. This will also include the installation of one new Honeywell thermostat. Two additional holes will be cut at the dimensions of 25"x 25" into the side of the block wall to allow the installation of the supply air, return air supply. The return air grille and supply air grille will be made of expanded metal and angle iron. We will have low temp controls on the unit. We will also be pouring a 10'x12'x4" concrete pad so the RTU and curb will sit on concrete to avoid moisture build up under the units.

Well house # 5

This design will include the installation of one 7.5 ton carrier RTU. The units will sit on stainless steel curbs to prevent rust and corrosion. No economizers will be installed on the units as they are in remote settings and the amount foreign particulates that will be introduced will do more long term damage per past experience. The installation of one Nema 3R disconnect with 20 amp fuses. This will also include the installation of one new Honeywell thermostat. One additional hole will be cut at the dimensions of 25"x 25" into the side of the block wall to allow

the installation of the return air supply. The return air grille will be made of expanded metal and angle iron. We will have low temp controls on the unit.

White Hills Well House

This design will include the installation of one 5 ton RTU. This unit will sit on Stainless steel curbs to prevent rust corrosion of the units. No economizers will be installed on the units as they are in remote settings and the amount foreign particulates that will be introduced will do more long term damage per past experience. The installation of one Nema 3R disconnect with 20 amp fuses. This will also include the installation of one new Honeywell thermostat. Two additional holes will be cut at the dimensions of 25"x 25" into the side of the block wall to allow the installation of the supply air, return air supply. The return air grille and supply air grille will be made of expanded metal and angle iron. We will have low temp controls on the unit. We will also be pouring a 10'x12'x4" concrete pad so the RTU and curb will sit on concrete to avoid moisture build up under the units.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

01/11/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Integrated Insurance Solutions, Inc. 3191 South Valley St. Suite 206 Salt Lake City UT 84109		CONTACT NAME: Melyssa Lott PHONE (A/C, No, Ext): (801) 487-3000 FAX (A/C, No): (801) 412-0893 E-MAIL ADDRESS: melyssa.lott@integratedslc.com	
INSURED Wasatch Heating & Air Inc PO Box 688 Grantsville UT 84029-0688		INSURER(S) AFFORDING COVERAGE INSURER A: Owners Insurance Company INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	
		NAIC # 32700	

COVERAGES **CERTIFICATE NUMBER:** CL22121659308 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC OTHER:	Y	Y	57329445	12/31/2022	12/31/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY	Y	Y	4932944501	12/31/2022	12/31/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ PIP-Basic \$ 25,000
	☒ UMBRELLA LIAB ☐ EXCESS LIAB DED ☒ RETENTION \$ 10,000 OCCUR CLAIMS-MADE			4932944502	12/31/2022	12/31/2023	EACH OCCURRENCE \$ 3,000,000 AGGREGATE \$ 3,000,000
	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y/N ☒ N	N/A	Y	A106545252	12/31/2022	12/31/2023	☒ PER STATUTE ☐ OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

MISSION ROCK RESIDENTIAL, LLC, OWNER(S) AND THEIR RESPECTIVE MEMBERS, MANAGERS, DIRECTORS, OFFICERS, AGENTS, EMPLOYEES, SUBSIDIARIES AND AFFILIATES are included as an additional insured with respects to the General Liability and Automobile Liability of the Named Insured, on a primary and non-contributory basis, and a waiver of subrogation applies if required in a written contract. A Workers Compensation waiver of subrogation applies in favor of MISSION ROCK RESIDENTIAL, LLC, OWNER(S) AND THEIR RESPECTIVE MEMBERS, MANAGERS, DIRECTORS, OFFICERS, AGENTS, EMPLOYEES, SUBSIDIARIES AND AFFILIATES if required in a written contract.

CERTIFICATE HOLDER**CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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**EAGLE MOUNTAIN CITY
CONSTRUCTION AGREEMENT**

THIS AGREEMENT is made and entered into as of this 7th day of February, 20 23, by and between Eagle Mountain City, Utah, a Utah municipal corporation (hereinafter "the City"), and Wasatch Heating and Air, Inc., which is a (*check one*) ☒Corporation ☐Partnership ☐Sole Proprietorship (hereinafter "Contractor").

PURPOSE: For the project known as the Well House HVAC Project (hereinafter "Project"), which consists of the following:
Design and installation of upgraded cooling systems for Well Houses #1, 2, 3, and 5.

NOW, THEREFORE, in consideration of the mutual promises contained herein, and the payments to the Contractor by the City the parties hereby agree as follows:

SECTION 1. SCOPE OF WORK. Contractor shall furnish all labor, materials and equipment to complete the Project, consisting of the work described in the Information for Bidders as the Basic Bid, and the following additive alternates: _____, as specifically set out in the contract specifications, which is made a part hereof by reference, herein called the "Project."

The Project will be bound by the specifications referenced herein, according to the Advertisement for Bid, the Information for Bidders, the General Project Requirements and Specifications provided by City, the Bid of the Contractor, Bid Bond, Drawings, Notice of Award and Notice to Proceed, collectively referred to as the Contract Documents, all of which are incorporated herein by reference. To the extent that this Agreement conflicts in any way with a proposed form agreement which may have been submitted as part of the bid specifications, this Agreement shall control.

If any of the work performed by Contractor in any phase of the Project does not meet City standards as outlined in the bid documents and specifications, then Contractor shall immediately repair or correct the work at no additional cost to City.

A. SUBCONTRACTORS. No part of this contract shall be subcontracted by the Contractor without prior written approval by City through the Project Manager/Engineer. The Contractor shall be fully responsible to the City for the acts and omissions of its Subcontractors and of persons either directly or indirectly employed by them, as it is for the acts and omissions of persons directly employed by it.

The Contractor shall, within ten (10) days of a submittal of request for final payment, include an affidavit showing satisfactory evidence that all claims of subcontractors, laborers, and materialmen who supplied services or materials to the Project have been fully paid, discharged, or waived. The Contractor shall submit lien waivers for each pay release.

If the City reasonably believes that Contractor has failed to pay Subcontractors, materialmen, or laborers for work on the Project within a reasonable time of when payment is due, then City may, after having notified the Contractor, either pay unpaid bills or withhold from the release of Contractor's payment bond for this Project, a sum of money deemed reasonably sufficient to pay any and all such lawful claims until satisfactory evidence is furnished that all liabilities have been fully

discharged and a ten percent (10%) fee for administering such claims.

- B. STANDARDS OF WORKMANSHIP.** Contractor shall demonstrate workmanship equal to or better than current industry standards for this Project. Where City specifications exist (for example: asphalt, concrete, irrigation, sprinkling system and landscaping), they shall provide the benchmark for determination of acceptability.
- C. INSPECTION AND TESTING.** All materials and equipment used in the construction shall be subject to inspection by the Project Manager/Engineer. If laws, ordinances, rules or regulations of any public authority having jurisdiction require any work to specifically be inspected, tested or approved by someone other than Project Manager/Engineer, the Contractor shall give the Project Manager/Engineer timely notice of readiness. Inspections, tests or approvals by the City or appropriate authorities will not relieve the Contractor from obligations to perform the work in accordance with the requirements of the Contract Documents and/or provisions. The Project Manager/Engineer and other designated persons will at all times have access to the work. All work shall ultimately be inspected for final acceptance by the Project Manager/Engineer within a reasonable time upon receipt of notice from the Contractor that work is complete and ready for final inspection.

During construction, the work will be inspected and observed by the Project Manager/Engineer or his designated representative. All work that is deficient or does not meet specifications shall be removed and replaced with proper material at Contractor's expense.

- D. WARRANTY.** Contractor warrants that all materials and supplies used in the construction of the Project shall be new, except as otherwise agreed to in writing by the City's Representative. All materials, equipment, parts and labor and any necessary corrections to the Project shall be guaranteed for a period of one (1) year following the date of substantial completion of the Project under the terms of the performance bond.

SECTION 2. PERFORMANCE AND PAYMENT BONDS. Contractor shall furnish to the City a payment and performance bond satisfactory to the City guaranteeing Contractor's payment and performance, in the amount, for each separately, of one hundred percent (100%) of the Contract Amount.

SECTION 3. INSURANCE. Unless otherwise specified in the bid documents, the Contractor shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Contractor, their agents, representatives, employees, or subcontractors.

The Contractor shall provide a Certificate of Insurance evidencing:

- A.** Automobile Liability insurance with limits no less than five hundred thousand dollars (\$500,000) combined single limit per accident for bodily injury and property damage.
- B.** Commercial General Liability insurance written on an occurrence basis with limits no less than one million dollars (\$1,000,000) combined single limit per occurrence and two million dollars (\$2,000,000) aggregate for personal injury, bodily injury and property damage. Coverage shall include but not be limited to blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if specifically requested; and employer's liability.
- C.** Professional Liability (Errors and Omissions) insurance written on an occurrence basis with limits no less than one half million dollars (\$500,000) combined single limit per occurrence.

- D. Workers Compensation insurance** written on an occurrence basis with limits no less than one half million dollars (\$500,000) combined single limit per occurrence.

The City shall be named as an additional insured on the insurance policy and a copy of the endorsement naming the City as an additional insured shall be attached to the Certificate of Insurance. The City reserves the right to request certified copies of any required policies.

The Contractor's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

SECTION 4. CONTRACT AMOUNT, ACCEPTANCE OF WHOLE, ADDITIONS. City shall pay Contractor the total sum of \$ 160,126.00 for all work and materials expended to complete this Project, which shall include the cost of all bonds, insurance, and all charges, fees, permits (including water and sewer fees, unless waived), expenses or assessments of whatever kind or character that are or may be necessary to complete this Project, including any additive alternates listed within the Scope of Work described in Section 1.

This Project, including the additive alternates awarded in Section 1, if any, is awarded in whole to the Contractor; the City will accept the Project in whole. However, nothing contained herein shall prevent the City from reducing the work to be done under this Agreement pursuant to Section 8 herein, nor shall anything herein be construed to require that Contractor be awarded any of the additive alternates bid by the Contractor, or change order(s). The City retains the right to award any of the additive alternates or change order(s), or any part of them, to other contractors at any time, except those awarded to the Contractor in Section 1.

SECTION 5. PERMITS AND FEES. As set out in Section 4 above, the Contract Amount includes the price of all normally applicable fees and permits. The City may, at its discretion, arrange for the waiver of certain fees, permits and expenses.

SECTION 6. TERMS OF PAYMENT. The City shall pay for services provided hereunder according to and in an amount not to exceed that detailed in the attached payment schedule (Attachment A) and only upon Contractor's request on forms approved by and submitted to the Project Manager. The City shall make payment within thirty (30) days thereafter. Requests for a more rapid payment may be considered if a discount is offered for early payment. At no time shall the aggregate amount of money paid to the Contractor in proportion to the Contract Amount be greater than the proportion of the work performed at that point to the total Project work. No payment shall be made for any service rendered by the Contractor except for services set forth and identified in this Agreement. The City reserves the right to withhold payment in whole or part from the Contractor for non-compliance with the provisions of the Contract Documents.

- A. RETAINAGE.** The City may, in its sole discretion; (1) retain five percent (5%) of the value of all work done and materials or equipment supplied as part security for the fulfillment of the Agreement by the Contractor; or (2) retain the final payment of up to five percent (5%) of the total project amount. As work nears completion and solely at the City's discretion, the City may reduce the retainage to an amount more in line with the work remaining. The City reserves the right to retain all amounts previously withheld or due, including any liquidated damages, until all services specified herein are complete. Any money withheld pursuant to this section shall be placed in an interest-bearing account and the interest shall also be payable to the Contractor upon final payment.

Before final payment is made, the Contractor must submit evidence satisfactory to the City that all

payrolls, material bills, subcontracts and all outstanding indebtedness in connection with the Project have been paid for.

The City may withhold a reasonable amount of the payment bond sufficient to cover any outstanding indebtedness or monies owed or claimed by any person who supplied work or materials to the Project plus ten percent (10%) of such indebtedness as the City's cost of administering such claims until Contractor supplies a release satisfactory to the City, signed by all persons who have supplied labor or materials to the Project or, at the City's option if no claim is made, until 105 days after the date on which any person performed the last of the labor or supplied the last of the material for the Project and upon written request from the Contractor. The Contractor shall supply to the Project Manager/Engineer within a reasonable time after his request a signed statement verifying all the suppliers, subcontractors and other persons who have supplied labor or materials to the Project.

- B. FINAL PAYMENT.** Acceptance by the Contractor of the final payment from the City shall release the City of all claims, demands and liability of the Contractor, its officers, agents, employees and subcontractors, whether communicated or not by the Contractor, except with respect to those matters referred to in writing delivered to the Contractor and approved in writing by the Project Manager.

SECTION 7. COMPLETION TIME. The work on this Project shall commence within ten days of receipt of the Notice to Proceed and shall be completed by May 1, 2023. Work stoppage due to inclement weather conditions and other factors must be approved in writing by the Project Manager. Inclement weather shall not otherwise constitute cause for delay. Unless otherwise agreed by the City by Change Order, no damages shall become due to Contractor for City-caused delay. A Change Order for delay will generally be accepted for delay so excessive and unreasonable that it is beyond the scope of the Contract or delay attributed to direct, active or willful interference by the City. The Change Order must be based upon actual damages sustained by the Contractor which are directly attributed to the delay.

In the event that Contractor fails to complete all of the work required herein within the time limit set out above, then for each partial or complete day during which the work remains uncompleted thereafter, the Contractor agrees to pay the City Liquidated damages as specified in the Information for Bidders of the specifications. The parties agree that the daily liquidated damages provided for herein are reasonable and fair and are not a penalty. TIME IS OF THE ESSENCE IN THIS AGREEMENT.

SECTION 8. ADDITIONAL WORK/CHANGE ORDERS. The City may enlarge or reduce the work to be performed by Contractor hereunder by written notification to Contractor, including changes to the plans and specifications. The City shall pay Contractor for any additional work so requested and shall reduce the payment to the Contractor for any reduction in labor, materials, overhead and profit margin resulting from the reduction in the work. Except as the City shall so notify the Contractor in writing, it is understood and agreed by the parties hereto that no money will be paid to the Contractor for any new or additional labor or materials furnished unless a written modification is agreed to in a document signed by both parties.

The value of any work covered by a change order or of any claim for increase or decrease in the contract price shall be determined by one or more of the following methods in order of precedence listed below:

- A. An agreed lump sum; or in the event the parties cannot agree; then
- B. The unit rate for the work bid by the Contractor, if applicable, or in the event there was no such rate bid; then
- C. The actual cost for: (1) labor; (2) materials; (3) supplies; (4) equipment; (5) direct overhead (not to

exceed 5% of the sum total of Items 1-3, unless approved by the City); and (6) other services necessary and approved by the City to complete the work. In the event of a net increase in the Contract Amount for a change order as a whole, the City shall allow a payment to the Contractor of an additional ten percent (10%) of the actual cost of the work, not including direct overhead or bond costs, to cover the cost of general overhead and profit. The Contractor may also charge the City for actual cost of the net increase in bond costs as a result of the overall change to the Contract Amount. The City specifically reserves the right to request documentation, including but not limited to payroll stubs, bond bills, and invoices, to validate the Contractor's calculations.

SECTION 9. DISPUTES. Except as otherwise provided in this Agreement, every dispute concerning a question of fact arising under this Agreement which is not settled by Agreement between the parties shall be decided by the City. The decision of the City shall be final and conclusive unless, within thirty (30) days from the date of receipt of such decision, the Contractor shall mail or otherwise furnish the City a written signed appeal addressed to the Project Manager/Engineer. In connection with any appeal proceeding under this clause, the Contractor will be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Contractor will proceed diligently with the performance of the contract and in accordance with the City's decision. The decision of the City shall be final and conclusive but shall not be arbitrary or unreasonable. Although this Contract has been drafted by the City, the Contractor expressly agrees that any ambiguity herein shall be resolved in favor of the City.

SECTION 10. DEFAULT, REMEDY AND TERMINATION. The City may terminate this agreement upon the occurrence of one or more of the following events:

- A. If Contractor or any Subcontractor should substantially violate any of the provisions of this contract;
- B. If Contractor substantially fails to perform any part of this Agreement;
- C. If Contractor repeatedly fails or becomes unable to perform the services under this Agreement as required herein, or substantially fails to provide services under this Agreement for a period of seventy-two (72) hours;
- D. If Contractor (1) shall become insolvent in a bankruptcy sense; (2) shall be generally not paying its debts as they become due, or within a reasonable time thereafter; (3) shall suffer, voluntarily or involuntarily, the entry of an order by any court or governmental authority authorizing the appointment of or appointing of a custodian (as that term is defined in 11 U.S.C. §101[10]), receiver, trustee, or other officer with similar powers with respect to it or any portion of its property which remains and is not dismissed for a period of ninety (90) days; (4) shall suffer, voluntarily or involuntarily, with or without judicial or governmental authorization, any such custodian, receiver, trustee, or other officer with similar powers to take possession of any part of its property which third party remains in possession for an excess of ninety (90) days; (5) shall suffer, voluntarily or involuntarily, the filing of a petition respecting an assignment for the benefit of creditors which is not dismissed for a period of ninety (90) days; (6) shall be dissolved; (7) shall become the subject of any proceeding, suit, or action at law or in equity under or relating to any bankruptcy, reorganization or arrangement of debt, insolvency, readjustment of debt, receivership, liquidation, or dissolution law or statute or amendments thereto to be commenced by or against it or against any of its property which remains un-dismissed for a period of ninety (90) days; (8) shall voluntarily suspend substantially all of its business operations; (9) shall be merged with, acquired by, or otherwise absorbed by any individual, corporation, or other business entity or organization of any kind except for any individual corporation or other business entity or organization which is controlled by, controlling, or under common control with the Contractor; or (10) shall take action for the purpose of any of the foregoing,

After serving ten (10) days written notice on the Contractor and its surety of its intention to terminate the services of Contractor, and if within ten (10) days after serving such notice, the violation is not corrected to City's reasonable satisfaction, the City then may take over the work and prosecute it to completion by contract or by any other method it may deem advisable at the expense of the Contractor. The Contractor and the bonding company shall be liable to the City for any reasonable cost occasioned by the City in excess of the amount agreed for the service herein.

The Contractor shall be entitled to a hearing before a City hearing officer upon the issue of termination if it submits a written request therefore within seven (7) days of the service of the notice of the City's intent to terminate. The Contractor shall be entitled to be heard at such hearing on the issue of termination. The Contractor shall not bring an action against the City, its officers, agents or employees arising out of or relating to the termination of this Agreement before the decision is issued by the City's hearing officer(s).

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of any provision of this Agreement shall not be construed to be modification of the terms of this Agreement, unless stated to be such in writing, signed by the City's authorized representative.

The Contractor shall continue the performance of this agreement to the extent not terminated under the provisions of this section.

The rights and remedies of the City provided in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law or under this agreement.

SECTION 11. HOLD HARMLESS INDEMNIFICATION. The Contractor clearly and unequivocally agrees to indemnify and to hold the City and its agents, employees, and officers, harmless from and shall process and to defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the City arising out of, in connection with, or incident to the execution of this Agreement and/or the Contractor's performance or failure to perform any aspect of this Agreement; provided, however, that if such claims are caused by or result from the concurrent negligence of the City, its agents, employees, and officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Contractor or others; and provided further, that nothing herein shall require the Contractor to hold harmless or defend the City, its agents, employees and/or officers from any claims arising from the sole negligence of the City, its agents, employees, and/or officers. The Contractor expressly agrees that the indemnification provided herein constitutes the contractor's waiver of immunity under Utah Code Section 34A-2-105 for the purposes of this Agreement. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement. No liability shall attach to the City by reason of entering into this Agreement except as expressly provided herein.

SECTION 12. CONTROLLING LAW. These general conditions shall be construed in accordance with and enforced under the laws of the State of Utah. Any action of law, suit in equity, or judicial proceeding for the enforcement of the Agreement, or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Utah County, Utah.

SECTION 13. ASSIGNMENT. The Contractor shall not assign nor transfer any interest in this agreement without the prior written consent of the City, provided however, that claims for compensation due or to become due the Contractor from the City under this agreement may be assigned to a bank, trust company, or other financial institution without such approval. Written notice of any such assignment shall be promptly furnished to City.

SECTION 14. SAFETY AND TRAFFIC CONTROL. Contractor shall take all reasonable precautions to protect the safety of pedestrians, school children, motorists, and others who may use or

come near to the Project site, including but not limited to compliance with the Manual of Uniform Traffic Control Devices.

SECTION 15. SAFETY AND PROTECTION OF THE WORK. Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the project work. Contractor shall provide reasonable protection to prevent damage, injury or loss to employees on the Project work and all other persons who may be affected thereby, materials and equipment, whether on or off the site, and other property at the work site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures and utilities not designated for removal, relocation or replacement in the course of construction. In addition, the Contractor shall give all notices and comply with all applicable laws, ordinances, rules, regulations and lawful orders of any public authority bearing on the safety of persons or property or their protection from damage, injury or loss.

The Contractor shall erect and maintain, as required by the existing conditions and progress of the work, all reasonable safeguards for safety and protection, including posting danger signs and other warnings against hazards, setting safety regulations, and notifying owners and user of adjacent utilities.

The Contractor shall promptly remedy all damage or loss to any property referred to in this Section caused in whole or in part by the Contractor, any subcontractor, sub-subcontractor or anyone directly or indirectly employed by any of them, or by anyone for whose acts any of them may be liable and for which the Contractor is responsible, except for acts or omissions by the City or anyone directly or indirectly employed by it, or by anyone for whose acts it may be liable, and not attributable to the fault or negligence of the Contractor. Contractor shall remove from the site all cuttings, debris, equipment and unused material.

SECTION 16. UNENFORCEABLE CONTRACT, WAIVERS. In the event that any provision of this contract shall be ruled invalid and unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any provision, term or covenant shall not be construed by the other party as a waiver of a subsequent breach of the same provision by the other party.

SECTION 17. ENTIRE AGREEMENT. This contract represents the entire integrated agreement between City and Contractor and supersedes all prior negotiations, representations or agreements, either written or oral. This agreement may be amended only by written modification signed by both parties.

SECTION 18. COMMENCEMENT OF WORK. Contractor will commence work as required by the specifications within ten calendar days after receiving the NOTICE TO PROCEED.

SECTION 19. UTILITIES. The right is reserved to the owners of public utilities and franchises to enter upon the street or work site for the purpose of making repairs or changes of their property that may become necessary by the work. The City shall also have the privilege of entering upon the street or work site for the purpose of repairing culverts, storm drains, water system repairs or adjustments and any and all other necessary City work.

The Contractor takes the whole risk, responsibility and expense with respect to the location of utilities, and in working with utility owners about locating, moving, repairing, and modifying utilities. All utility locations shown on the plans and specifications are approximate and are marked on the plans, if at all, only for convenience. The City makes no representation about the location of any such utilities, and Contractor is encouraged to contact utility companies and owners about the location of all utilities that may be impacted by or impact the Project work.

SECTION 20. HOURS AND DAYS OF WORK. All work performed by the Contractor, its subcontractors, materialmen, agents and employees shall be performed during work hours of 7:00 a.m. to

7:00 p.m. Monday through Saturday unless otherwise specified. When work is prohibited, no exterior construction, excavation or delivery of supplies and concrete are allowed.

SECTION 21. OBEY LAWS. Contractor shall obey all laws, ordinances and regulations of the United States, the State of Utah, and City in performing this Agreement.

SECTION 22. NONDISCRIMINATION.

- A. The City is an equal opportunity employer.
- B. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap; provided that the prohibition against discrimination in employment because of handicap shall not apply if the particular disability prevents the proper performance of the particular worker involved. The Contractor shall ensure that applicants are employed, and that employees are treated during employment without discrimination because of their race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap. Such action shall include, but not be limited to employment, upgrading, demotion or transfers, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and programs for training including apprenticeships. The Contractor shall take such action with respect to this Agreement as may be required to ensure full compliance with local, state and federal laws prohibiting discrimination in employment.
- C. The Contractor will not discriminate against any recipient of any services or benefits provided for in this Agreement on the grounds of race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap.
- D. If any assignment or subcontracting has been authorized by the City, said assignment or subcontract shall include appropriate safeguards against discrimination. The Contractor shall take such action as may be required to ensure full compliance with the provisions in the immediately preceding paragraphs herein.

SECTION 23. THIRD PARTY RIGHTS. Nothing herein is intended to confer rights of any kind in any third party. No member, officer, or employee of the City shall have any interest, direct or indirect, in this Agreement or the proceeds thereof.

SECTION 24. PROJECT MANAGER/ENGINEER. The Project Manager/ Engineer for this Project is Christopher T. Trusty, City Engineer, or such other person designated by the City to the Contractor orally or in writing.

SECTION 25. PARTIES' REPRESENTATIVES. For purposes of notice required or desired by the parties, or communication involving the services under this Agreement, such notice or communication shall be deemed to have been given when personally delivered or mailed, or sent by facsimile transmission certified mail, postage pre-paid, to the parties at the following addresses:

Contractor: Wasatch Heating & Air, Inc.

Attention: Wayne Margetts

Address: PO Box 688

City, State, ZIP: Grantsville, UT 84029

or such other person designated in writing by the Contractor's chief administrative officer, at the Contractor's address set out first above;

City: Project Manager/Engineer, at the address set out first above for the City, or when given to such other person as either of the above representatives shall designate in writing. The designation of any address may be changed by notice given in the same manner as provided in this paragraph.

SECTION 26. SEVERABILITY. Should any part of this Agreement for any reason be declared invalid, such decision shall not affect the validity of any remaining provisions, which remaining provisions shall remain in force and effect as if this Agreement had been executed with the invalid portion thereof eliminated, and it is hereby declared the intention of the parties that they would have executed the remaining portion of this Agreement without including any such part, parts, or portions which may, for any reason, be hereafter declared invalid. If any provision of this Agreement is held invalid or unenforceable with respect to particular circumstances, such provision shall nevertheless remain in full force and effect in all other circumstances.

SECTION 27. DISPUTE RESOLUTION. The parties agree to attempt in good faith to resolve all disputes arising between them first through expedited mediation (not to exceed seven business days from the receipt by a party of a notice of request for mediation) and, if mediation is not successful, through negotiated settlement or court action. In the event that the actions of one party will cause or are causing the other immediate irreparable injury requiring temporary injunctive relief and the acting party is unwilling to suspend its planned or existing activity to allow for expedited mediation, the aggrieved party may file suit and seek such temporary injunctive relief in a court with jurisdiction over the subject matter of the dispute. Dispute resolution under this section shall be initiated by service by one party upon the other of a written notice and request to mediate, identifying the subject matter of the dispute and the nature of the relief sought. Unless otherwise agreed in writing at the time of mediation, mediation shall be conducted through and under the mediation rules of the American Arbitration Association.

The parties agree to submit all disputes not resolved by mediation to binding arbitration under the construction industry arbitration rules of the American Arbitration Association and the Utah Uniform Arbitration Act.

IN WITNESS WHEREOF, the parties have entered into this agreement on the day and year set out at the top of this Agreement.

EAGLE MOUNTAIN CITY

Mayor Tom Westmoreland

ATTEST:

APPROVED AS TO FORM:

Fionnuala Kofoed, City Recorder

Marcus Draper, City Attorney

CONTRACTOR

Company Name

Signature – *must be notarized*

Printed Name

Title

Utah Contractor License Number

STATE OF UTAH)
) ss
COUNTY OF UTAH)

On this _____ day of _____, 20 _____, personally appeared before me _____, whose identity is personally known to me/or proved to me on the basis of satisfactory evidence, did say that he/she is the _____ of _____ by Authority of its Bylaws/Resolution of the Board of Directors, and acknowledged to me that said business executed the same.

Notary Public



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

Tuesday, November 8, 2022

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

SUBJECT: Brylee Farms phase "A" plat 5 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
 Brylee Farms ph "A" plat 5 Bond
 Reduced

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

1st Bond Release	
Original Bond Amount:	\$ 49,893.69
Previous Release Amount:	\$ -
Amount to Release this Period:	\$ 1,500.00
Amount Remaining in Bond:	\$ 48,393.69

Bond Releases Summary	
#1	\$ 1,500.00
#2	\$ -
#3	\$ -
#4	\$ -
TOTAL	\$ 1,500.00

11/8/2022

							QUANTITIES COMPLETED			MONIES RELEASED	
ITEM	DESCRIPTION	ORIGINAL QUANTITY	REDUCED QUANTITY	UNIT	UNIT COST	TOTAL	Previous Period	This Period	% to date	This Period	To Date
1	SITE PREP.										
a	Mobilization	1	0	LS	\$10,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
b	Clear and grub	301435	0	SF	\$0.05	\$0.00	0	301435	100%	\$0.00	\$0.00
c	Rough grade	62291	0	SF	\$0.15	\$0.00	0	62291	100%	\$0.00	\$0.00
2	ROADWAY IMPROVEMENTS										
a	3 inch Surface Course	33885	0	SF	\$1.30	\$0.00	0	33885	100%	\$0.00	\$0.00
b	6 inch Road base(also behind curb)	1797	0	TON	\$17.00	\$0.00	0	1797	100%	\$0.00	\$0.00
c	9 inch sub-base(e-fill)9behind curb)	2040	0	TON	\$12.00	\$0.00	0	2040	100%	\$0.00	\$0.00
d	30" curb & gutter	2274	0	LF	\$21.00	\$0.00	0	2274	100%	\$0.00	\$0.00
e	5' Sidewalk	2241	0	LF	\$25.00	\$0.00	0	2241	100%	\$0.00	\$0.00
f	Street/stop signs	4	0	EA	\$300.00	\$0.00	0	4	100%	\$0.00	\$0.00
g	ADA access ramps for trail	2	1	EA	\$1,500.00	\$1,500.00	0	2	100%	\$1,500.00	\$1,500.00
3	CULINARY WATER										
a	8" culinary water c-900	1199	0	LF	\$25.00	\$0.00	0	1199	100%	\$0.00	\$0.00
b	8" gate valve	3	0	EA	\$1,800.00	\$0.00	0	3	100%	\$0.00	\$0.00
c	Fire Hydrant	3	0	EA	\$8,000.00	\$0.00	0	3	100%	\$0.00	\$0.00
d	3/4" water service	36	0	EA	\$1,800.00	\$0.00	0	36	100%	\$0.00	\$0.00
e	Import pipe bedding	312	0	TON	\$12.00	\$0.00	0	312	100%	\$0.00	\$0.00
f	Imported trench fill	312	0	TON	\$10.00	\$0.00	0	312	100%	\$0.00	\$0.00
g	Connect to existing	3	0	EA	\$1,100.00	\$0.00	0	3	100%	\$0.00	\$0.00
4	STORM DRAIN										
a	12" RCP	31	0	LF	\$48.00	\$0.00	0	31	100%	\$0.00	\$0.00
b	15" RCP	347	0	LF	\$52.00	\$0.00	0	347	100%	\$0.00	\$0.00
c	Connect to existing	1	0	EA	\$1,500.00	\$0.00	0	1	100%	\$0.00	\$0.00
d	Combo box	2	0	EA	\$4,000.00	\$0.00	0	2	100%	\$0.00	\$0.00
e	48" manholes	1	0	EA	\$2,800.00	\$0.00	0	1	100%	\$0.00	\$0.00
f	Curb inlet boxes	2	0	EA	\$2,800.00	\$0.00	0	2	100%	\$0.00	\$0.00
g	Imported pipe bedding	154	0	TON	\$12.00	\$0.00	0	154	100%	\$0.00	\$0.00
h	Imported trench fill	92	0	TON	\$10.00	\$0.00	0	92	100%	\$0.00	\$0.00
5	SEWER										
a	8" Sewer pipe	1199	0	LF	\$34.00	\$0.00	0	1199	100%	\$0.00	\$0.00
b	4" sewer laterals	9	0	EA	\$1,400.00	\$0.00	0	9	100%	\$0.00	\$0.00
c	48" sewer manholes	1	0	EA	\$3,500.00	\$0.00	0	1	100%	\$0.00	\$0.00
d	60" sewer manholes	1	0	EA	\$5,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
e	Connect to existing	1	0	EA	\$1,000.00	\$0.00	0	1	100%	\$0.00	\$0.00
f	Import pipe bedding	244	0	TON	\$12.00	\$0.00	0	244	100%	\$0.00	\$0.00
g	Imported trench fill	813	0	TON	\$10.00	\$0.00	0	813	100%	\$0.00	\$0.00
TOTAL CONSTRUCTION COST						\$1,500.00					
Original 10% Bond Coverage						\$48,393.69	Released this Period			\$1,500.00	
TOTAL BOND AMOUNT:						\$49,893.69					

Christopher T. Trusty P.E.
 Engineering Director

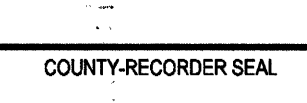
11/9/22
 Date

Robert Ballif
 Engineering Tech 1

11/8/22
 Date

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0155
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

ROCKY MOUNTAIN POWER DATE
Ryan R. Hansen 10-27-2022

SCALE: 1" = 40'			
SURVEYOR'S SEAL 	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL 	COUNTY-RECORDER SEAL 



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

Monday, April 18, 2022

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

SUBJECT: Majors Subdivision phase 'A' plat 1 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

MAJORS SUBDIVISION

A PART OF SECTIONS 11, 12, 13, & 14, TOWNSHIP 6 SOUTH, RANGE 2 WEST, S.L.B.&M.
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

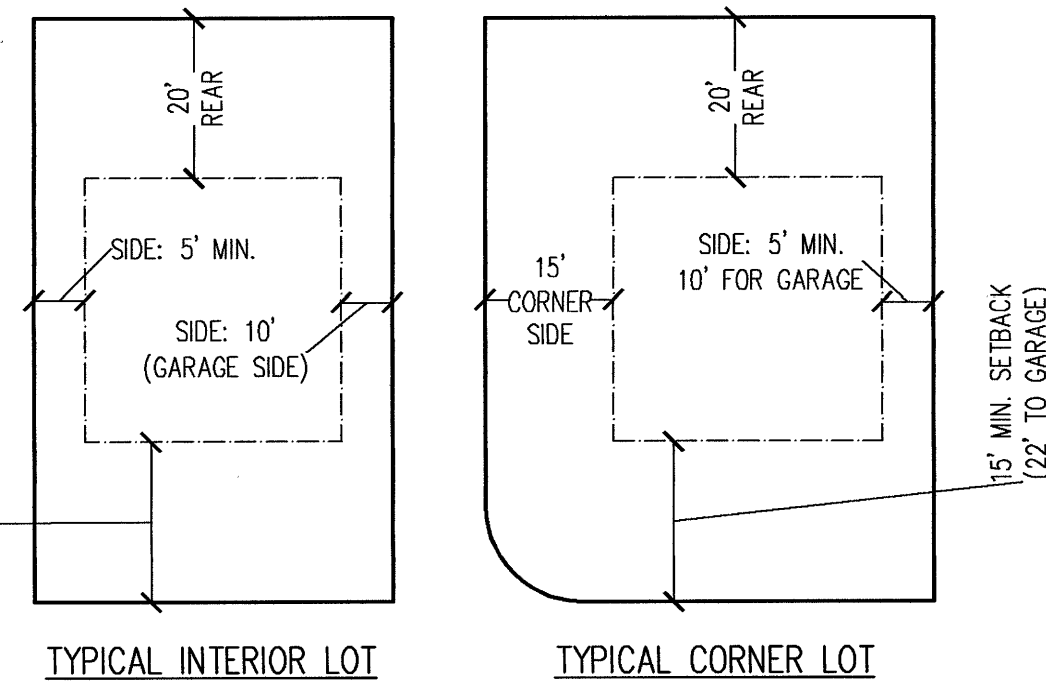
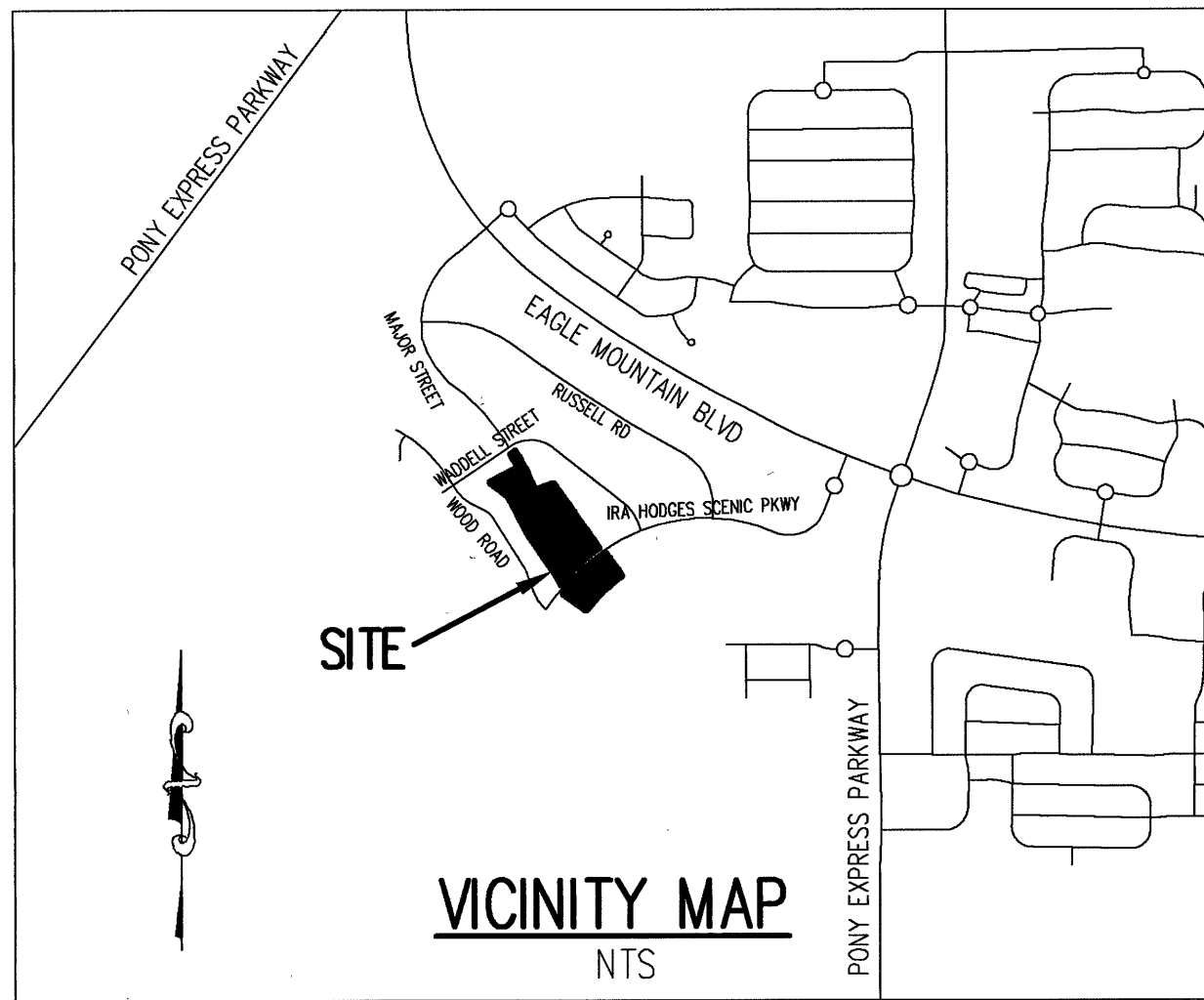
UNIFIED FIRE AUTHORITY NOTE:

STREETS 26 FT TO 32 FT NEED "NO PARKING" SIGN ON THE SAME SIDE OF THE ROAD AS FIRE HYDRANTS.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	1944.00	117.88	3°28'27"	117.86	N 29°46'18" W
C2	1995.00	350.72	10°4'21"	350.27	S 26°28'24" E
C3	1435.00	433.31	17°18'4"	431.67	S 45°51'7" W
C4	1385.10	483.80	20°0'46"	481.35	N 45°18'32" E
C5	1425.50	24.50	0°59'6"	24.50	N 36°48'31" E
C6	1425.50	20.01	0°48'15"	20.01	N 36°53'56" E
C7	1425.50	4.50	0°10'51"	4.50	S 36°24'23" W
C8	1384.00	109.43	4°31'49"	109.40	N 38°34'52" E
C9	1384.00	109.50	4°31'59"	109.47	N 43°6'46" E
C10	1384.00	109.49	4°31'58"	109.46	N 47°38'45" E
C11	1384.00	110.55	4°34'35"	110.52	N 52°12'11" E
C12	1384.00	119.98	0°49'38"	119.98	N 54°54'8" E
C13	1384.00	458.94	18°59'59"	456.84	N 45°48'57" E
C14	1435.00	203.75	8°8'7"	203.58	N 41°16'8" E
C15	1435.00	39.59	1°34'51"	39.59	N 46°7'37" E
C16	1435.00	39.59	1°34'51"	39.59	N 47°42'28" E
C17	1435.00	150.38	6°0'15"	150.31	N 51°30'11" E
C18	15.00	23.15	88°25'8"	20.92	N 87°17'33" W
C19	15.00	23.15	88°25'10"	20.92	N 17°37' E
C20	425.00	59.23	7°59'4"	59.18	N 39°5'27" W
C21	400.00	55.74	7°59'4"	55.70	N 39°5'27" W
C22	375.00	52.26	7°59'4"	52.22	N 39°5'27" W
C23	925.00	38.22	2°22'4"	38.22	N 33°54'53" W
C24	925.00	135.13	8°22'11"	135.01	N 38°32'46" W
C25	925.00	47.56	2°56'46"	47.56	N 22°53'17" W
C26	925.00	220.91	13°41'1"	220.39	N 28°15'24" W
C27	900.00	214.94	13°41'1"	214.43	N 28°15'24" W
C28	875.00	208.97	13°41'1"	208.48	N 28°15'24" W
C29	875.00	59.29	3°52'56"	59.28	N 33°9'27" W
C30	875.00	149.68	9°48'5"	149.50	N 26°18'56" W
C31	1945.00	88.02	2°35'34"	88.01	N 22°42'41" W
C32	1945.00	135.11	3°58'49"	135.09	N 25°59'52" W
C33	1945.00	223.13	6°34'23"	223.01	N 24°42'5" W
C34	1970.00	346.36	10°4'25"	345.92	N 26°27'6" W
C35	1995.00	0.77	0°1'19"	0.77	N 21°25'33" W

Scale 1" = 60'



SETBACK DIAGRAM

FIRSTDIGITAL TELECOM

FirstDigital Telecom certifies that it will provide telecommunications services to this subdivision utilizing the trenches provided by the developer as per the FirstDigital Telecom Utah No.1Tariff.

10-13-2022
DATE

DIRECT COMMUNICATIONS

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

10/13/2022
DATE

DOMINION ENERGY UTAH

Questar Gas Company dba Dominion Energy Utah, hereby approves this plot solely for the purposes of confirming that the plot 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 or other rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval, or acknowledgment of any terms contained in the plat, including those set forth in the Owner Dedication or in the Notes, and does not constitute a guarantee of particular terms or conditions of natural gas service. For further information please contact Dominion Energy Utah's Right-of-Way Department at 800-366-8532.

QUESTAR GAS COMPANY
dba DOMINION ENERGY UTAH

Approved this 13 day of October, 2022

By: *Christy E. Edwards*

Title: *Per-Cem*

ROCKY MOUNTAIN POWER

- 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 § 17-27a-603(4)(c)(ii) Rocky Mountain Power accepts delivery of the PUE as described in this plat and approves this plat solely for the purpose of confirming that the plat contains public utility easements and approximates the location of the public utility easements, but does not warrant their precise location. Rocky Mountain Power may require other easements in order to serve this development. This approval does not affect any right that Rocky Mountain Power has under:
 - A recorded easement or right-of-way
 - The law applicable to prescriptive rights
 - Title 54, Chapter 8a, Damage to Underground Utility Facilities, or
 - Any other provision of law

SURVEYOR:
AZTEC ENGINEERING
732 NORTH 780 WEST
American Fork, UTAH 84003
(801) 224-7308

10-13-22
DATE

SURVEYOR'S CERTIFICATE

I, AARON D. THOMAS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6418780 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND IN LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

Oct. 12, 2022
DATE

AARON D. THOMAS (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

NORTH PARCEL
BEGINNING AT A POINT LOCATED SOUTH 00°27'29" WEST 265.90 FEET ALONG SECTION LINE FROM THE NORTHEAST CORNER OF SECTION 14, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN;

THENCE N 34°17'46" W, A DISTANCE OF 354.13 FEET; THENCE N 27°37'00" W, A DISTANCE OF 329.19 FEET; THENCE N 52°34'40" W, A DISTANCE OF 176.27 FEET; THENCE N 29°41'34" W, A DISTANCE OF 15.38 FEET; THENCE N 61°57'52" E, A DISTANCE OF 74.85 FEET; THENCE N 61°57'54" E, A DISTANCE OF 180.00 FEET; THENCE ALONG THE ARC OF A 1,944.00 FEET RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 03°28'27" FOR 117.88 FEET (CHORD BEARS N 29°46'18" W 117.86 FEET); THENCE N 58°36'07" E, A DISTANCE OF 4.02 FEET; THENCE N 56°50'47" E, A DISTANCE OF 50.02 FEET; THENCE ALONG THE ARC OF A 1,995.00 FEET CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10°04'21" FOR 350.72 FEET (CHORD BEARS S 26°28'24" E 350.27 FEET); THENCE N 68°51'01" E, A DISTANCE OF 154.54 FEET; THENCE S 35°06'07" E, A DISTANCE OF 643.20 FEET; THENCE ALONG THE ARC OF A 1,435.00 FEET CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 17°18'04" FOR 433.31 FEET (CHORD BEARS S 45°51'07" W 431.67 FEET); THENCE N 27°39'52" W, A DISTANCE OF 109.10 FEET; THENCE N 34°17'46" W, A DISTANCE OF 38.50 FEET TO THE POINT OF BEGINNING.

CONTAINING 349,854 SQUARE FEET OR 8.0315 ACRES, MORE OR LESS.

SOUTH PARCEL
BEGINNING AT A POINT LOCATED SOUTH 00°27'29" WEST 461.60 FEET ALONG SECTION LINE AND EAST 86.59 FEET FROM THE NORTHEAST CORNER OF SECTION 14, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN;

THENCE ALONG THE ARC OF A 1,385.10 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 20°00'46" FOR 483.80 FEET (CHORD BEARS N 45°18'32" E 481.35 FEET); THENCE S 35°06'07" E, A DISTANCE OF 235.00 FEET; THENCE S 54°58'06" W, A DISTANCE OF 19.03 FEET; THENCE S 52°08'26" W, A DISTANCE OF 91.74 FEET; THENCE S 47°36'28" W, A DISTANCE OF 90.95 FEET; THENCE S 43°04'30" W, A DISTANCE OF 90.95 FEET; THENCE S 38°32'33" W, A DISTANCE OF 91.74 FEET; THENCE S 35°43'06" W, A DISTANCE OF 18.90 FEET; THENCE N 54°42'12" W, A DISTANCE OF 234.81 FEET; THENCE N 54°41'54" W, A DISTANCE OF 0.23 FEET TO THE POINT OF BEGINNING.

CONTAINING 104,477 SQUARE FEET OR 2.3985 ACRES, MORE OR LESS.

BASIS OF BEARING = UTAH STATE PLANE COORDINATE SYSTEM OF 1927, CENTRAL ZONE

341512023 Map 18623
ANDREA ALLEN
UTAH COUNTY RECORDER
2023 Jan 19 3:21 PM FEE \$2.00 BY TH
RECORDED FOR EAGLE MOUNTAIN CITY

EAGLE MOUNTAIN DEVELOPER PLAT 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, streets, parks, open spaces, easements and other public uses as designated on the plat and now do hereby dedicate under the provisions of 10-9a-607, Utah Code, without condition, restriction or reservation to Eagle Mountain City, Utah, all streets, water, sewer and other utility easements and improvements, open spaces shown as public open spaces, parks and all other places of public use and enjoyment to Eagle Mountain City, Utah, together with all improvements required by the Development Agreement between the undersigned and Eagle Mountain City for the benefit of the City and the inhabitants thereof.

OWNER(S):
PRINTED NAME OF OWNER
EMH Development LLC
AUTHORIZED SIGNATURE(S)
J. Walden
10/25/22

ACKNOWLEDGMENT

On the 25 day of October, 2022, 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 acknowledged to me that the Owners Dedication was executed by them on behalf of the Owners.

MY COMMISSION EXPIRES: July 31, 2024
NOTARY PUBLIC SIGNATURE

713309
COMMISSION NUMBER
Christina Hoge Monney
PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION PLAT 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 DAY OF October, 2022.

APPROVED BY MAYOR
APPROVED BY CITY ATTORNEY
APPROVED BY ENGINEER (SEE SEAL BELOW)
ATTEST BY CITY RECORDER (SEE SEAL BELOW)

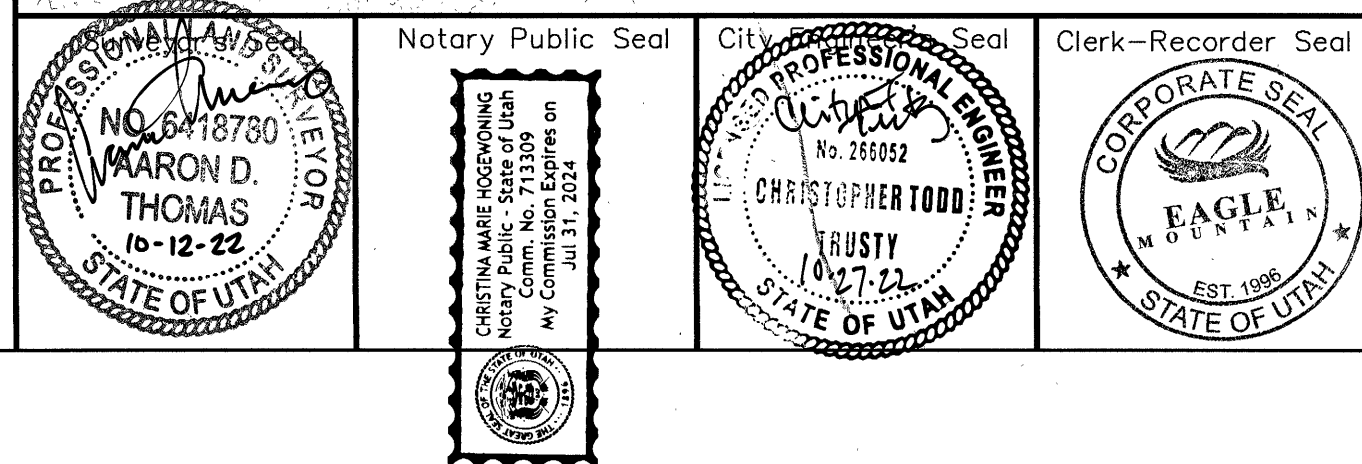
FINAL PLAT 1

MAJORS SUBDIVISION

SUBDIVISION

EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SCALE: 1" = 60 FEET



FIRE NOTE:

THREE (3) FIRE HYDRANTS MEET IFC REQUIREMENTS. NO COMBUSTIBLE CONSTRUCTION UNTIL FIRE HYDRANTS ARE IN PLACE.

PLAT CALCULATIONS

TOTAL ACREAGE: 10.43 ACRES
BUILDABLE ACREAGE: 10.43 ACRES
TOTAL ACREAGE IN LOTS: 8.73 ACRES
PUBLIC RIGHT-OF-WAY: 1.23 ACRES
TOTAL OPEN SPACE: 0.47 ACRES
TOTAL IMPROVED OPEN SPACE: 0.47 ACRES
AVERAGE LOT SIZE: 23,777 SF/0.56 ACRES
LARGEST LOT SIZE: 32,069 SF/0.74 ACRES
SMALLEST LOT SIZE: 20,707 SF/0.48 ACRES
OVERALL DENSITY: 1.53 LOTS/ACRE
TOTAL # OF LOTS: 16 LOTS

NOTES:

- THE PUBLIC USE TRAILS AREA ARE DEDICATED TO EAGLE MOUNTAIN CITY AND MAINTAINED BY EAGLE MOUNTAIN CITY.
- MUNICIPAL UTILITY EASEMENTS AND PUBLIC UTILITY EASEMENTS ON ALL LOTS ARE AS FOLLOWS: 10' ALONG THE FRONT & 5' ALONG THE REAR & SIDES.
- CORNER LOTS MAY FACE EITHER STREET DEPENDING ON BUILDERS PREFERENCE.



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

Tuesday, January 24, 2023

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

SUBJECT: Brandon Park phase "A" plat 14 out of warranty Bond Release

City Recorder:

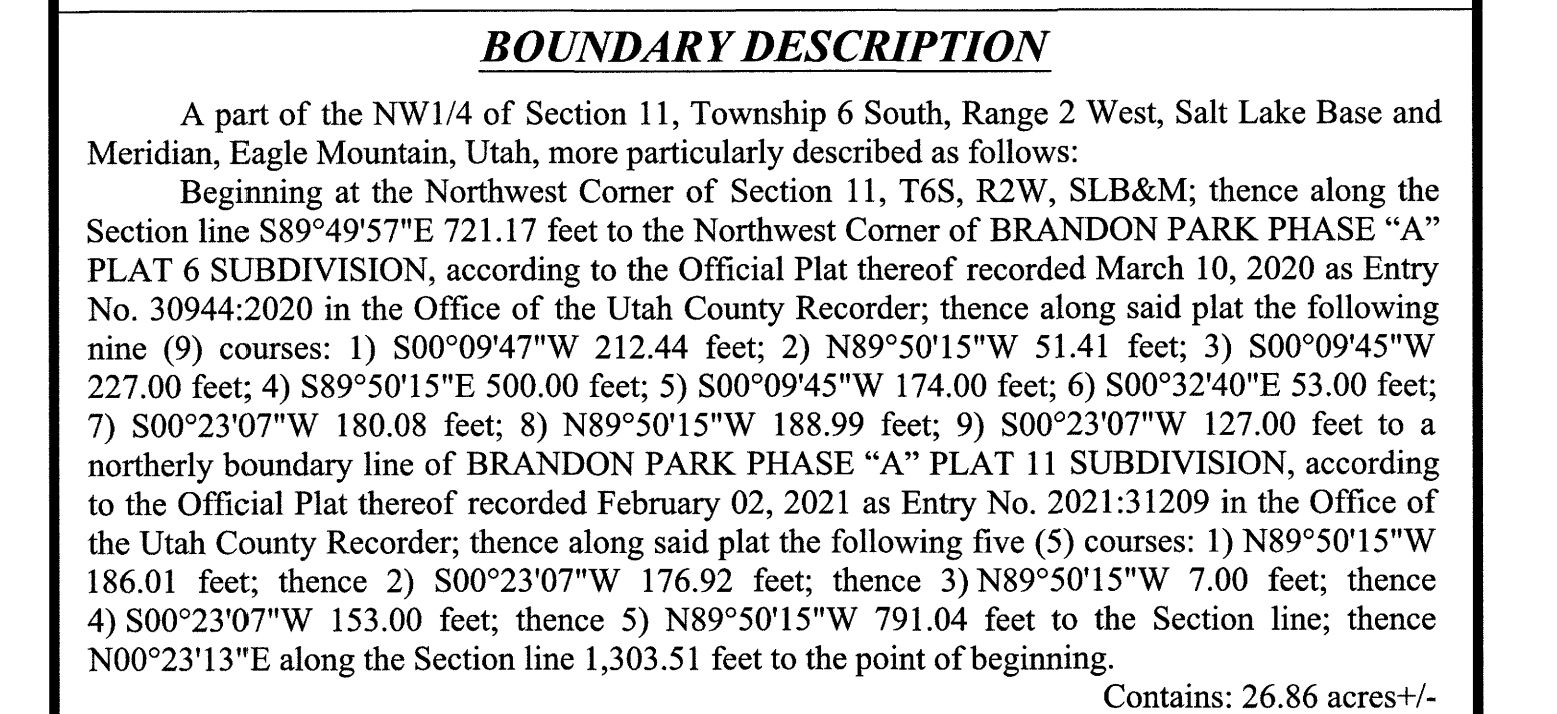
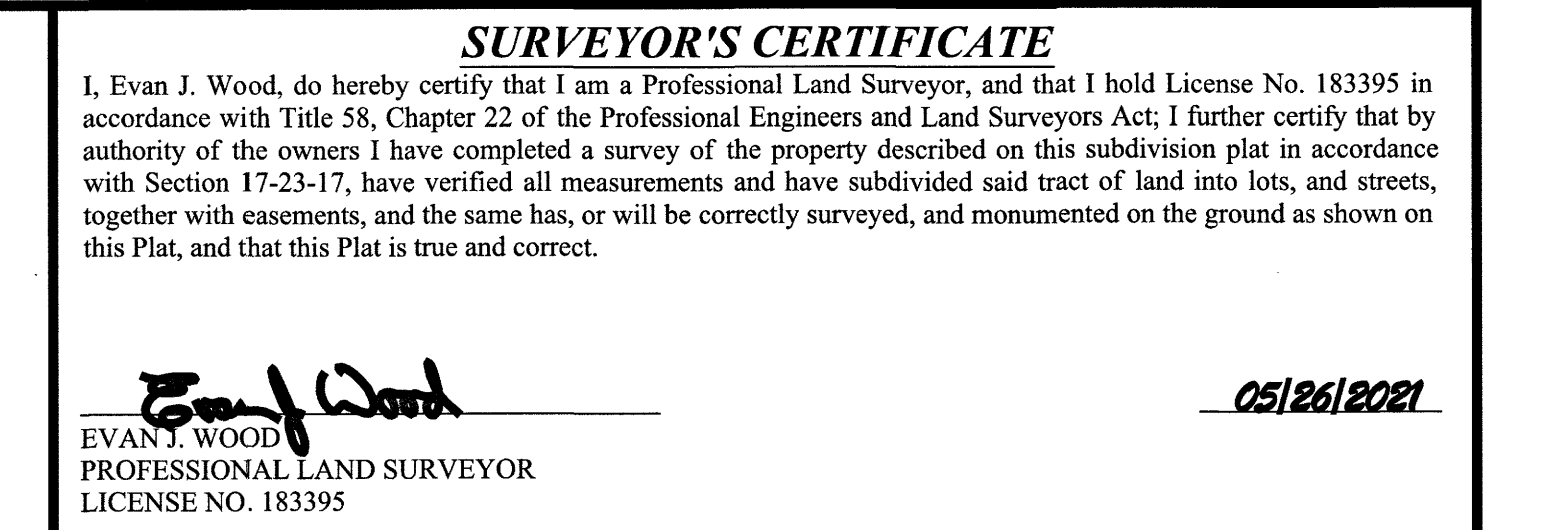
The above referenced subdivision has completed the required one-year maintenance period as required in their development agreement. After performing a walkthrough of this subdivision, I would recommend that the city accepts the subdivision as complete and release all bonds placed by the developer and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

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



OWNER'S CERTIFICATE

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE UNDERSIGNED'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, RESTRICTION OR RESERVATION TO EAGLE MOUNTAIN CITY, UTAH, ALL STREETS, WATER, SEWER AND OTHER UTILITY EASEMENTS AND IMPROVEMENTS, OPEN SPACES SHOWN AS PUBLIC OPEN SPACES, PARKS AND ALL OTHER PLACES OF PUBLIC USE AND ENJOYMENT TO EAGLE MOUNTAIN CITY, UTAH TOGETHER WITH ALL IMPROVEMENTS REQUIRED BY THE DEVELOPMENT AGREEMENT BETWEEN THE UNDERSIGNED AND EAGLE MOUNTAIN CITY FOR THE BENEFIT OF THE CITY AND THE INHABITANTS THEREOF.

OWNER(S): PRINTED NAME OF OWNER <u>Edge Homes Utah, LLC</u> <u>Steve Maddox</u> _____	AUTHORIZED SIGNATURE(S) <u></u> _____
--	---

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF Utah

ON THE 2 DAY OF June A.D. 2021 PERSONALLY APPEARED BEFORE ME, THE
UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF Utah, IN SAID STATE
OF UTAH, Shelly Mae King, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED
TO ME THAT HE/SHE IS THE Manager OF Edenhome Utah L.L.C. A UTAH
L.L.C. AND THAT HE/SHE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND
IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: 7-10-2021

Shelly Mae King
A NOTARY PUBLIC COMMISSIONED IN
UTAH RESIDING IN Utah COUNTY

MY COMMISSION No. 699994

Shelly Mae King
PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS 7 DAY OF July, 2021.



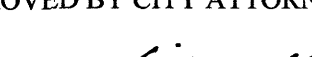
APPROVED BY MAYOR



APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)



APPROVED BY CITY ATTORNEY



ATTEST BY CITY RECORDER
(SEE SEAL BELOW)

BRANDON PARK
PHASE A, PLAT 14
SUBDIVISION
LOCATED IN THE NW1/4 OF SECTION 11, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

ENT 1271072021 Map & 17805 ANDREA ALLEN UTAH COUNTY RECORDER 2021 Jul 19 3:24 pm FEE 138.00 BY JR RECORDED FOR EAGLE MOUNTAIN CITY			
SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	EAGLE MOUNTAIN CITY



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	October 19, 2021 Minutes - Amended		
ITEM TYPE:	Minutes		
FISCAL IMPACT:	N/A		
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Lianne Pengra, Recorder's Office

PRESENTED BY:

Fionnuala Kofoed, Director of Administrative Services/City Recorder

RECOMMENDATION:

Staff recommends the City Council approve the amended minutes for the October 19, 2021 City Council meeting.

BACKGROUND:

Pages 13 through 20 of the minutes contain the Policy Session discussion of the Deed of Conservation Easement for the Deer Haven development. Based on the audio for the motion, the follow changes are presented in the proposed amended minutes:

- "Width of the" easement property is added to condition number 2.
- Section III(E) is corrected to Section III(D) in condition numbers 3 and 4, and the following sections are updated accordingly in conditions 5 through 7.
- Nesting Season is removed from condition number 3, as is, "unless construction will not impede migration or nesting during the proposed construction period."
- The table in condition number 7 is updated to reflect the existing Table 6.10.090 Residential Livestock Requirements at the time of the meeting.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[10.19.2021 City Council Minutes - AMENDED DRAFT](#)

[Table 6.10.090 Residential Zone Livestock Requirements as of Oct 2021](#)



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

October 19, 2021, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

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

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Jeff Weber, Fleet and Facilities Operations Director; Tyler Maffitt, Communications Manager; Eric McDowell, Chief Deputy Sheriff; Robert Ballif, Engineering Assistant; and Greg Stone, Emergency Management Intern.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Kimberly Ruesch, Finance Director; Mack Straw, Public Utilities Manager; Angela Valenzuela, Human Resource Manager; Michele Graves, Library Director; Embret Fossum, UFA Battalion Chief; and Chas Glenn, Administrative Assistant.

Mayor Westmoreland called the meeting to order at 4:08 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATE – City Administrator Items

Wastewater

- Streets, Stormwater, Wastewater and Water crews are working on the creation of four new rapid infiltration basins on the eastern portion of the 80 acres the City recently purchased but rain is slowing efforts.
- The 12-inch pressurized water line is complete.

Water

- All City wells, except Well #1, have been turned off for the season due to decreased City water demands during fall and winter.
- Staff is collecting mobile water reads for the next bill cycle.

Parks

- Cory B. Wride Memorial Park Phase 2 – The lights are operational on the new ten-court pickleball complex. The remaining lights should be completed by the end of the week, weather permitting.
- Silverlake Woodhaven Park – Conduit is being run to allow Rocky Mountain Power to connect the power. The project was delayed due to miscommunication between different agencies and scheduling logistics.
- Pony Express Park Dog Park – Fencing has been ordered and staff will provide an update once the project is complete.

Events

- Halloween Town and Car Show will be held on October 23, 2021, at Cory Wride Memorial Park from 11:00 a.m. to 2:00 p.m.

Engineering

- Pony Express Parkway – Storm drain is being installed from Bobby Wren Boulevard to Eagle Mountain Boulevard. Rocky Mountain Power is moving electric lines prior to paving the trail. The project has experienced weather delays.
- Mid Valley Road preparation will occur this year; however, the project will not be able to be completed this season due to material shortages. The project will be finished in 2022.
- Airport Road - Phase 1 is scheduled to be paved October 28th and 29th. The City Engineer is obtaining appraisals for right-of-way land purchases for Phase 2 from the Church of Jesus Christ of Latter-day Saints, Perry Homes, and other impacted landowners.
- Water Impact Fees Facility Plan – Psomas will provide information to Lewis, Young, Robertson, and Burningham, Inc. The City has elected to obtain additional information before moving forward with the water rate study to determine appropriate incremental increases to City water rates.
- Bobby Wren Boulevard Traffic Signal – Will be installed following Kenny Seng completing construction work at the intersection with Pony Express Parkway. The traffic light is expected to be installed and operational prior to the end of 2021.
- Eagle Mountain Boulevard – The widening project is being designed and will soon be followed by a request for proposals to bid for the contract for the project.
- Well #7 – The well is being designed. Drilling will commence after water rights have been transferred for the well.

Community Development

- Residential Building Permits – The City issued 73 new residential building permits in September, an overall increase of 18% from last year; however, the totals for the past three months are 25% lower than July, August, and September of 2020, possibly in part due to material shortages.
- Affordable Housing Plan – A request for proposals will be posted for an update/rewrite of the City's Economic Development Master Plan and Affordable Housing Plan.
- Code Amendments – The Planning Department is working on 25 Municipal Code amendments.
- Citywide Rezoning – The City is in the process of rezoning properties in existing neighborhoods and properties with expired master development agreements.

- Wildlife Corridor Overlay Zone – an amendment for the rezone for the overlay is being prepared for approval at a future meeting.

Councilmember Curtis requested the City create a steering committee to provide Council input during the creation of the Affordable Housing Plan.

Director of Administrative Services/City Recorder Fionnuala Kofoed stated the City has pending franchise agreement applications for Direct Communications, Silver Lake Internet LLC, and Lumens. The City Attorney has been reviewing the agreements and the City has determined to allow the applications to move forward with a provision that any applicable State statutes and Municipal Code amendments would be implemented into the agreements.

1.B. UPDATE – Eagle Mountain Medical Office Building

Senior Planner Tayler Jensen presented the item. The Planning Commission held a public hearing on October 12, 2021, and voted 4 to 0, with one absentee, to recommend approval of the application. O'Reilly Auto Parts is to the west and Eagle Mountain Dental is to the east of the project. The building will be similar in design to their location in Saratoga Springs on Redwood Road, except that the color palette excludes the bright red color used on the Saratoga Springs building.

Applicant representative Bruce Fallon with WPA Architecture provided the Council will color renderings of the building. White is one of the colors planned and is used to draw attention to the entrance; fiber cement is one of the proposed materials.

Councilmember Curtis stated he would prefer the building not include white.

Mr. Jensen clarified that Municipal Code standards discourage neon colors and do not require only desert landscape colors. Standards require the design to be similar to significant nearby buildings. The Planning Commission evaluation concluded that the proposed design was sufficiently similar to other buildings in the area.

Councilmember Curtis requested the item include detailed examples of the color palette when presented to the Council at an upcoming policy session.

Councilmember Love requested future projects include detailed materials when presented to the Council during work sessions.

1.C. DISCUSSION – Eagle Mountain Emergency Operation Plan

Emergency Management Intern Greg Stone explained the definition, purpose, role, creation, and format of the emergency plan.

Councilmember Clark expressed her support for the Emergency Operation Plan draft. She suggested creating a mechanism to ensure the plan is reviewed every two years, and she requested another department be assigned signage responsibilities to allow the Streets Department to focus

on road repairs during an emergency, and for the City to maintain hard copies of the documents in case an emergency impacts the ability to print the forms.

Mr. Stone explained that including the Federal Emergency Management Agency's five mission areas is not required for funding; however, he felt the information would be beneficial. A portion of the plan addresses levels of emergency based upon City definition assignments for the various levels to support first responders who will be responding in accordance with their agencies' categorization of levels of emergency and to assist the Mayor and Council with determining if a State of Emergency declaration is merited. The plan advises each department to establish a line of authority to provide for alternates to step into the role should the department heads be unable to fulfill their assigned duties.

Councilmember Clark advocated for City discussion to clarify the line of authority should some members be unable to fulfill their assigned responsibilities.

2. AGENDA REVIEW

CONSENT AGENDA

9. AGREEMENTS

9.A. AGREEMENT – Approving a Deed of Conservation Easement.

Discussion ensued regarding whether to remove the item from the consent agenda and acknowledging that prior to the meeting, the Council received feedback from the Eagle Mountain Nature and Wildlife Alliance in discussions between one or two Councilmembers and citizen group representatives. The Council determined to remove the item and place it as a scheduled item during policy session when the applicant would be in attendance.

Councilmember Curtis asked City Attorney Jeremy Cook if the verbiage from the Wildlife Corridor Overlay Zone could be included in the Deed of Conservation Easement as requested by the Eagle Mountain Nature and Wildlife Alliance.

Mr. Cook said he did not feel that any of the verbiage in the overlay was critical to include in the conservation easement documentation, although he did not feel that the applicant Scot Hazard would object to the inclusion of the items requested by the Eagle Mountain Nature and Wildlife Alliance. He clarified that including the overlay standards in the conservation easement would not necessarily provide additional protections as a future Council could repeal or amend either the overlay or a City-held conservation easement or both.

Councilmember Gray expressed concern with the wildlife permeable fencing requiring smooth wire, the maximum height of 42 inches from grade, the minimum 16-inch spacing from the ground to the bottom wire, and for the posts to be spaced at a minimum of 16-foot intervals, as those standards would make the fencing inadequate for retaining livestock. He requested more flexibility with the fencing as he felt that wildlife movement would not be impeded by fencing with barbwire and more closely spaced posts.

Assistant City Administrator/Community Development Director Steve Mumford clarified that the wildlife permeable fencing requirements were recommendations of Shane Hill with the Division of Wildlife Resources.

Mr. Cook stated that the Wildlife Corridor Overlay Zone in Municipal Code includes the same wildlife permeable fencing standards.

Councilmember Gray advocated for amending the wildlife permeable fencing standards in both the Wildlife Corridor Overlay Zone and the conservation easement and inquired how the approval of this item would be impacted by amending the fencing standards in the overlay section of Municipal Code. He said that there should be a balance between protecting wildlife and livestock grazing rights and protected protecting one at the expense of the other.

Councilmember Curtis stated that the standards were likely included intentionally as it is necessary to protect wildlife.

Discussion ensued regarding whether an amendment to Wildlife Corridor Overlay Zone fencing standards should be considered.

12. OQUIRRH MOUNTAIN RANCH

12.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Second Amendment to the Oquirrh Mountain Master Development Plan.

12.B. MOTION – Oquirrh Mountain Ranch Preliminary Plat and Site Plan.

Items 12.A. and 12.B. were presented and discussed concurrently.

Mr. Jensen presented the item. The Oquirrh Mountain Ranch Master Development Plan and Master Development Agreement were approved in 2011 and cover a total of 120.4 acres. At approval, the development was vested with 417 units and 15.5 acres of open space. In 2016, the MDA was further amended reducing the maximum number of units to 346 units and requiring 5.5 acres of improved open space. To date, 54 single-family units and a Church have been developed on 18 acres, leaving approximately 102.4 acres to be developed.

Oquirrh Mountain Ranch has a current density approval of 346 total units, resulting in a density of 2.9 dwelling units per acre, and up to 151 multifamily dwelling units. The existing development is 27 units below the vested unit counts; 7 of 30 vested units were built in pod PA 10, 37 of 39 were built in pod 9a, and 10 of 12 were built in pod 2a. The allowable density in unbuilt pods is 265 units; those units combined with the 54 built units result in an actual maximum density of 319 units.

The applicant has worked with City staff, the Planning Commission, the Division of Wildlife Resources, and the Eagle Mountain Nature and Wildlife Alliance citizen group to dedicate 330

feet along the north and northeast side of the project as wildlife corridor. This area represents a key portion of the corridor where it crosses Pony Express Parkway. The applicants have also agreed to include all the open space east of the eastern cul-de-sac in the wildlife corridor. In addition to this land being deeded to the City, staff recommends that it be rezoned open space and the Eagle Mountain Nature and Wildlife Alliance has requested the entire area have the Wildlife Corridor Overlay.

The Planning Commission voted to recommend approval of Option B with 58 lots with 45-foot frontages, 80 lots with 50-foot frontages, and 68 lots with 55-foot frontages. If Option B were to be approved, the maximum full buildout would be 260 units, with 54 existing and 206 new lots resulting in a total reduction under the actual maximum approval of 86 units/29% and an actual reduction of 59 units/22%. The applicants would prefer the approval of Option A with 61 lots with 40-foot frontages, 109 lots with 45-foot frontages, and 50 lots with 50-foot frontages. If Option A were to be approved, the maximum full buildout would be 283 units, with 54 existing and 229 new lots resulting in a total reduction of 63 units/21% and an actual reduction of 36 units/13%.

City RC development standards require a minimum lot size of 4,500 square feet, an average lot size of 6,000 square feet, a minimum frontage of 58 feet, a front setback of 15 feet, a garage set back of 22 feet, a rear setback of 20 feet, side setbacks of eight feet and 10 feet on the garage side, and a corner set back of 15 feet. Option A proposes the modification of development standards to allow a minimum lot size of 4,000 square feet, a minimum frontage of 40 feet, rear setbacks of 15 feet, and side setbacks of five feet. Option B requests modified development standards for a minimum 45-foot frontage, a 15-foot rear setback, and five-foot side setbacks. The Planning Commission recommended requiring a ten-foot side setback on the garage side.

The Planning Commission recommended approval of Option B for the master development plan for Oquirrh Mountain Ranch B with the conditions:

1. All open space within the wildlife corridor, 330 feet on the northern edge of the project, and all property on both major hills shall be zoned OS-N with the Wildlife Corridor Overlay;
2. All other native open space shall be zoned OS-N;
3. All improved open space, OS-1 through OS-6, shall be zoned OS-I;
4. All residential pods shall be zoned RC;
5. If a lift station is necessary, it shall be owned and maintained by a homeowner's association, along with the property along the southern boundary;
6. The approval of the master development plan is conditional based upon the approval of an amended master development agreement; and
7. The side yard setbacks shall be a minimum of five feet and ten feet on the garage side.

The Planning Commission recommended approval of Option B for the preliminary plat for Oquirrh Mountain Ranch B with the conditions:

1. The preliminary plat shall comply with the development standards approved in the master development plan;
2. The preliminary plat shall include any changes made during the master development plan approval;

3. The applicant shall provide evidence that they meet the RC zone minimum improved open space requirement of 6.5 acres;
4. The side yard setbacks shall be a minimum of five feet and ten feet on the garage side; and
5. The approval is conditional upon the approval of an amended and restated master development agreement.

Mr. Jensen said the plans show the open space east of the potential sewer lift station for the 20-foot sewer line behind the homes as unimproved and native, and the plans indicate sod for the retention pond area. Should the lift station not be required, the acreage would be divided into additional lots or incorporated into the existing lots along the southern border, increasing the depth of the lots.

Discussion ensued regarding the location and size of the land necessary for a lift station, the potential appearance and design of the lift station should one be required, vehicular and manual access requirements for a homeowner's association-maintained lift station, possible requests or conditions for improvements to make the open space more desirable and useable should the lift station be required, the division of the land proposed for the lift station and the sewer line easement behind the homes among the lots should a lift station not be needed, and possible obstacles to the improvement of the area due to topography and rocky soil.

Mr. Mumford recommended amending the master development agreement to require adding the additional acreage of the land to the lots should the lift station not be required. The requirement could also be a condition of approval to the preliminary plat.

13. ORDINANCES/PUBLIC HEARINGS

13.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Repealing Eagle Mountain Municipal Code Chapter 17.70 Accessory Apartments and Replacing it with Chapter 17.70 Accessory Dwelling Units, and Amending Eagle Mountain Municipal Code Section 17.25.030 Land Use Table.

Mr. Mumford presented the item. The purpose of the amendment is to change the name of the chapter to Accessory Dwelling Units (ADUs) to be consistent with Utah State Code; to clarify and add standards related to detached ADUs, including allowing them on 8,000-square-foot lots in the residential zones as previously intended; make changes to be consistent with the Utah Code in relation to internal ADUs; prohibit short-term rentals in ADUs; and add standards for tiny homes to be used as ADUs including minimum sizes, foundation, connection, and utilities.

During this Legislative session, Utah Code 10-9a-403(2)(b) was updated to “In drafting the moderate-income housing element, the planning commission...(iii) shall include a recommendation to implement three or more of the following strategies.” The potential allowable strategies include, “(E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones.” Chapter Nine, Moderate Income Housing, in the Eagle Mountain General Plan, Strategy 6 is to “Allow for accessory dwelling units, including detached units, to be integrated into residential neighborhoods.”

Utah Code 10-9a-530 Internal Accessory Dwelling Units requires that ADUs must be a permitted use in any area zoned primarily for residential use. A municipality may not establish any restrictions or requirements governing size in relation to the primary dwelling, total lot size, or street frontage.

Mr. Mumford presented the following proposed amendments to EMMC 17.70:

- Use “Accessory Dwelling Units (ADUs)” rather than “Accessory Apartments.”
- Require a separate entrance on the side or rear.
- Detached ADU requirements:
 - Height – In accordance with accessory building height in EMMC 17.25.040, generally 20 feet, or 35 feet when above a garage.
 - Size – A minimum of 300 square feet and no larger than 50% of the primary home’s footprint with a maximum of 1,000 square feet and no more than two bedrooms.
 - Setbacks – A minimum of five feet side, eight rear, and six feet from the primary dwelling.
 - Architectural style, building materials, and colors shall be compatible and consistent with the architectural style, materials, and color of the primary dwelling unit.
 - The ADU may have separate utility meters, but both must be in the property owner’s name.
- Off-street parking for one vehicle, in addition to the two vehicles for the primary residence. Tandem driveway parking in front of a garage does not qualify. All parking shall be on a hard surface such as concrete or asphalt. Occupants may not park on the street along the frontage of a neighboring property.
- Short-term rental shall be prohibited. ADUs may not be rented for less than 30 consecutive days.
- Tiny homes are permitted if they are at least 300 square feet, permanently connected to utilities, and attached to a site-built permanent foundation.
- Transfer of Ownership – ADU permits shall remain valid upon sale of the home or transfer of ownership.

Detached ADUs in compliance with EMMC 17.70 would be a permitted use in the RA1, RA2, RD1, RD2, FR, R1, R2 zones, permitted on lots greater than 8,000 square feet in the R3 and RC zones, and prohibited in the MF1 and MF2 zones. ADUs within the primary residence in compliance with EMMC 17.70 would be a permitted use in all zones except the MF1 and MF2.

Detached ADU size on a quarter-acre or larger lots is currently proposed at a maximum of 1,000 square feet. Recently proposed ADUs have been about 1,200 square feet but still only include two bedrooms and would still be limited by the footprint of the primary dwelling and limited to two bedrooms. Code requires the architecture to be similar to the primary dwelling. However, should the garage have a different design than the home, does the Council feel it appropriate to allow an ADU above a garage to be built with architectural design that matches the garage rather than the primary dwelling?

The Planning Commission recommended approval with a 4 to 1 vote, with the following changes:

1. EMMC 17.70.030(4) “an accessory dwelling unit in a basement must have a separate exterior entrance on either the side or rear of the building;”

2. References in EMMC 17.70 to “accessory apartments” shall be changed to “accessory dwelling units;”
3. EMMC 17.70.030(4)(C)(i), “Stand-alone units may not exceed two stories in height;” and
4. EMMC 17.70.030(4)(C)(ii), “Size. A detached accessory apartment must be a minimum of three hundred (300) square feet and may not be larger than 50% of the primary home’s footprint (including garage), up to a maximum of 1,000 square feet. Detached accessory dwelling units may not have more than two (2) bedrooms,” shall be removed from the standards or modified if staff determines the requirement is in conflict with Utah Code 10-9a-403.

Additional proposed verbiage amendments to EMMC Chapter 17 include:

- 17.10.030: “Definitions. Accessory dwelling unit (ADU)~~apartment~~” is an independent habitable living unit, with a kitchen, bath facilities, and its own entryway, which is: 1) within or attached to an owner-occupied single-family residential dwelling, or 2) within a separate detached accessory structure, or above a detached garage, on a single-family lot. Does not include motor homes, fifth-wheels, travel trailers, campers, or other housing units on wheels. ~~means a self-contained second living unit which is built into or attached to an existing single-family dwelling. The apartment is private and generally equal to or smaller than the primary unit and usually contains one or two bedrooms, bath, sitting room, kitchen, and a separate entrance. Accessory apartments may be located in any part of the house depending upon the availability of usable space.~~
- 17.95.110: “Expiration of permits. A change in tenancy, ownership or management of a conditional use shall not affect the status of a conditional use (with the exception of ~~accessory apartments~~ and home businesses), which remains otherwise unchanged, nor shall such a change be interpreted to permit a departure from the conditions of approval and the approved plans. [Ord. O-02-2006 § 3 (Exh. 1 § 19.11); Ord. O-23-2005 § 3 (Exh. 1(1) § 19.11)].”
- “Accessory apartments” amended to “accessory dwelling units (ADUs) on Table 17.05.200(a) and footnote 1 to the residential development standards in 17.25.040.

Mr. Mumford presented examples of 446-square-foot studio, 793-square-foot one-bedroom, and 955-square-foot two-bedroom ADUs and potential placements for various sizes of ADUs on 8,000-square-foot lots.

Councilmember Curtis expressed concern that the proposed standards could be interpreted to allow shipping containers with facades that match the primary dwelling to be used as ADUs. He prefers a 400- to 450-square-foot tiny home minimum square footage rather than 300 square feet and prohibiting shipping containers. Should the Council elect to allow shipping container ADUs, he would want strict design standard requirements. He explained that he is in support of ADUs as the primary strategy to address the affordable housing requirements and clarified that his main concern is beauty and quality rather than size. He is undecided on whether to allow tiny homes.

Discussion ensued regarding shipping container and tiny home sizes, concerns with shipping container ADUs, whether building a foundation under a shipping container would make it permissible, and potentially prohibiting shipping containers.

Councilmember Clark recommended more strict standards to begin with then increasing allowances as necessary for desirable uses that may have been overlooked.

Mr. Mumford stated shipping containers and tiny homes or tiny homes under a certain size could be added to the prohibited dwelling unit types in EMMC 17.10.030 Definitions.

Councilmember Burnham noted parking issues generated by ADUs, especially should ADUs be the primary strategy for addressing affordable housing, and advocated for ADUs to be a part of the strategy rather than the only tactic.

Councilmember Curtis stated he feels that apartment complexes generate more parking issues than ADUs.

Mr. Mumford stated that the standards limit the number of occupants of an AUDs to no more than two unrelated individuals or a family which could result in one to three additional vehicles even though the State limits the City to requiring one additional parking space.

Discussion ensued regarding parking concerns and strategies to address those concerns.

13.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Rezoning Utah County Parcel 59:045:0065 and a Portion of Parcel 59:045:0064 to the Public Facilities Zone.

Mr. Jensen presented the item. Fire Station 251 is currently located near City Hall in an aging facility. This proposal would allow for the construction of a new facility and would shift operations to this new location. The Future Land Use Plan (FLUP) designates this property as Community Commercial.

14. SPRING RUN

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Fourth Amendment to the Spring Run Master Development Plan.

14.B. MOTION – Spring Run Preliminary Plat, Phase D.

Items 14.A. and 14.B. were presented and discussed concurrently.

Mr. Jensen presented the item. Spring Run Phase D was approved for 178 single-family units. Plats 1, 2, 3, and 4 have been built with 114 units and 68 units are proposed for plats 5, 6, and 7. The total number increased by 4 to 182. Staff requested the road connection to be revised which is where this change started. Spring Run MDA was approved on May 5, 2021, for up to 1,016 units. The MDA was amended July 29, 2015, for up to 951 dwelling units and further amended on October 18, 2016, for up to 621 dwelling units. The proposal is for changes in parcels 1, 2, 5, 6, and 9 of the MDA comprising 69.96 acres and allowing up to 268 units for an overall density of 3.83 dwelling units per acre. The proposed plat is for 68.55 acres with 182 dwelling units and a density of 2.72 dwelling units per acre. Cul-de-sacs are discouraged in the connectivity code and are generally prohibited in the R1, R2, R3, and RC zones per EMMC 16.30.090(C)(3) unless there

is clear and convincing evidence that a cul-de-sac is necessary due to reasons such as topography. EMMC 16.30.090(C)(4) requires hard surface pedestrian connections between cul-de-sacs, the application is proposing to not put pedestrian connections between the two cul-de-sac in Plat 5 due to topographical concerns.

The Planning Commission unanimously recommended approval of the amendments to the master development plan and preliminary plat with no conditions.

Mr. Jensen explained that the applicant requested an exemption to connecting the two cul-de-sacs due to grade differences between the sites and the short block length.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 6:12 p.m.

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

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

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Councilmember Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Assistant City Administrator/Community Development Director; Tayler Jensen, Planner; Chris Trusty, City Engineer; Kimberly Ruesch, Finance Director; and Embret Fossum, UFA Battalion Chief.

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:08 p.m.

5. PLEDGE OF ALLEGIANCE

Mayor Westmoreland led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Join us for Eagle Mountain's Halloween Town and Car Show. This event will take place at Cory Wride Memorial Park from 11:00 a.m. to 2:00 p.m. on October 23rd. Join us for trick-or-treating from local vendors. Food trucks will be on-site for food purchases as well.

- Be Ready Eagle Mountain will hold a School Safety and Mental Illness Event on Thursday, October 21, 2021, at 7:00 p.m. at City Hall with special guest speakers Sarah Bush and Laura Hall Columbine School shooting survivors.

To receive City notifications, including emergency info, news events, and traffic alerts, sign up at emcity.org/notifyme.

7. PUBLIC COMMENTS

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

Bettina Cameron said she was speaking on behalf of the Eagle Mountain Nature and Wildlife Alliance citizen group. She addressed the fencing discussion for the conservation easement during work session. She said the height of the wire from grade for wildlife permeable fencing is to allow fauns to crawl under the fencing, the smooth wire requirement is to protect fauns from barbed wire injury, and the height limitation is to allow wildlife to jump over the fence. She believes the fence post spacing requirement is to allow herds to pass over the fence in groups. She stated that both of the proposed wildlife corridors are primary. The west section will have increased density and no native vegetation. As the City builds out, they believe the wildlife will begin to utilize the eastern path through Deer Haven and Cedar Pass Ranch with more frequency. She advocated for the standards for the conservation easement approval to only apply to the Deer Haven development due to the unique features of the terrain and development. She explained the provisions the citizen group requested to be included in the conservation easement requirements that had been emailed to staff and the City Council including prohibiting future residents from removing the survey signs and markers from their property within the easement; for a 50% width of easement property to remain free of hard surfaces, structures, and storage; prohibiting all construction of any kind including trails and fencing during the mule deer migration season and nesting season; adding current Municipal Code standards for hillside development and sensitive areas and lighting pollution in the verbiage for the conservation easement to retain the standards in the easement should Municipal Code standards be amended; and to limit the number of allowed livestock to current standards as outlined in Table 6.10.090.

Mayor Westmoreland closed public comment at 7:25 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Clark

Councilmember Clark welcomed the public and first responders in attendance. She thanked the public, Ms. Cameron, and the developer for their hard work and dedication to benefit the community and make the wildlife corridor a reality.

Councilmember Love

Councilmember Love echoed Councilmember Clark's sentiments.

Councilmember Burnham

Councilmember Burnham mentioned that residents informed her that the Tyson facility sustained damage during a previous storm and Tyson employees spent several days cleaning up the resulting debris. She encouraged Code Enforcement to enforce City requirements to ensure other developers and residents clean up after inclement weather events promptly.

Councilmember Curtis

Councilmember Curtis clarified his comment regarding the Eagle Mountain Nature and Wildlife Alliance during the previous meeting was due to not wanting to single out an individual in the group. He has since spoken with the individual and worked through the issue. He invited the Councilmembers to cook and serve at a veteran's breakfast on Saturday, November 13th at Ranches Academy.

Councilmember Gray

Councilmember Gray said that he is excited to see the outcome of the election. He congratulated and praised the candidates for their vigorous campaigning efforts.

Mayor Westmoreland

Mayor Westmoreland welcomed and thanked those in attendance.

CONSENT AGENDA

9. AGREEMENTS

9.A. AGREEMENT – Approving a Deed of Conservation Easement.

10. BOND RELEASES

10.A. Brandon Park Phase A, Plat 6 – Out of Warranty

11. MINUTES

11.A. October 5, 2021 Minutes – Regular City Council Meeting

MOTION: *Councilmember Curtis moved to approve the consent agenda removing item 9.A. and placing it as a scheduled item. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

9. AGREEMENTS

9.A. AGREEMENT – Approving a Deed of Conservation Easement.

Councilmember Love inquired if the Deer Haven Proposed Easement Controls for Wildlife Corridor and Nature Trail should be included in the conservation easement agreement.

Applicant Scot Hazard said he submitted the Deer Haven Proposed Easement Controls for Wildlife Corridor and Nature Trail with the preliminary plat documentation and he has every intention of fulfilling those commitments even though the easement controls were not included as a condition of approval for the preliminary plat. He believes it would be inappropriate to include the easement controls in the conservation easement agreement.

The Council discussed verbiage requested to be included in the conservation easement received via an email sent to the Council prior to the meeting by the Eagle Mountain Nature and Wildlife Alliance citizen group including an amendment to Section II(A)(ii): “Upon two (2) business days prior notice to Grantor, and without unreasonably interfering with Grantor's use and quiet enjoyment of the Easement Property as restricted by this Easement, to enter upon the Easement Property at reasonable times and in a reasonable manner in order to monitor Grantor's compliance with and otherwise enforce the terms of this Easement, provided that in the absence of evidence which gives Grantee a reasonable basis to believe there has been a violation of the provisions of this Easement (which evidence shall be made available to Grantor), such entry shall not occur more often than twice annually;”

Councilmember Love stated that prior to the meeting, the applicant agreed to change Section II(A)(ii) to allow access to the property four times rather than twice annually.

Councilmember Curtis asked if the changes include the Eagle Mountain Nature and Wildlife Alliance’s request to add “The Grantee, however, can perform maintenance or improve the 15’ public trail at any time.”

Mr. Hazard explained that he was not amenable to allow the Grantee to perform trail maintenance at any time because the trail will be located on private property and there should not be a need for anyone to enter another person’s backyard at any time to conduct whatever they want to do. He feels the two-day notice period is reasonable and will prevent trail maintenance during times the residents have activities planned in their backyards and allowing unlimited access to the backyards seems extreme to him. Access might be merited on occasion to repair the trail or plant native vegetation. The 15-foot trail system would be publicly accessible year-round and the City would have constant access to the dedicated property around the wash.

Councilmember Gray asked if the agreement needed to include clarification that access to the public trail for recreation would be available year-round.

City Attorney Jeremy Cook explained the trail would require a separate easement and would be designated on the recorded plat.

The Eagle Mountain Nature and Wildlife Alliance citizen group recommended the following amendment to replace Section III (A) Construction of Structures, Section III (B) Recreational Amenities, and Section III (C) prepared by City Attorney Jeremy Cook, the applicant, and applicant counsel, “Section III(B): Limitation on Hard Surfaces, Structures and Storage. **In order to maintain open space that is easily traversable by mule deer**, not more than a 20% of the total surface area of the Easement Property on any subdivided parcel of property may be utilized for the combination of any of the following: parking pad(s); sheds or other enclosures; outbuildings;

above-ground structures; pavilions; parking or storage of vehicles, trucks, RVs, boats, trailers, campers or other recreational or commercial vehicles; storage of equipment; storage of construction or commercial materials (except for materials that are being utilized for active construction on the property); skateboard ramps, swimming pools, tennis courts, basketball courts, trampolines or other recreational amenities; or containers or any other human-made objects. At least half of the Easement Property will remain unobstructed; no hard surfaces, structures, and storage shall exceed 50% of the width of the Easement Property.”

Mr. Cook explained he had elected to retain swimming pools, despite the applicant expressing willingness to have swimming pools excluded from the easement, to provide for cases where the installation of a swimming pool could result in encroachment of a few feet into the easement as he felt swimming pools would not be any more impactful than the other structures or increase the risk to the wildlife more than a swimming pool located just outside of the easement.

Councilmember Love agreed that due to the likelihood of swimming pools and hot tubs being located in proximity to the home, she would not object to allowing swimming pools in the conservation easement because the majority of the pool would likely be located outside of the easement.

Mr. Hazard had no objections to retaining or excluding swimming pools and hot tubs from the easement; nevertheless, retaining the same standards for recreational amenities would be clearer, more practical, and easier to enforce. He agreed to allow the addition of “any other human-made objects” and “at least half of the Easement Property will remain unobstructed; no hard surfaces, structures, and storage shall exceed 50% of the width of the Easement Property.”

The citizen group requested the following underlined additions to and language removal from Section III (E) Mule Deer Migration Season and Nesting Season, “Mule deer migration season refers to the time of year the mule deer migrate between their winter and summer ranges and occurs between March 15th and ~~April 30th~~ May 15th and December 1st through January 15th annually. Nesting season refers to the period of the year in which birds are building nests and raising young and occurs between March 15th and July 31st annually (together the “**Restricted Seasons**”). The following uses shall not be permitted on the Easement Property during the Restricted Seasons:

- i. Construction of any kind, including the construction of trails and/or fences, ~~unless construction will not impede migration or nesting during the proposed construction period; or~~

Councilmember Love asked if Mr. Hazard would accept the request to limit all construction activities between March 15th to July 31st and December 1st and January 15th annually to begin January 1, 2023, after the completion of the development.

Mr. Hazard suggested the standard go into effect after the completion of the development improvements as he intends to complete the development prior to 2023. He asked that construction activity be allowed outside of the corridor during that time and to allow the transportation of the construction materials through the corridor to access the lots on the opposite side of the wash. He noted that the restrictive seasons only allow a few months of the year for residents to make improvements in the corridor including landscaping which could be onerous. He inquired if it was

necessary to restrict construction activities during the nesting season in addition to the migration season and suggested reducing the restriction to March 15th through May 15th annually.

Discussion ensued clarifying that only landscaping installation, not maintenance, would be considered construction activity and methods to balance protecting the success of the corridor and preserving personal property rights regarding limitations on construction activities.

Councilmember Curtis explained the reason for changing the migration season from April 30th to May 15th was due to fluctuations in the timing of wildlife migrations to exclude the word “typically” and to encompass the annual variances.

The citizen group requested the following addition to the agreement:

“Livestock. To ensure the continued use of the migratory deer path and to avoid overgrazing of the Easement Property, the following limitations on livestock **within the Easement Property** apply:

<u>Animal</u>	<u>Max Number Allowed on Lots</u>			<u>Available Fenced Area per Animal</u>	<u>Setback from Residence or Other Periodically Inhabited Building¹</u>	<u>Minimum Property Area Located WITHIN THE EASEMENT PROPERTY</u>
	<u>1/2 to 1 Acre</u>	<u>1 to 3 Acres</u>	<u>More than 3 Acres</u>			
<u>Horse/Mule</u>	<u>0</u>	<u>4</u>	<u>12</u>	<u>22,000 s.f. per 1 – 4 animals</u>	<u>50</u>	<u>1 Acre</u>
<u>Buffalo</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>22,000 s.f. per 1 – 4 animals</u>	<u>150</u>	<u>1 Acre</u>
<u>Cattle</u>	<u>2</u>	<u>4</u>	<u>12</u>	<u>2,500 s.f.</u>	<u>50</u>	<u>1/2 Acre</u>
<u>Donkey</u>	<u>2</u>	<u>4</u>	<u>12</u>	<u>2,500 s.f.</u>	<u>50</u>	<u>1/2 Acre</u>
<u>Llama</u>	<u>2</u>	<u>4</u>	<u>12</u>	<u>2,500 s.f.</u>	<u>50</u>	<u>1/2 Acre</u>
<u>Emu/Ostrich</u>	<u>4</u>	<u>8</u>	<u>16</u>	<u>500 s.f.</u>	<u>50</u>	<u>1/2 Acre</u>
<u>Sheep/Goat</u>	<u>4</u>	<u>8</u>	<u>16</u>	<u>500 s.f.</u>	<u>50</u>	<u>1/2 Acre</u>
<u>Pig (all kinds)</u>	<u>2</u>	<u>4</u>	<u>8</u>	<u>500 s.f.</u>	<u>150</u>	<u>1/2 Acre</u>

The number of animals above shall be reduced geometrically if the resident desires to keep and maintain more than one species of permitted animals. Example: If two species are desired, then the number of each species shall be reduced to one-half (1/2). If three species are desired, then the number of each species shall be reduced to one-third (1/3), etc.”

Councilmember Love said she agreed with the Eagle Mountain Nature and Wildlife Alliance request for the livestock allowed within the conservation easement to be limited to the number of animals permitted in residential areas, including the two lots zoned Agricultural. She and the developer discussed reviewing the new standards once an amendment is passed for the number of animals allowed in residential areas which are currently under review to determine whether the new or current standards are more appropriate for Deer Haven.

Councilmember Gray countered that the lots would already be subject to the livestock standards for their applicable zoning and the lots zoned as Agricultural should be afforded the rights within that zone designation.

Discussion ensued regarding balancing the Agricultural land rights and protecting the wildlife corridor by prohibiting uses that would discourage wildlife traveling through the corridor.

Councilmembers Burnham, Clark, and Curtis expressed their support of applying residential livestock standards to the two Agricultural lots in the development.

Mr. Cook stated that the condition for the standards for this conservation easement agreement could apply to only the Deer Haven development and recommended including the number of livestock animals allowed per acre within the agreement rather than referencing Municipal Code.

Discussion ensued regarding the metrics to use to determine the maximum number of livestock to allow in the conservation easement even though other standards would still apply.

Discussion ensued clarifying the number of maximum animals allowed in the conservation easement should lots 109 and 110 be limited to the number of livestock permitted in residential developments.

Mr. Hazard stated that he has not decided whether to allow animal rights for the one-acre lots; however, buyers interested in the ten-acre lots desire animal rights, and excluding animal rights would make those lots unsellable. Easement restrictions for the pasture area on lot 109, due to approximately six acres on the east and north side of the lot falling within the easement, and the impact of prohibiting “other manmade objects” applying to the storm drain detention area cause him concern. He was agreeable to allowing the current residential animal standards for the conservation easement without the additions suggested by the wildlife citizen group and would be amenable to considering implementing the updated residential animal code standards once adopted.

Discussion ensued determining to allow the detention pond within the easement as the pond would not negatively impact wildlife and whether to reduce the total number of animals if multiple types of animals are desired and fencing area and wildlife permeable fencing requirements impact on the number of animals.

Councilmember Clark stated that the wildlife group would also like lighting and Off-Highway Vehicles (OHV) standards to be added to the conservation easement standards.

Councilmember Love clarified that the purpose of the request for lighting, hillside development, and OHV trail restrictions even though the standards are included in Municipal Code, is to retain those standards in the conservation easement agreement should Municipal Code be amended in the future. The wildlife group requested to add an additional restriction, “OHV Trails. No off-highway vehicle recreational trails will be constructed on the Easement Property. The Grantor may use off-highway vehicles for the maintenance of their property.”

Mr. Hazard stated his understanding was that the owners of the property would be allowed to use OHVs on their property, but other motorized vehicles would not be allowed to utilize the wildlife corridor. The Wildlife Corridor Overlay Zone permits landowner OHV use but prohibits the construction of new OHV trails.

Mr. Cook explained that motor tracks would be limited under the recreational amenities. The City could restrict the property owner's OHV use on their property if the Council felt that was appropriate. The overlay stipulates that "No recreational vehicles, such as Off-Highway Vehicles (OHVs), shall be allowed in the corridor during the mule deer migration season, except for corridor maintenance."

Councilmember Curtis suggested attaching the Wildlife Corridor Overlay Zone to this agreement and stated that the requirements of the overlay must also be followed.

Mr. Cook said due to the vagueness of the overlay restrictions being open to multiple interpretations, he believes that the easement is more restrictive.

Discussion ensued regarding the benefits and limitations of including either the entire overlay or portions of the requirements from the overlay documentation in this agreement or to including the wildlife groups lighting restriction suggestions.

Mr. Hazard stated that he had no objection to including the wildlife groups' lighting or hillside development and sensitive areas restriction suggestions from Municipal Code standards.

Councilmember Love said that based upon an email from Shane Hill with the Department of Wildlife Resources, she believes that the fence post spacing was intended to be a 16-foot maximum rather than minimum interval. She said the standards should be amended to a maximum rather than a minimum 16-foot spacing.

Mr. Cook stated that he would make the correction in the conservation easement agreement. The Wildlife Corridor Overlay Zone would need to return for an amendment to correct the overlay documentation.

Councilmember Gray said that the 42" high fence and the smooth top wire requirement are insufficient to use for horses or cattle and will lead to future issues. Allowing square tubing fencing would still be wildlife-friendly.

Councilmember Curtis said that due to the uniqueness of this area of the City and the impact on only two lots, he feels that it is appropriate to make considerations that are not typical.

Councilmember Clark noted that the owner can use other fencing on the portions of the property outside of the easement.

Councilmember Burnham recommended starting with more restrictive standards and the Council can consider changing the requirements in the future if merited.

Councilmember Gray expressed concern with waiting to address the fencing after issues arise due to potential damages and liability.

Councilmember Love suggested consulting with the wildlife experts regarding Councilmember Gray's concerns in the future if desired by the Council.

Mr. Hazard stated he preferred not to address the subdivision of lots in the easement as a request would require rezoning and other approvals. Should the animal and fencing concerns prove to be preventative for him to sell lot 109, he may be required to subdivide lots 109 and 110 in the future.

MOTION: Councilmember Love moved to approve an agreement approving a Deed of Conservation Easement with the following conditions:

1. Section II(A)(ii) shall be amended to allow entry “not more than four times annually;”
2. Section III(B) “Other manmade objects,” shall be added to the list of restricted amenities and “at least half of the ~~width of the~~ Easement Property will remain unobstructed; no hard surfaces, structures, and storage shall exceed 50% of the width of the easement property,” shall be added. Storage drain retention ponds shall be excluded from these restrictions;
3. Section III(~~ED~~) shall be amended to, “Mule Deer Migration Season~~-and Nesting Season~~. Mule deer migration season refers to the time of year the mule deer migrate between their winter and summer ranges and occurs between March 15th and May 15th and December 1st through January 15th annually. ~~Nesting season refers to the period of the year in which birds are building nests and raising young and occurs between March 15th and July 31st annually~~ (together the "Restricted Seasons"). The following uses shall not be permitted on the Easement Property during the Restricted Seasons:
 - (i) Construction of any kind, including the construction of trails and/or fences; ~~unless construction will not impede migration or nesting during the proposed construction period; or;~~
4. Section III(~~ED~~) of the agreement shall not go into effect until January 1, 2023;
5. The following shall be added as Section III(~~JI~~) of the agreement, “Hillside Development and Sensitive Areas.
 - (i) No construction, development, or earthwork may occur on land within 50' of natural washes, storm drain retention/detention areas, or geologically sensitive areas that require special engineering considerations for safe habitation.
 - (ii) Nor shall any person grade, level, or improve in any manner any parcel of land which crosses a natural wash before submitting a Stream Alteration permit with the City Engineer and the State of Utah.
 - (iii) No development, excavating, grading, or leveling of Easement property is allowed on land exceeding 25 percent;”
6. The following shall be added as Section III(~~KJ~~) of the agreement, “Lighting Pollution. In addition to compliance with Eagle Mountain City Code Outdoor Lighting Standards,

- (i) Outdoor lighting should use lighting that does not affect wildlife or attract insects by limiting the color temperature and brightness:
- The color temperature should not exceed 3,000 Kelvin.
 - The light output of individual fixtures should not exceed 850 lumens.
- (ii) Lighting for outdoor recreational facilities shouldn't be mounted any higher than 15 feet above the ground;" and
7. The following shall be added as Section III(LK) of the agreement and the current residential livestock standards will apply to the conservation easement acreage of Agriculture zones lots 109 and 110. "Livestock. To ensure the continued use of the migratory deer path and to avoid overgrazing of the Easement Property, the following limitations on livestock within the Easement Property apply:

Animal	Max. Number Allowed on Lots			Available Fenced Area per Animal	Setback from Residence or Other Periodically Inhabited Building	Minimum <u>Lot Size</u> Property Area Located WITHIN THE EASEMENT PROPERTY
	½ to 1 Acre	1 to 3 Acres	More than 3 Acres			
Horse/Mule	0	4	12	22,000 s.f. per 1-4 Animals	50	1 Acre
Buffalo	0	2	6	22,000 s.f. per 1-4 Animals	150	1 Acre
Cattle	2	4	12	2,500 s.f.	50	½ Acre
Donkey	2	4	12	2,500 s.f.	50	½ Acre
Llama	2	4	12	2,500 s.f.	50	½ Acre
Emu/Ostrich	4	8	16	500 s.f.	50	½ Acre
Sheep/Goat	4	8	16	500 s.f.	50	½ Acre
Pig (all kinds)	2	4	8	500 s.f.	150	½ Acre

Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Colby Curtis, Melissa Clark, and Carolyn Love. Those voting nay: Jared Gray. The motion carried with a vote of 4:1.

SCHEDULED ITEMS

12. OQUIRRH MOUNTAIN RANCH

12.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Second Amendment to the Oquirrh Mountain Master Development Plan.

12.B. MOTION – Oquirrh Mountain Ranch Preliminary Plat and Site Plan.

Mr. Jensen reviewed the item as presented during work session.

Applicant representative Tamara Connolly presented the background for the project. The original master development agreement (MDA) approved an urban-style project with a density of 5.3

dwelling units per acre and single-family attached and multifamily. They develop single-family detached product and adapted a smaller single-family product that accommodates the higher density approval for the area. Working with staff, they have reduced the density and increased the frontage widths in the plan several times. They have been working with the City and resident wildlife activists to revise the original plan to dedicate land for a petroglyph park to preserve the petroglyphs in place with a trail connecting the two sites and the wildlife corridor. The open space area will include an incline as one of the recreational features and the trail system will connect with the City trail system. The first plan neglected to consider the slope and topographical challenges of the property. The plan they devised accounts for the lots lost to accommodate the terrain and to dedicate 57 acres, over half of the property, to the City. Option A is their preferred plan and Option B is the absolute minimum lot count in order to make the plan fiscally feasible without reverting to the urban-style, high-density units. They worked with the Planning Commission to reach a compromise for the project. Staff suggested varying the lot frontage widths rather than grouping equally-size units together. LGI will be designing a new line of housing specifically for this project.

Ms. Connolly addressed questions the Council asked during the September 21, 2021, work session discussion. The road connection to Overland was based upon the preliminary design information they were provided and they are working with the Overland survey company to adjust their plans to align with the road. The western boundary will have an elevation difference that will likely require retaining walls for the connection to work and they are unaware of the plans to the west of the property. The western connection placement was based upon staff recommendation. They prefer to use a hammer and a pick rather than blasting. They would need to apply for a blasting permit if one is required for an area of the project located far from existing homes. The home designs will exclude windows on the five-foot setback side or possibly both side elevations. Preliminary designs indicate a sewer gravity system connection should be viable depending on the timing of the Overland development. A lift station is a secondary option should the timing of the applicable Overland infrastructure prove unfavorable. Should the lift station not be needed, landscaping would be installed next to the retention facility where the lift station is indicated. The MDA requires a 20-foot landscaped buffer along the southern boundary; the landscaped buffer also provides drainage due to the slope in that area and will meet the City landscape design standards.

Mr. Mumford clarified that the MDA contemplated that the School and Institutional Trust Lands Administration (SITLA) would provide a ten-foot, half-width of the 20-foot corridor. However, the Overland Village 2 plan excluded the corridor in lieu of trails on less steep terrain that fulfilled the requirement. His opinion is that the corridor is not necessary if the lift station is not built unless the Council desires another trail.

Ms. Connolly stated that if the City desires to remove the buffer along the southern border, she would incorporate the 20-foot width into the adjacent lots as a slope easement within those lots.

Discussion ensued regarding the slope of the lots and buffer area and the preference for adding the additional 20-foot width to the lots should a lift station not be required.

Mr. Cook expressed his preference for the 20-foot buffer area to be an easement rather than owned by the City and recommended adding the acreage to the adjacent lots even if the sewer lift station is necessary.

Mayor Westmoreland opened the public hearing at 9:19 p.m.

Bettina Cameron said the petroglyph park will assist with qualifying for grants. The developer has been a great partner and agreed to remove the frisbee golf course due to the location being adjacent to a critical portion of the wildlife corridor especially in consideration of the future wildlife bridge over Pony Express Parkway.

Mayor Westmoreland closed the public hearing at 9:22 p.m.

MOTION: ***Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, approving a second amendment to the Oquirrh Mountain Master Development Plan for Option B with the following conditions:***

1. All open space within the wildlife corridor, 330 feet on the northern edge of the project, and all property on both major hills shall be zoned OS-N with the Wildlife Corridor Overlay;
2. All other native open space shall be zoned OS-N;
3. All improved open space, OS-1 through OS-6, shall be zoned OS-I;
4. All residential pods shall be zoned RC;
5. If a lift station is necessary, it shall be owned and maintained by a homeowner's association;
6. The approval of the master development plan is conditional based upon the approval of an amended master development agreement;
7. The side yard setbacks shall be a minimum of five feet and ten feet on the garage side; and
8. The 20-feet of land along the southern border indicated as a buffer shall be divided and added into the adjacent lots and an easement shall be placed upon the land should a lift station be required.

Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

MOTION: ***Councilmember Burnham moved to approve the Option B site plan and preliminary plat for Oquirrh Mountain Ranch with the following conditions:***

1. The preliminary plat shall comply with the development standards approved in the master development plan;
2. The preliminary plat shall include any changes made during the master development plan approval;
3. The applicant shall provide evidence that they meet the RC zone minimum improved open space requirement of 6.5 acres;
4. The side yard setbacks shall be a minimum of five feet and ten feet on the garage side; and

5. The approval is conditional upon the approval of an amended and restated master development agreement.

Councilmember Curtis seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

Mayor Westmoreland recessed the meeting from 9:31 p.m. to 9:39 p.m.

13. ORDINANCES/PUBLIC HEARINGS

13.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Repealing Eagle Mountain Municipal Code Chapter 17.70 Accessory Apartments and Replacing it with Chapter 17.70 Accessory Dwelling Units, and Amending Eagle Mountain Municipal Code Section 17.25.030 Land Use Table.

Mr. Mumford reviewed the item as presented during work session.

Mr. Mumford said the reason for adding the allowance for ADUs in the RC Zone is because the zones have lot size minimums but not maximums and staff felt as long as the minimum lot size and the other requirements were met, an ADU could be allowed and residents with larger lots designated as RC should not be punished and prohibited from having detached ADUs. The main purpose of requiring all utilities to be in the property owner's name is to make the ADUs function less like a duplex and to have the landlord retain responsibility for the ADU.

Councilmember Love suggested having all the requirements as a portion of the application the landlord initials in acknowledgment rather than requiring a notarized letter which could be burdensome.

Mayor Westmoreland opened the public hearing at 9:55 p.m.

Resident Dave Norman said he turned in an application for an ADU permit. He is on a one-acre lot in Arrival and is concerned with the 1,000-square-foot size limitation. They built a large garage with plans to place an ADU above it in accordance with the Arrival requirement for the ADU not to be the primary usage. He would like the appearance of the ADU to match the barn appearance and of the garage rather than the home and to be the same size as the garage square footage.

Councilmember Curtis expressed concern that if the City permitted ADUs of any size, residents could build two single-family homes and essentially subdivide a lot.

Discussion ensued regarding the appropriate size limitations for attached and detached external ADUs in relation to the footprint of the ADUs relative to the primary structure, garage, or outbuilding; concerns with large ADUs not fulfilling the need for affordable housing; setback requirements limiting the potential ADU size, allowing ADUs for large lots in the RC Zone increasing parking issues, prohibiting internal ADUs in some neighborhoods due to parking limitations as allowed by State Code for up to 25% of residentially-zoned properties in the City,

some cities prohibiting ADUs in upscale neighborhoods, and limiting external ADUs based upon frontage widths.

Mayor Westmoreland closed the public hearing at 10:12 p.m.

Mayor Westmoreland noted that other cities have expressed concern with the impact of ADUs on sewer capacity and said that infrastructure constraints should be a factor in consideration.

Mr. Mumford verified that the City can either prohibit or allow the installation of a separate utility meter.

Discussion ensued regarding the benefits and difficulties with requiring the installation of second utility meters, the requirement for the home to be owner-occupied in order to be allowed an ADU, density increase concerns with multigenerational home plans, drainage impacts and potential issues with detached ADU units on small properties, the ability for the City to require a frontage minimum for homes with external ADUs, the appropriate minimum frontage requirement for external ADUs, concerns with too lenient of standards resulting in unforeseen detriment, whether to permit ADUs above garages to match the garage due to concerns that the design of the detached garage is unappealing, potential architectural standards for detached structures and external ADUs, preventing shipping container structures, difficulties in applying limits to the RC Zone to areas in the City zoned under previous zoning designations, and possibly increasing the lot size requirements for external ADUs.

Mr. Mumford noted that State Code prohibits municipalities from restricting street frontage, total lot size, or size in relation to the primary dwelling for internal ADUs. Detached ADU impacts would be the same regardless of whether or not an 8,000-square-foot or larger lot is located in the RC zone. Allowing external ADUs in the RC zone on properties that meet the other standards could assist first-time homebuyers with affording their mortgage and is beneficial to both the homeowner and the renter. The City currently allows internal ADUs and external ADUs on one-acre or larger lots. Staff is concerned that the restriction of two stories is vague as the height of the stories has not been defined. He suggested adding a total height restriction in addition to the two-story limitation.

Discussion ensued regarding large properties within areas likely to be rezoned to the RC zone being potentially prohibited from having external ADUs, even though the property has a larger acreage well over the required 8,000-square-foot minimum, potential methodology for rezoning individual lots and neighborhoods with current zoning designations, the appropriate minimum lot size and frontages for external ADUs, setback and parking requirements limiting external ADUs on smaller lots, and mechanisms to request an exemption for properties that fail to meet the qualifications but would be appropriate for external ADUs.

Mr. Mumford clarified that prohibiting ADUs on 25% of residentially zoned areas in the City applies to internal ADUs. The City has more liberty regarding the prohibition of external ADUs.

MOTION: ***Councilmember Gray moved to table an ordinance of Eagle Mountain City, Utah, repealing Eagle Mountain Municipal Code Chapter 17.70 Accessory***

Apartments and replacing it with Chapter 17.70 Accessory Dwelling Units, and amending Eagle Mountain Municipal Code Section 17.25.030 Land Use Table until the next City Council meeting. Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Jared Gray, and Carolyn Love. Those voting nay: Colby Curtis. The motion carried with a vote of 4:1.

13.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Rezoning Utah County Parcel 59:045:0065 and a Portion of Parcel 59:045:0064 to the Public Facilities Zone.

Mr. Jensen presented the item. This proposal is to rezone approximately 1.25 acres to the PF zone to allow Fire Station 251 to be rebuilt at this location.

Applicant representative Steve Simmons with AJC Architects said the approximately 11,000-square-foot firehouse is meant to house six firefighters. Parking is located to the rear with visitor parking along the side with sufficient egress for the fire engines. The location will house fire vehicles and an ambulance once staffing has been approved.

Councilmember Burnham recommended headlight screening between the station and the adjacent homes.

Mayor Westmoreland opened the public hearing at 10:51 p.m. As there were no comments, he closed the hearing.

MOTION: ***Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, rezoning Utah County Parcel 59:045:0065 and a portion of Parcel 59:045:0064 to the Public Facilities Zone. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

14. SPRING RUN

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Approving a Fourth Amendment to the Spring Run Master Development Plan.

14.B. MOTION – Spring Run Preliminary Plat, Phase D.

Items 14.A. and 14.B. were presented and discussed concurrently.

Mr. Jensen reviewed the item as presented during work session.

Mayor Westmoreland opened the public hearing at 10:56 p.m. As there were no comments, he closed the hearing.

Applicant representative James Allred said they are happy to comply with the staff recommendation to realign the road to connect appropriately to the adjacent property. The total unit count is still under the original vesting for the project.

MOTION: *Councilmember Burnham moved to approve an ordinance of Eagle Mountain City, Utah, approving a fourth amendment to the Spring Run Master Development Plan. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

MOTION: *Councilmember Burnham moved to approve the preliminary plat for Phase D of Spring Run. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

15. CITY COUNCIL/MAYOR'S BUSINESS

16. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Gray

None.

Councilmember Curtis

None.

Councilmember Burnham

Councilmember Burnham stated the Senior Citizen Advisory Council has a vacancy that needs to be filled by the end of the year.

Councilmember Love

Councilmember Love said the Eagle Mountain Chamber of Commerce has a combined bowling activity on November 2nd and a North Utah County Business Summit on November 9th and 10th.

Councilmember Clark

Councilmember Clark said that the Parks and Recreation Advisory Board desires Council direction regarding landscaping standards, undeveloped open space, and defining maintenance standards for open space and park areas in the City.

Discussion ensued clarifying the direction desired by the Park and Recreation Advisory Board, the roles and responsibilities of advisory boards, mechanisms for providing direction to advisory boards, especially regarding Municipal Code standards, clarifying methods for the Council to provide advisory boards direction, the roles of liaisons in providing and passing direction between the advisory boards and Council, discussing advisory board direction during the liaison reports and City Council items portion of meetings, and procedures for the Council to bring items forward for the agenda.

Director of Administrative Services/City Recorder Fionnuala Kofoed explained that she has reached out to the Parks and Recreation Advisory Board several times regarding presenting to the City Council and they have indicated that they were not yet prepared to make a presentation. Staff will prepare an item for the next agenda to discuss direction with the Parks and Recreation Advisory Board.

17. COMMUNICATION ITEMS

17.A. Financial Report

17.B. Upcoming Agenda Item

18. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn the meeting at 11:31 p.m. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.*

The meeting was adjourned at 11:31 p.m.

Approved by the City Council on November 16, 2021.

Fionnuala B. Kofoed, MMC
Director of Administrative Services/City Recorder

B. The planning commission shall conduct a public hearing in accordance with Chapter 17.95 EMMC, Conditional Uses.

C. If an approved plan is violated or causes situations that become a nuisance to adjoining property owners, the conditional use shall be subject to revocation by the code enforcement or animal control officer. [Ord. O-12-2017 § 2 (Exh. A)].

6.10.090 Residential zone livestock requirements.

A residential property may have a mix of the permitted animals so long as the required fencing area is provided.

Table 6.10.090 – Residential Zone Livestock Requirements*

Animal	Max. Number Allowed on Lots			Available Fenced Area per Animal	Setback from Residence or Other Periodically Inhabited Building ¹	Minimum Lot Size
	1/2 to 1 Acre	1 to 3 Acres	More than 3 Acres			
Horse/Mule	0	4	12	22,000 s.f. per 1 – 4 animals	50	1 Acre
Buffalo	0	2	6	22,000 s.f. per 1 – 4 animals	150	1 Acre
Cattle	2	4	12	2,500 s.f.	50	1/2 Acre
Donkey	2	4	12	2,500 s.f.	50	1/2 Acre
Llama	2	4	12	2,500 s.f.	50	1/2 Acre
Emu/Ostrich	4	8	16	500 s.f.	50	1/2 Acre
Sheep/Goat	4	8	16	500 s.f.	50	1/2 Acre
Pig (all kinds)	2	4	8	500 s.f.	150	1/2 Acre

¹ The setback requirement is measured from the closest point of the available fenced animal area to a residence or building on an adjacent lot.

* Exceptions to these standards must be presented by the property owner through an alternative animal management plan to be heard by the planning commission. Approval of the plan by the commission shall be considered a conditional use and shall be subject to all required conditions. If an approved plan is violated or causes situations that become a nuisance to adjoining property owners, the conditional use shall be subject to revocation by the code enforcement or animal control officer.

[Ord. O-12-2017 § 2 (Exh. A)].

6.10.100 Definitions.

For the purposes of this title, each of the following words and phrases shall have the following meaning:

“Animal” means birds, reptiles, and mammals other than the species *Homo sapiens*. An animal’s offspring shall be considered a separate unit upon completion of weaning.

“Hobby breeder kennel” means a dog or cat breeder that has been given conditional use approval to keep a limited number of animals, as approved in a conditional use permit, in a residential area, subject to all provisions of Chapter 6.05 EMMC and this chapter.

“Kennel” means any lot, building, structure, enclosure or premises whereupon or wherein five



EAGLE MOUNTAIN CITY COUNCIL MEETING MINUTES

January 17, 2023, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Colby Curtis, Carolyn Love, and Brett Wright.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Todd Black, Wildlife Biologist/Environmental Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Evan Berrett, Economic Development Director; Marcus Draper, City Attorney; Kimberly Ruesch, Finance Director; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Embret Fossum, Unified Fire Authority Battalion Chief; Eric McDowell, Chief Deputy Sheriff; and Natalie Winterton, Grants Coordinator/Management Analyst.

CITY STAFF PRESENT ELECTRONICALLY: David Stroud, Senior Planner; Elizabeth Fewkes, Recording Secretary, and Chas Glenn, Administrative Assistant.

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

1. CITY ADMINISTRATOR INFORMATION ITEMS

Administrative items were reviewed following item 1A.

City Administrator Paul Jerome provided an update on efforts to shut off the water and repair the waterline break on Pony Express Parkway.

Communications

- The request for proposals (RFP) for a Comprehensive City Marketing Plan was published today. Staff intends to have more information to share with Council within the next 60 days.
- The proposed amendment pertaining to EMMC 12.30.000 Standards and Practices is planned to come before Council in February.
- The City's Wildlife and Conservation web page has been updated to include more information about local wildlife and efforts to enhance conservation in the City.

Engineering

- City staff is in the process of generating a bid package by the February 21st City Council meeting for the Eagle Mountain Boulevard roundabout removal, traffic signal, and the Major Street traffic signal.
- City staff is working with the consultants hired to complete the signal design for traffic signals for intersections at Stonebridge Lane and Ranches Parkway and Woodhaven Boulevard and Pony Express Parkway. In addition to these two signals, the lengthening of the left turn lane from eastbound Pony Express Parkway to northbound Ranches Parkway will be included in the bid package. Staff anticipates soliciting bids in February for construction this spring.
- City staff is soliciting design proposals for the free right turn lane from northbound Ranches Parkway to eastbound Wride Memorial Highway and a connecting roadway from the Lone Tree subdivision to Old Airport Road.
- City staff is in the process of preparing bid documents for a tertiary treatment design to allow the City's wastewater effluent to be treated to type 1. This will reduce many of the City's requirements for oversight and reporting required for effluent as well as allowing effluent to be used for irrigation if desired.
- City staff is working with the consultant to complete the design of the south half of Mid Valley Road from Sheps Ridge Road to Pony Express Parkway. This will facilitate the completion of the north end of Cory Wride Park and will improve traffic flow at Frontier Middle School. The solicitation of bids should be ready in time for the March 7th City Council meeting.
- Rhino is on site and has done the initial prep work to test pump the White Hills well. They will develop the well this week and then begin the actual test pumping. This will allow the City to determine if there is sufficient capacity in the well to replace the existing pump and motor system with an upgraded package.

Parks, Recreation, Events, and Cemetery

- Walden Park Observatory: Staff will propose to the Council options for this project and discussion with all the other entities involved, cost-saving measures, and options for additional grant funding.
- Smith Ranch Community Park: Staff has reviewed the plans and is working to finalize engineering costs for the project. Staff have evaluated and understand the park will cost more than the original budget and are looking for ways to value engineer the project and get the bidding documents closer to the budget. The park will be posted in an RFP by the end of the week. Also, it is anticipated that the bid award will be given to the City Council in the second meeting in February.
- Pony Express Medians Project: Staff will finish the landscape medians south of Mid Valley Road on Pony Express Parkway utilizing the landscape plan for the existing medians to the north on the same section of road to match the design. It is anticipated this project will be posted as an RFP before the end of January.

Facilities, Fleet, and Emergency Management

- The Community Development Building mezzanine has been ordered and should be delivered and installed on February 16th.
- An RFP for the Well houses HVAC upgrades is out for bid and will be on the February 7th Council agenda as a bid award.

- The Teen CERT program is in place, classes started today, and eight students are attending.
- Upgrades to the sewer building are going to be starting soon. The Facilities Department is going to be the general and is working on getting bids from contractors.
- The Sheriff's and Recorder's office remodels are in the design phase.
- The City is working on getting bids for a concrete pad for a 6,000-gallon diesel fuel reserve tank for generators.

Community Development

- The Wride Memorial Highway Wildlife Crossing equipment will be installed beginning in the next couple of weeks.
- All employees in the department participated in many trainings last week for our new Accela software. The City is looking forward to allowing digital submittals for business licenses, building permits, and planning applications. The software will be implemented in phases.
- Staff will present amendments for minor Municipal Code corrections and clarifications to the Planning Commission next week including streetlights, accessory structures, and minor architectural standards.
- As of last Friday, 27 new residential building permits have been issued in January for 15 homes and 12 townhome units.

1.A. PRESENTATION – Eagle Mountain Chamber of Commerce State of the Chamber

This item was discussed after the review of item 10.A.

Eagle Mountain Chamber of Commerce President Melissa Clark presented the State of the Chamber, the Chamber's mission, growth opportunities, and statistics and advancements regarding the following items:

- Growth through membership and sign and marketing opportunities;
- Education events and efforts;
- Advocacy with State leadership and outstanding business awards;
- Resources provided to local businesses and partnerships with other entities;
- Service in the community; and
- ShopFest Utah 2022.

1.B. DISCUSSION – Parking Code Amendments

Grants Coordinator/Management Analyst Natalie Winterton presented proposed amendments to parking standards.

The Council discussed and provided feedback regarding:

- Clarifying the parking prohibition on ten feet on either side of a mailbox between 8:00 a.m. and 5:00 p.m. on days that mail is delivered;
- Allowing residents to park partially into their own park strip, in cases where safety is not an issue and landscaping will not be damaged;

- Possibly having parking prohibition be based on the distance from the sidewalk or on the neighbor's property;
- Permitting vehicles to remain parked for longer than 48 consecutive hours in consideration of weekends;
- Safety hazard mitigation and liability protection for snowplow drivers to facilitate snow removal;
- Residents using vans as personal rather than recreational vehicles and visibility issues with vans parking on streets;
- Measuring from the sidewalk or road rather than half of the driveway due to variances in the size of driveways;
- The definition of commercial vehicles and front yard;
- Reducing the 200-foot distance for parking agricultural vehicles, recreational vehicles, or empty trailers from street corners while retaining clear visibility and safety;
- Support of removing the prohibiting of parking vehicles with commercial signage to support local businesses; and
- The notification process for repeat offenders and clarifying when a vehicle could be towed for flagrant violations.

2. AGENDA REVIEW

10. AUDIT

10.A. Acceptance of the 2022 Fiscal Year Audit – Ron Stewart

This item was presented at the start of the work session.

Ron Stewart with Gilbert and Stewart CPAs presented the item and explained the audit process.

Findings of the 2022 Fiscal Year Audit:

- Financial Statements: can be relied upon as accurate;
- Internal Controls: the controls are adequate and working as designed and implemented;
- Compliance with State Law: expenditures were exceeded in several funds and departments and the General Fund revenues exceeded the allowable balance limit.
- Spending of Federal Funds in Excess of \$750,000: the funds were properly allocated to the sewer treatment plant.

Mr. Stewart recommended that the City amend the budget as needed to capture expenditures and to allocate funds from the General Fund to future projects to avoid balance excess. Items marked as subsequent events will be evaluated in the 2023 Fiscal Year Audit.

13.A. Preliminary Plat Lone Tree

Eagle Mountain Fire Marshal Dan DeVoogd said his review of the preliminary plat inadvertently excluded the ten existing homes on Walnut Drive. The addition of 22 homes would exceed the allowed 30 homes off a dead-end street in Municipal Code. The turn radius is sufficient for most emergency vehicles but might be an issue for the ladder truck if vehicles were parked along both

sides of the street. Standards require the review of a cul-de-sac exceeding 700 feet in length; however, due to the full-width residential road and turnaround, he is unconcerned with the road length. Eagle Mountain Municipal Code is more restrictive than fire code regarding cul-de-sac length. The new development would resolve issues with the noncompliance of Walnut Drive due to the lack of a cul-de-sac at the end of the street. The grade of the road is below the maximum allowed slope of 12%. He does not foresee any issues with this phase of the development.

Senior Planner David Stroud explained that the roads in the plan meet the previous 53-foot standard as the application was received prior to the recent amendment to road widths.

City Engineer Chris Trusty said his review of the project calculated the average slope of the lots but excluded evaluation of the adequacy of the building envelope for each lot.

Applicant representative Brian Haskell said he is in support of applying the wildlife corridor but desires to discuss and understand the requirements and limitations of land uses with staff before applying an easement on the unbuildable, drainage area of lots 313 and 314. They submitted a new slope study with the application and will submit a stabilization plan for the portion of the road that has a greater than 30% slope. A turnaround is being provided for the lots in his development. The future road area is being preserved for connectivity and will be constructed when the design is finalized and development begins on the adjacent property. They provided an example of how the lots could be developed in harmony with the topography of the land and in accordance with City standards.

Discussion ensued regarding the slope of the road, plans to cut and fill portions of the road to even the slope, and whether Municipal Code allows for the grade leveling to bring a road into compliance because grade leveling is prohibited to make lots buildable.

Director of Administrative Services/City Recorder Fionnuala Kofoed verified that a condition of approval could include a bond to safeguard the construction of the future road connection.

Councilmember Curtis requested that the item be removed from the consent agenda and placed as a scheduled item for further discussion during policy session.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

MOTION: *Councilmember Burnham moved to adjourn to a closed session for the purpose of discussing the purchase, lease, or exchange of real property pursuant to Section 52-4-205(1) of the Utah Code, annotated. Councilmember Love seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

The meeting was adjourned at 6:13 p.m.

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

ELECTED OFFICIALS PRESENT: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Colby Curtis, Carolyn Love, and Brett Wright.

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Jared Gray.

CITY STAFF PRESENT: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Todd Black, Wildlife Biologist/Environmental Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Chris Trusty, City Engineer; Marcus Draper, City Attorney; Brad Hickman, Parks and Recreation Director; Zac Hilton, Streets and Storm Drain Manager; Embret Fossum, Unified Fire Authority Battalion Chief; and Eric McDowell, Chief Deputy Sheriff.

CITY STAFF PRESENT ELECTRONICALLY: Kimberly Ruesch, Finance Director; Mack Straw, Public Utilities Manager; David Stroud, Senior Planner; and Elizabeth Fewkes, Recording Secretary.

4. CALL TO ORDER

Mayor Westmoreland called the policy session to order at 7:16 p.m.

5. PLEDGE OF ALLEGIANCE

Mayor Westmoreland led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Eagle Mountain City would like to recognize the life and legacy of Dr. Martin Luther King, Jr. His birthday and subsequent federal holiday were celebrated around the country on January 16th. Eagle Mountain City recognizes his contributions to the advancement of civil rights through non-violence during his lifetime.
- Residents are encouraged to avoid on-street parking through March 15th of this year during snowstorms. This helps City crews clear local roadways of snow and helps prevent accidents during winter storms.
- Eagle Mountain City would like to highlight upgrades to the new Resident Portal. This enhanced service allows residents to submit issues and follow them through to completion from their mobile devices. Try the new Resident Portal today.

- Eagle Mountain residents are encouraged to download the new City App now available on the App Store and Google Play later this month. Use this device to stay in touch with happenings in the City.

To receive City notifications, including emergency info, news events, and traffic alerts, sign up at emcity.org/notifyme.

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:19 p.m.

Tiffany Ulmer inquired regarding the timeframe for City employees to remove a stop sign on Bobby Wren Boulevard and Roost Road that is not needed and causes unnecessary delays to motorists.

Karina Woodbury spoke in favor of preserving the wildlife corridor and asked to have the secondary exit completed before constructing homes in Lone Tree Phase F, Plat 3 because of safety concerns with construction traffic due to an insufficient turn radius on Walnut Drive for large vehicles.

Dave Peterson objected to the City allowing blasting because it can cause damage to existing homes and appreciates the developer agreeing to not use blasting in developing Lone Tree Phase F, Plat 3.

Scot Hazard, the owner of the property to the east of Lone Tree Phase F, Plat 3, said he has worked with the adjacent developer to align the road connection with the approved preliminary plat for Circle 5 Ranch. The connection will add an additional egress for the neighborhood and resolve some of the residents' traffic concerns. He is willing to consider City proposals to bring his project into compliance with updated Municipal Code standards if the changes work for his project and if there is a balance in equity.

City Engineer Chris Trusty explained that the cul-de-sac planned for Lone Tree Phase F, Plat 3 will provide an adequate turn radius for large vehicles.

Streets and Storm Drain Manager Zac Hilton said the stop sign was installed due to a miscommunication and will be removed. However, he is unable to provide a specific timeframe as snow removal, road repairs, and flood response take precedence. In December, 850 tons of salt was put down on roads and 5,932 miles were driven by personnel as a part of snow removal efforts. He will discuss the concerns about trucks backing down Walnut Drive with his staff.

Discussion explained the changes to blasting standards to protect homes.

Mayor Westmoreland closed public comment at 7:40 p.m.

8. CITY COUNCIL/MAYOR'S ITEMS

Councilmember Gray

Councilmember Gray thanked the Street Department for their hard work and diligence. He has read residents' emails and recognizes their concerns. He appreciates their involvement and the Council will do its best to address issues.

Councilmember Wright

Councilmember Wright welcomed those in attendance and expressed appreciation to City staff. During the next budget cycle, he desires to address issues with Lake Mountain Road and the connection of Old Airport Road to Lone Tree. He thanked the residents that took the time to write an email, to be involved, and to help the Council become aware of issues.

Councilmember Love

Councilmember Love thanked the residents for reaching out to Council about the bike trails and wildlife corridor in Hidden Hollow. She noted the love people have for the City and their appreciation of the amenities.

Councilmember Burnham

Councilmember Burnham expressed gratitude to the citizens that came and made public comments. She hopes that the Council has helped to address concerns. She appreciates the respectful, well-informed emails they received. She refuted a rumor that Eagle Mountain is selling half the bike park land and clarified that a developer has communicated a desire to purchase a 40-acre City parcel.

Councilmember Curtis

Councilmember Curtis echoed the appreciation expressed to residents for their input.

Mayor Westmoreland

Mayor Westmoreland expressed appreciation for the enthusiasm and passion expressed by residents about the trails, outdoor recreation, and wildlife. He remains committed as Mayor to preserving as much open space as possible as he feels those elements are a part of the City's identity. Eagle Mountain is an exception with the amount of open space the City has been able to preserve. The City will work with landowners to find the best solutions while respecting landowner rights.

Mayor Westmoreland recognized Brain Buckner for his service to Eagle Mountain City and presented him with a challenge coin.

9. APPOINTMENT

9.A. Planning Commission

MOTION: *Councilmember Gray moved to appoint Robert Fox to the Planning Commission completing the Alternate Member three-year Term through December 2024. Councilmember Curtis seconded the motion.*

Those Voting Yes

Those Voting No

Those Abstaining

Those Absent

☒ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☒ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

Director of Administrative Services/City Recorder Fionnuala Kofoed administered the Oath of Office to Robert Fox.

CONSENT AGENDA

10. AUDIT

10.A. Acceptance of the 2022 Fiscal Year Audit – Ron Stewart

11. BOND RELEASES

11.A. New Park at Porter's Crossing – Into Warranty

11.B. Skyline Ridge Phase 2, Plat 6 – Into Warranty

11.C. Cedar Farm – Out of Warranty

12. MINUTES

12.A. January 3, 2023 Minutes – Regular City Council Meeting

13. PRELIMINARY PLATS & SITE PLANS

13.A. PRELIMINARY PLAT – Lone Tree Phase F, Plat 3

14. RESOLUTION

14.A. RESOLUTION – A Resolution of Eagle Mountain City, Utah, Approving an Update to the Eagle Mountain Storm Water Management Program.

Discussion ensued regarding public education and outreach to ask residents to assist with preventing pesticides, fertilizer, sediment, and other pollutants from entering the stormwater and impacting the flora and fauna of Utah Lake, particularly nitrogen and phosphate which contribute to the algae blooms.

MOTION: *Councilmember Curtis moved to approve the consent agenda removing item 13.A. and placing it as a scheduled item. Councilmember Wright seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a unanimous vote.

13. PRELIMINARY PLATS & SITE PLANS

13.A. PRELIMINARY PLAT – Lone Tree Phase F, Plat 3

Senior Planner David Stroud presented the item. The project has been reviewed by the development review committee and the plat configuration is in conformance with platting and residential zone standards. The proposed F-3 plat is a continuation of the existing Lone Tree plats. F-1 contains 21 lots and F-2 contains 18 lots and the detention basin/open space lot. The subject property was considered with 17 lots at a previous preliminary plat approval but was subsequently removed from approval and subject to approval at a later date. The plan requires an additional 3,920 square feet of open space and eight amenity points or the payment of a fee in lieu of \$18,307.90. Rosewood Drive will connect to the adjacent Circle 5 Ranch project when that area is developed. The City had discussions with the applicant proposing a wildlife conservation easement that was later withdrawn. The applicant has stated he is willing to further consider the wildlife conservation easement. The Eagle Mountain Nature and Wildlife Alliance submitted a diagram of their proposal for the easement design.

The Planning Commission recommended approval of the preliminary plat with the following conditions:

1. Correction of, if any, outstanding redlines;
2. A fee-in-lieu of \$18,307.90; and
3. A plan for the connectivity of Rosewood Drive with the adjacent property shall be in place.

Mr. Stroud summarized the points discussed during work session. The length of time the area would be a cul-de-sac until the connection is made to Circle 5 Ranch will depend on the construction timeframes for both projects. The cul-de-sac standards were the same at the time the application was submitted as they are now. Staff evaluated the preliminary plat with the inclusion of the future connection. If the preliminary plat were to be evaluated and held to the requirements for cul-de-sacs due to the ten existing homes on Walnut Drive, the preliminary plat could only add five additional homes.

Councilmember Curtis expressed concern with the proposal exceeding the maximum number of allowed homes, the cul-de-sac exceeding 400 feet in length, and the increase from 17 to 22 lots from the previous proposal after the City allowed some of the lots from this plat to be relocated within the project due to topographical challenges. Although a future connection is planned, there is a chance the street will remain a cul-de-sac if the neighboring property is never developed.

Mr. Stroud noted a correction needed in the staff report that the earlier request was for 18 lots, not 17.

Councilmember Gray stated that he desires to verify that the lots have a large enough building envelope to be developed in accordance with City requirements before approving the preliminary plat and concurred with concerns that the project failed to meet several Municipal Code requirements. He requested for the roads to meet the new width standards to increase safety.

Councilmember Wright stated although the plan has aspects he dislikes that he would like to see remedied, he does not feel that this is a bad preliminary plat. He supports the applicant in working with staff to add the wildlife corridor easement to the application.

Assistant City Administrator/Community Development Director Steve Mumford explained that Municipal Code allows for exemptions to block length standards due to topography, natural features, existing adjacent development, and limited access roadways.

Applicant representative Brian Haskell explained that the through road will be a stubbed, dead-end until it is connected to the adjacent development. A bench drain has been designed on the west end of the lots and other stormwater overflow issues have been resolved. He reviewed the history of the project and concerns with blasting and grading. The new design takes into account rock, slopes, and the safety of residents. They could develop five lots on a cul-de-sac but it would cut off connectivity to the vested Circle 5 Ranch preliminary plat. The homes will be custom designed to work with the topography. They intend to cut and crush the rock and use it within the development. They designed a plan with the number of homes that reasonably fit on the property and that meets zoning. He beseeched cooperation from the Council due to the time and expense they have invested to compose a plan to provide connectivity to another project. He recognizes the importance of preserving land for wildlife and is open to incorporating the wildlife corridor as preferable to paying the fee-in-lieu. He welcomes meeting with staff to clarify the wildlife corridor overlay as they want to be clear on the requirements before finalizing an agreement.

Discussion ensued regarding the following:

- Whether the lots are buildable and comply with City standards;
- Street length maximums and if the project qualifies for exemptions;
- The approved road width on the preliminary plat for Circle 5 Ranch meets the previous 53-foot standard;
- State law regarding vested rights is based upon the time the application is complete rather than when the application is reviewed by the City Council;
- Clarification that the new standards would apply should the preliminary plat be denied by the Council and the applicant's legal recourses;
- Whether to approve the application with conditions or to require concerns to be addressed before approval; and
- Fencing requirements for the wildlife corridor overlay.

Councilmember Wright suggested asking the applicant to delay the development of two of the lots until the road connection is completed.

Mr. Haskell indicated that he would be amenable to delaying the development of two lots if a maximum time limit were a part of the agreement.

Mr. Stroud stated that block lengths that exceed 30 units are required to have a second fire apparatus access road and asked if the fire marshal's approval of the project addressed that concern for the Council.

City Attorney Marcus Draper stated that the wording in Municipal Code grants discretion for exemptions to unit maximums and block lengths to be granted if the Council is so inclined.

MOTION: ***Councilmember Burnham moved to approve the preliminary plat for Lone Tree Phase F, Plat 3 with the following conditions:***
 1. The fee in lieu shall be replaced with the wildlife corridor easement; and
 2. Correction of any outstanding redlines.
 Councilmember Love seconded the motion.

Discussion clarified that the terms of the wildlife corridor easement would be a staff-level rather than Council approval and the easement would include the land that had been previously removed from the proposal.

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☐ <i>Colby Curtis</i>	☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☐ <i>Jared Gray</i>	☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☐ <i>Brett Wright</i>	☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion failed with a vote of 2 to 3.

Councilmember Burnham expressed concern with placing a condition on the applicant that is dependent upon another developer and as such is in favor of allowing a time limit for the delay of the completion of the two additional lots.

MOTION: ***Councilmember Wright moved to table the preliminary plat for Lone Tree Phase F, Plat 3 to a future meeting to allow the applicant and staff to finalize the wildlife easement or dedication terms and remove two lots from the plat for three to four years. Councilmember Burnham seconded the motion.***

Discussion ensued regarding whether to require certain lots to be removed and the terms to require for the delay of the development of two lots.

Mr. Haskell requested to have the ability to either remove, delay, or combine lots to bring the plan under the 30-lot maximum.

SUBSTITUTE MOTION: *Councilmember Wright moved to table the preliminary plat for Lone Tree Phase F, Plat 3 to a future meeting to allow the applicant to work with staff to draft the language for the wildlife corridor easement and the details surrounding the requirements of the easement on lot 313 and 314 and considering adjusting the plan to accommodate the 30-lot maximum on dead-end streets.*

Councilmember Burnham seconded the motion.

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☒ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☒ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☒ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love
☒ Brett Wright	☐ Brett Wright	☐ Brett Wright	☐ Brett Wright

The motion passed with a unanimous vote.

SCHEDULED ITEMS

15. AGREEMENT

15.A. AGREEMENT – Public Water Supply Agreement Between Eagle Mountain City, Utah and Oquirrh Wood Ranch, LLC.

City Administrator Paul Jerome presented the item and explained that the developer of the Firefly project has requested to purchase additional water from the City. When he inquired about purchasing additional Central Water Project water through the Central Utah Water Conservancy District (CUWCD) not in relation to this proposal, the City would have had to abide by terms he was uncomfortable with asking the City Council to entertain due to the associated risks. Cities are now required to issue a formal request to be considered for eligibility for the limited remaining shares. Applicant Nate Shipp is requesting to enter into an agreement with the City for an additional 3,000-acre feet of water to be obtained through an agreement between the City and the CUWCD. Mr. Shipp would purchase 330-acre feet per year for nine years beginning in 2024. An additional, 1000-acre feet from the City's existing contract would be included for a total of 4,000-acre feet. The agreement would be contingent upon approval by the CUWCD.

Councilmembers Love and Wright stated that they have concerns with the draft agreement and desire for issues to be resolved prior to finalizing the agreement.

Councilmember Burnham said she would rather table the agreement and resolve concerns rather than deny the application.

Councilmember Curtis said he is ready to move forward with a vote.

Applicant Nate Shipp stated that due to time constraints and the limited amount of water rights available, he needs a decision tonight to know whether this agreement will move forward or if he

needs to negotiate directly with CUWCD. The donation of their well to the CWP to allow the CUWCD to move water in and out of Cedar Valley was a part of their previous negotiations directly with CUWCD. At the request of City staff, they did not move forward with that agreement as the City desires to retain control over all wells within Eagle Mountain. Today was the deadline to submit water requests to the District. If a decision cannot be reached tonight, he needs to resume negotiations with the CUWCD that include the donation of the well. He recognized that his agreement with the City is contingent upon them securing water rights through the District and noted that he submitted the application to the City in November 2022 to allow time for negotiations.

Discussion ensued regarding:

- The Council's hesitancy to make changes to the agreement during the meeting considering the number of concerns they have with the contract;
- The need to understand the terms desired by the CUWCD,
- The approval process with CUWCD;
- Applicant concerns with the City allocating the water to another party;
- The City's need for a partner to feel comfortable with reaching an agreement with the CUWCD;
- Holding a special meeting to review the Council requested changes sooner than the February 14, 2023, regularly scheduled meeting; and
- Providing Mr. Shipp with the desired changes to the agreement before they meet again.

MOTION: *Councilmember Burnham moved to table a Public Water Supply Agreement between Eagle Mountain City, Utah and Oquirrh Wood Ranch, LLC to a special session to be held on Jan 24, 2023. Councilmember Gray seconded the motion.*

<i>Those Voting Yes</i>	<i>Those Voting No</i>	<i>Those Abstaining</i>	<i>Those Absent</i>
☒ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>	☐ <i>Donna Burnham</i>
☐ <i>Colby Curtis</i>	☒ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>	☐ <i>Colby Curtis</i>
☒ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>	☐ <i>Jared Gray</i>
☒ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>	☐ <i>Carolyn Love</i>
☒ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>	☐ <i>Brett Wright</i>

The motion passed with a vote of 4 to 1.

16. CITY COUNCIL/MAYOR'S BUSINESS

17. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Gray

Councilmember Gray requested for his new liaison assignments to be emailed to him.

Councilmember Wright

Councilmember Wright said he will accompany the Youth Council to the capital which was scheduled prior to assignment changes.

Councilmember Love

Councilmember Love said the Parks and Recreation Advisory Board desires to report their findings regarding the soccer program study to the Council and to receive feedback about the City's desired level of involvement in sports programs.

Councilmember Burnham

Councilmember Burnham stated she is impressed by the Youth Council and its desire to serve.

Councilmember Curtis

None.

18. COMMUNICATION ITEMS

18.A. Financial Report

18.B. Upcoming Agenda Items

19. ADJOURNMENT

MOTION: *Councilmember Gray moved to adjourn at 10:37 p.m. Councilmember Curtis seconded the motion.*

Those Voting Yes

☒ Donna Burnham
☒ Colby Curtis
☒ Jared Gray
☒ Carolyn Love
☒ Brett Wright

Those Voting No

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Abstaining

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

Those Absent

☐ Donna Burnham
☐ Colby Curtis
☐ Jared Gray
☐ Carolyn Love
☐ Brett Wright

The motion passed with a unanimous vote.

The meeting was adjourned at 10:37 p.m.

Approved by the City Council on February 7, 2023.

Fionnuala B. Kofoed, MMC
City Recorder



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	MOTION/PUBLIC HEARING - Disposal of Significant Real Property Identified as Utah County Parcel Number 58:040:0634.		
ITEM TYPE:	Motion		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Lianne Pengra, Recorder's Office

PRESENTED BY:

RECOMMENDATION:

Staff recommends that the City Council consider the application for the disposal of Utah County ID No 58:040:0634 and determine the best method to dispose of the property to maximize the value to the City.

BACKGROUND:

In accordance with EMMC 3.30, the City Council must hold a public hearing to consider disposition of City-owned property that is considered "significant." If the City Council determines that the disposal may be appropriate, the Council shall determine the best method to dispose of the property *to maximize the value* to the City by either:

1. Retaining a real estate professional to market and sell the property;
2. Auctioning the property;
3. Selling directly to the applicant .

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Land Disposal Application & Letter](#)

Eagle Mountain City Updated 3-03-09

Land Disposal Application

1650 E Stagecoach Run, Eagle Mountain, UT 84043

Phone: (801) 789-6600 Fax: (801) 789-6652



Applicant & Land Information

Application Date:

January 20, 2023

Zone:

Foothill & Neighborhood Residential 1, Parks & Open Space

File Number: (Office Use Only)

Applicant Name:

Perry Land Investments, LLC

Phone:

801-264-8800

Email Address:

dreeve@perryhomesutah.com

Fax:

General Location of the property:

7200 N Hidden Valley Parkway

Total area of the subject property (square footage & acreage):

38.437 acres (1,674,315 sf)

FOR OFFICE USE ONLY

Application Received By:

Date:

Amount Paid:

Receipt Number:

☐ Cash ☐ Check ☐ Credit/Debit Card

Land Disposal Application: Required Materials

In order to expedite the process of review the following materials must be finalized and submitted in their entirety. **Any items that fail to be included with this application could delay the process of review and the entire application may be returned to the applicant as incomplete.**

WRITTEN REQUEST. A written request explaining where the property is located.

SURVEY. Legal description and survey plat of the property.

FEE. That the non refundable \$150.00 processing fee is paid.

APPLICANT CERTIFICATION: I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete and accurate to the best of my knowledge. I also certify that I am the owner of the subject property. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Eagle Mountain City may rescind any approval, or take any other legal or appropriate action. **I also acknowledge that I have read the entire Land Disposal Ordinance and understand and accept that any possible future fees, costs, and expenses that may take place will be borne by me as the applicant. I understand that, if my application for disposal of open space is approved, I am solely responsible to carry the necessary paperwork forward to its conclusion.** I also agree to allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Property Owner's Signature:

Date:

1/20/23



Perry Homes Utah, Inc.

Builders/Developers

January 19, 2023

Eagle Mountain City
Community Development
3726 E Campus Dr., Suite H
Eagle Mountain, UT 84005

RE: Land Disposal Application – 38.44 acres, Parcel #58:040:0634

Dear Eagle Mountain City,

Pursuant to City Ordinance 3.30.020, Perry Land Investments, LLC (the "Applicant") hereby submits this Land Disposal Application to purchase 38.437 acres of raw land owned by Eagle Mountain City (the "City"), also known as Parcel 58:040:0634 (the "Property"). The Property is located adjacent to the Applicant's 229.11 acres of property contained in Parcels 58:040:0149 and 58:040:0010. The Property is defined as Significant Land pursuant to codified ordinance O-03-2009 § 2, as the Property contains "trails, semi-improved natural areas" per article 1.1.4 as well as an access easement across the Property providing legal access to the Applicant's property.

Required information for this application includes the following:

Applicant: Perry Land Investments, LLC
17 E. Winchester St. Suite 200
Murray, UT 84107
801-264-8800

Property: 38.437 acres of raw land located at approximately 7200 North Hidden Valley Parkway, Eagle Mountain, UT, also defined as Tax Parcel #58:040:0634. See attached Exhibit A. The legal description for the Property is: COM AT S 1/4 COR. SEC. 30, T5S, R1W, SLB&M.; N 0 DEG 3' 9" E 1327.42 FT; S 89 DEG 32' 28" E 1070.17 FT; ALONG A CURVE TO L (CHORD BEARS: S 57 DEG 23' 19" E 228.52 FT, RADIUS = 490 FT); ALONG A CURVE TO R (CHORD BEARS: S 30 DEG 37' 47" E 32.3 FT, RADIUS = 25 FT); S 9 DEG 36' 52" W 158.19 FT; S 80 DEG 23' 8" E 86.57 FT; S 0 DEG 36' 11" W 45.29 FT; ALONG A CURVE TO R (CHORD BEARS: S 31 DEG 56' 55" W 306.93 FT, RADIUS = 447 FT); S 52 DEG 1' 41" W 60.43 FT; S 1 DEG 20' 46" W 109.21 FT; S 42 DEG 58' 19" E 72.28 FT; S 55 DEG 4' 28" E 191.92 FT; S 0 DEG 36' 11" W 398.26 FT; N 89 DEG 19' 31" W 1328.69 FT TO BEG. AREA 38.437 AC.

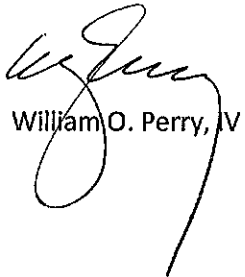
Other

Information: As consideration (in whole or in part) of the purchase of the Property, Applicant desires to dedicate approximately 8.7 acres of the Property back to the City as a mountain bike

park upon completion of the adjacent development, as well as dedicate approximately 61.2 acres of land for the Wildlife Corridor as requested by the City. See Exhibit B.

We look forward to your favorable review of this Land Disposal Application.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Perry', with a large, stylized loop at the end.

William O. Perry, IV

EXHIBIT A

THE PROPERTY

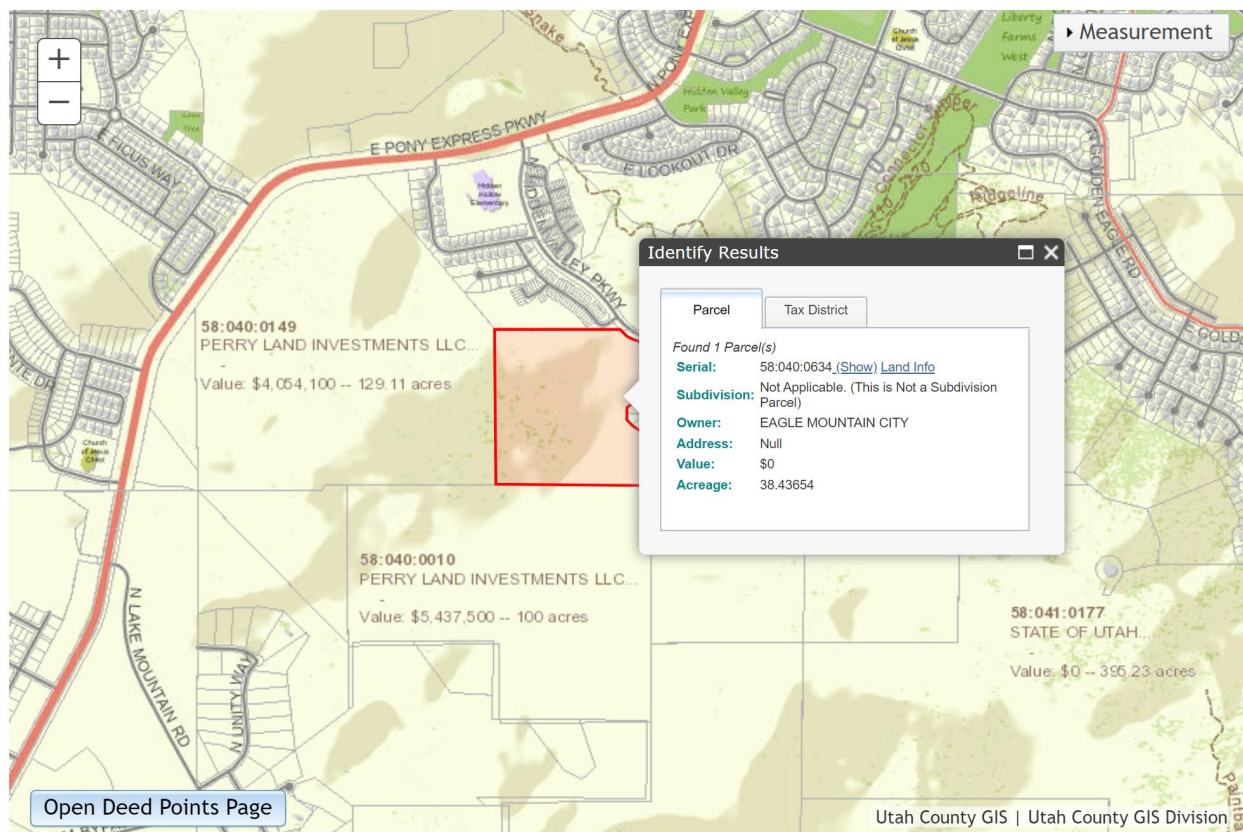
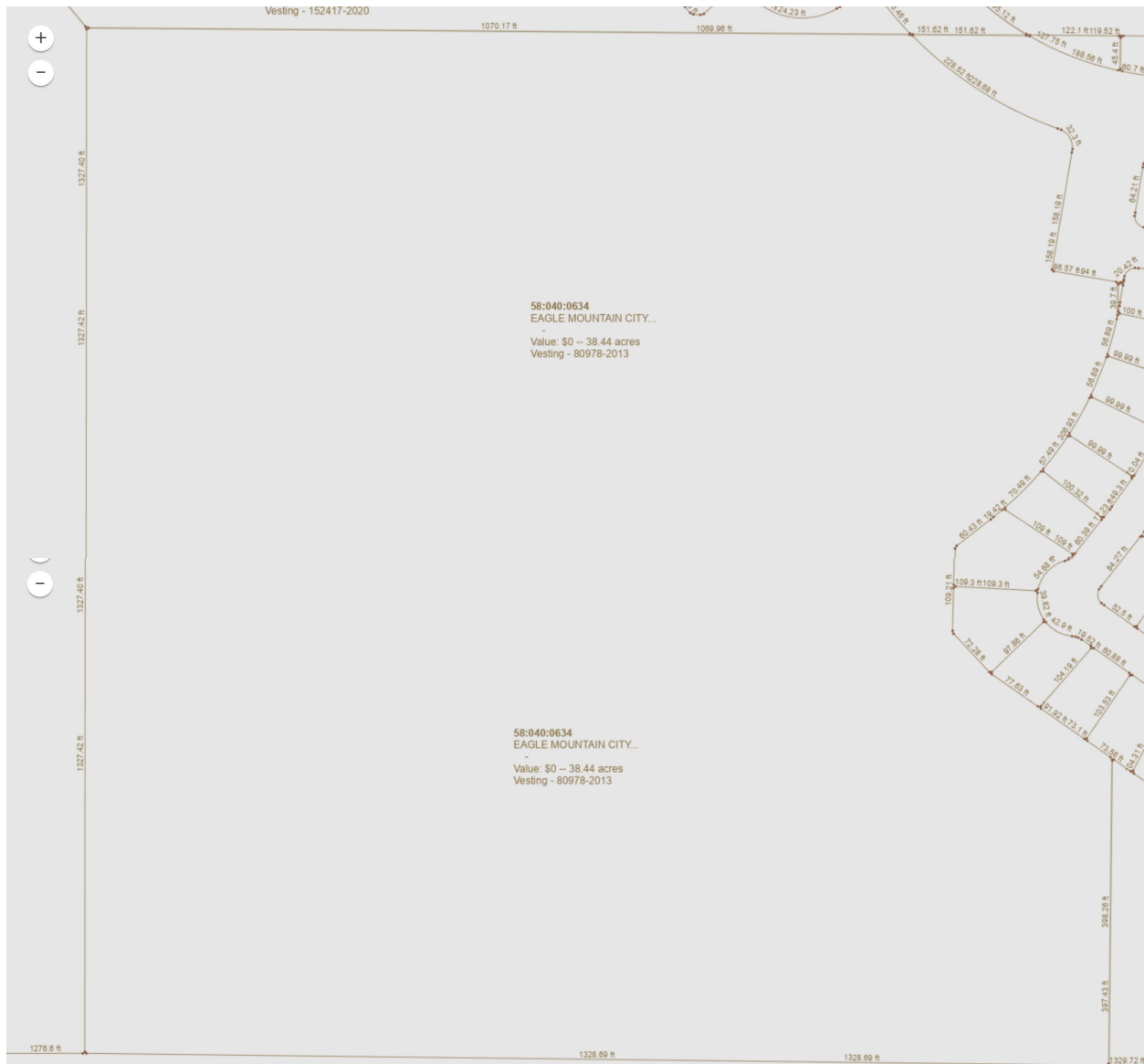


EXHIBIT A

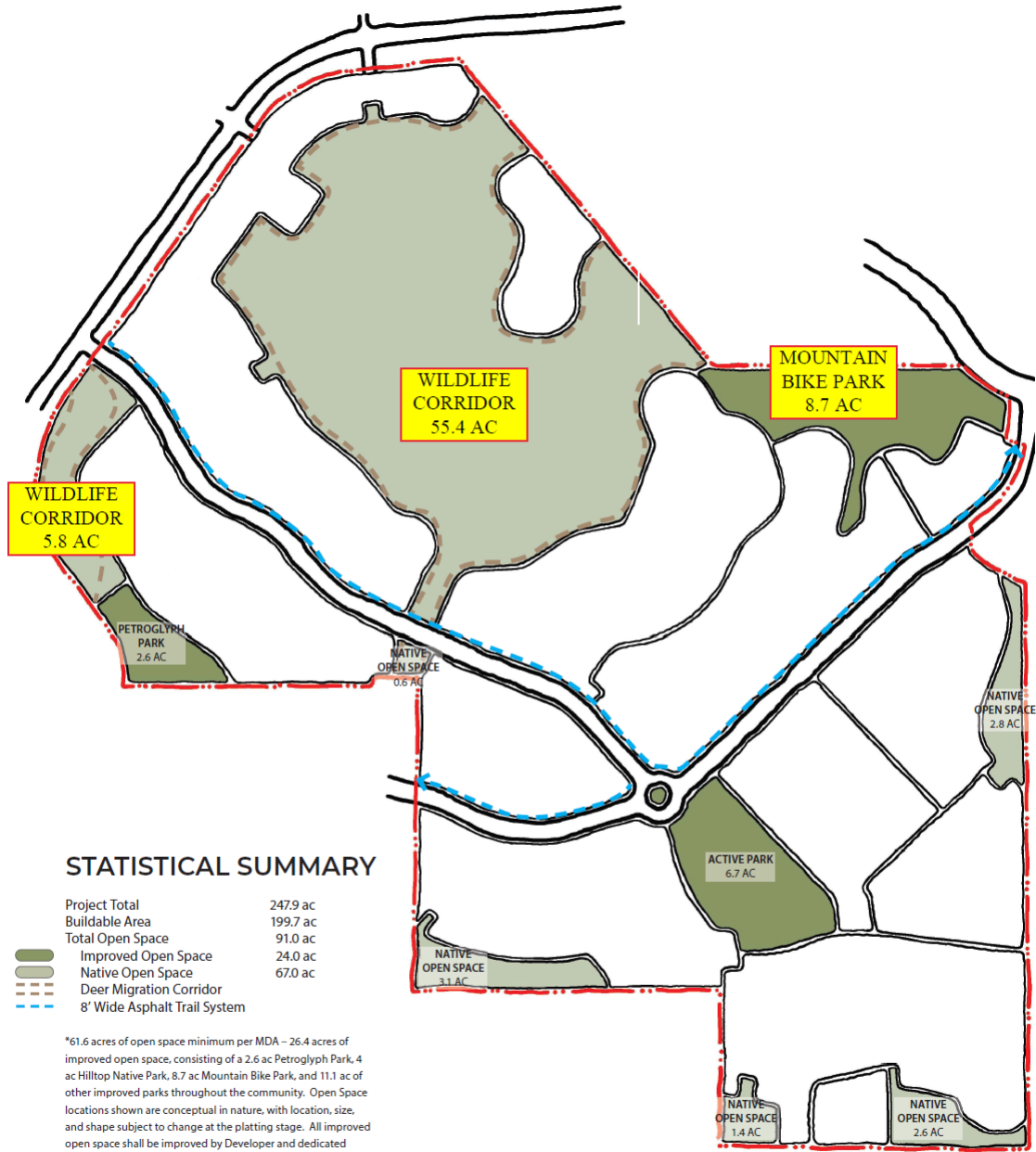
THE PROPERTY (CONT.)



COM AT S 1/4 COR. SEC. 30, T5S, R1W, SLB&M.; N 0 DEG 3' 9" E 1327.42 FT; S 89 DEG 32' 28" E 1070.17 FT; ALONG A CURVE TO L (CHORD BEARS: S 57 DEG 23' 19" E 228.52 FT, RADIUS = 490 FT); ALONG A CURVE TO R (CHORD BEARS: S 30 DEG 37' 47" E 32.3 FT, RADIUS = 25 FT); S 9 DEG 36' 52" W 158.19 FT; S 80 DEG 23' 8" E 86.57 FT; S 0 DEG 36' 11" W 45.29 FT; ALONG A CURVE TO R (CHORD BEARS: S 31 DEG 56' 55" W 306.93 FT, RADIUS = 447 FT); S 52 DEG 1' 41" W 60.43 FT; S 1 DEG 20' 46" W 109.21 FT; S 42 DEG 58' 19" E 72.28 FT; S 55 DEG 4' 28" E 191.92 FT; S 0 DEG 36' 11" W 398.26 FT; N 89 DEG 19' 31" W 1328.69 FT TO BEG. AREA 38.437 AC.

EXHIBIT B

APPLICANT'S PROPERTY TO BE DEDICATED TO THE CITY



STATISTICAL SUMMARY

Project Total	247.9 ac
Buildable Area	199.7 ac
Total Open Space	91.0 ac
Improved Open Space	24.0 ac
Native Open Space	67.0 ac
Deer Migration Corridor	
8' Wide Asphalt Trail System	

*61.6 acres of open space minimum per MDA – 26.4 acres of improved open space, consisting of a 2.6 ac Petroglyph Park, 4 ac Hilltop Native Park, 8.7 ac Mountain Bike Park, and 11.1 ac of other improved parks throughout the community. Open Space locations shown are conceptual in nature, with location, size, and shape subject to change at the platting stage. All improved open space shall be improved by Developer and dedicated to and maintained by the City, except for the Community Center and Neighborhood Community Center, which shall be maintained by the HOA. All native open space, including the deer migration corridor, is to be dedicated to the City. Plan also includes a minimum of 37.6 acres of native open space and 6,000 linear feet of paved trails.

PERRY HOMES



NOT DRAWN TO SCALE



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Lower Hidden Valley Master Development Plan.		
ITEM TYPE:	Amended Master Development Plan & Amended Master Development Agreement		
FISCAL IMPACT:			
APPLICANT:	Perry Development LLC		
GENERAL PLAN DESIGNATION Foothill Residential, Neighborhood Residential 1 and Parks/Open Space	CURRENT ZONE "Residential" under currently active Development Agreement	ACREAGE 244.96	COMMUNITY Hidden Hollow

PUBLIC HEARING:

Yes

PREPARED BY:

Robert Hobbs, Planning

PRESENTED BY:

Robert Hobbs -- Planning
Manager

RECOMMENDATION:

Staff recommends that the City Council consider approving a modified version of the requested Master Development Plan amendments and Master Development Agreement amendments, subject to Applicant compliance with the following conditions:

1. Project open space (improved and unimproved/natural) shall be increased to provide the amount of improved open space required by City Code.
2. Bike trails and their connections shall be preserved and/or re-routed to provide a similar amount of bike trails as the existing, approved project development plan.
3. Applicant shall reduce the amount of development on the City property, preserving more trails and hillside on both sides of the planned road and enough space for a wildlife migration corridor.
4. Applicant shall modify site access and the layout for residential units proposed adjacent to Pony Express Parkway to reduce traffic and safety concerns.
5. Applicant shall modify the proposed Master Development Agreement as recommended via the City Attorney's redlines.

(Note: Any approval should be made contingent upon the disposal of

a portion of the City property (and a real estate contract), or preservation of the City property and requiring modifications of the plan in relation to that property.)

BACKGROUND:

By June 28, 2011, OMR Investments and the City of Eagle Mountain finished signing a Master Development Agreement [pertinent to 244.96 acres of land] (see here:

https://drive.google.com/file/d/1zqN8c0BWt1aC_Mm8-EtuCIcUufl3KjfS/view?usp=drive_web).

The Agreement granted permission to the developer of the Lower Hidden Valley area to build 1,256 residential dwellings on 205.10 acres and assigned the same with "Residential" zoning. In conjunction with that Agreement, the City approved a Master Development Plan for the land. Perry Land Investments LLC now wishes to amend the 2011 Plan and Agreement to allow re-configuration of the project, and, as part of that re-arrangement, has agreed to provide the City with a needed wildlife corridor passage area and mountain bike trail space within the same.

On January 10th of this year, the Project was recommended for denial by the Planning Commission with the wildlife corridor and, especially, the City disposition regarding a 38.44-acre parcel under its ownership with bike trails thereon and nearby being high priority issues that affected the decision.

ITEMS FOR CONSIDERATION:

Mayor & Council, with respect to the Lower Hidden Valley project, larger-scale issues or matters that you might wish to review and/or take note of include, but are not limited to, the following matters:

1. The Applicant already has an existing Development Agreement vested on, or against, the property; and,
2. The property's zoning of "Residential" [no longer "on the books"] will still be assigned to the land even if the Master Development Plan and Agreement Amendment requests are approved; and,
3. The Applicant is entitled to 1,256 residential dwelling units on the

property (divided into 13 phases); and,

4. Per the proposed, amended Agreement the Applicant or "Developers" intend to provide 24 acres (amenable to go to 24.2) of improved open space within the Project, 67 acres of native (unimproved) open space and 6,000 linear feet of paved community trails. For comparison, the existing Agreement requires 24.2-acres of improved open space and 85.60-acres of unimproved open space; and,

5. A 38.44-acre portion (Parcel No. 58:040:0634) of the developable and open space area proposed for build-out within Lower Hidden Valley is currently owned by the City of Eagle Mountain; and,

6. The Applicant, in their narrative, have outlined proposals respecting the purchase of the parcel and dedication back of a portion of the parcel -- along with an improved trailhead. Purchase or disposal of this parcel will require a separate process and action by the City Council; and,

7. Subsequent to the Planning Commission's review of this matter, conversation regarding the 38.44 acres has returned the idea that the Applicant(s) could simply apply to purchase a buildable portion of the 38.44-acres and leave the rest to the City to maintain as an open area serving, primarily, the interests of mountain bikers; and,

8. The City's new wildlife corridor covers some of the property intended for development; and,

9. The Applicant has (as also noted in their narrative) expressed a willingness to assist the City in providing a protected deer migration route through the project by use of fencing [8' poles with hog-wire and controlled access points/gates] and (a) crossing route(s) over Pony Express Parkway. The location, scope and boundaries of that corridor relative to the project's land has morphed a few times; and,

10. If the Amendment package is approved, future subdivision development will be reviewed via the platting process and will factor in any requirements made a part of the Amendments package (with particular attention to be paid to the Development Agreement's final language); and,

11. The design guidelines for Lower Hidden Valley's housing are to be adopted by reference in the proposed Amended Development Agreement and will expectedly appear within CCRs (covenants, conditions and restrictions); and,

12. The proposed, Amended Development Agreement acknowledges vested residential density, recognizes that it is a theoretical cap but also precludes losing density via any ordinance or other action implemented, or taken, by the City (e.g., a code change) following the date of its passage; and,

13. A [new], complete traffic study for the development, considering updated background city-wide traffic data, as of the date of this report's preparation, has not been submitted to the City; and,

14. The configuration of the Applicant's Lower Hidden Valley concept plan is different than the original plan in that it spreads density (partly by trading townhomes for detached homes), moves the denser housing components closer to collector roads (foregoing the village core originally planned near the middle of the development and introduces an area for senior housing); and,

15. Provision for two direct road connections to Pony Express Parkway has been made, with additional stubs for future connections to adjacent property. After considering the terrain along Pony Express, access across the same, and minimum traffic light spacing, the Applicant's plans appear to be a possible solution to handling site ingress/egress. City Engineering or Administration, however, may have some comment(s), preferences or opinions respecting this particular that will affect the Applicant's arrangement; and,

16. The project envisions use of detached housing, twin homes, townhomes and cluster housing; and,

17. The Applicant intends to use 51' rights-of-way for "local" roads within the project in lieu of the City's newly adopted 59' roads besides having a scheme for other roadway widths. This, per the Applicant, will facilitate preservation of more detached residential product (less cramming of units into townhomes); and,

18. Utility and emergency services expectedly will be available to the site; and,

19. A pair of clubhouses with a single large pool, two to three trailheads with associated parking lots, dog park, large central park with pickleball courts, a ball field, etc. are also proposed (see landscape plans). Plat review will further assess total open space provision and amenities.

20. The Applicant is asking for some setback relief (e.g., 5' sides with detached homes) and approval of some 40'+ frontages for certain building lots. The old (2005) "Residential" Zone (no longer in the City's code) recognized four "tiers" of residential development therein -- each with succeeding densities and lot configuration rules. As far as the tiers and their respective single-family detached controls, please note as follows:

Tier I standards were associated with minimum 1/2 acre lots. They mandated that side setbacks be not less than 12' on one side and 18' on the other -- unless approved otherwise by the Planning Director [10% deviation allowed] due to mitigating circumstances (e.g., slope issues, etc.). Minimum required street frontages for building lots containing detached homes was required to be at least 125' unless on a cul-de-sac.

Tier II standards were associated with smaller than 1/2 acre lots (size not defined -- just density per acre allowed). Side setbacks were set at 5' minimum and 15' combined, later modified to require 10' along the garage side of a house. Lot frontage was set at 55' minimum unless a property abutted a cul-de-sac.

Tier III standards were silent on minimum lot size and minimum street frontage but allowed even higher densities than Tier II. The minimum side setbacks for building lots was to be the same as Tier II (5'/10'). A minimum building separation standard was also provided.

Tier IV standards followed suit with Tiers II and III allowing yet greater density in a project. No minimum setbacks or frontages were stated (only building separations).

Tier II is the most comparable to what is proposed in Lower Hidden Valley for detached housing product.

21. Any public, or agency, City department, or other official written

comments received by Staff respecting this application set is hereto attached or has been made available to the Council or expectedly will be presented to the Council in the case of certain interested parties' materials....

REQUIRED FINDINGS:

The approval criteria for Master Development Plans are stated in EMMC 16.10.070. The approval criteria for Master Development Agreements are in EMMC 16.10.080. The [originally] approved Lower Hidden Valley Master Development Agreement should also be consulted and considered when reviewing this application. Decisions to approve or amend Master Development Plans and Agreements are effectually subjective and of a legislative nature.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission, during their regularly scheduled public meeting of January 10, 2023, voted to recommend to the City Council that both the requested Master Development Plan and Master Development Agreement amendment requests be denied. (As stated above, the wildlife corridor and, especially, the City disposition regarding a 38.44-acre parcel under its ownership with bike trails thereon and nearby being high priority issues that affected the decision.)

ATTACHMENTS:

[ORD--Lower Hidden Valley MDP Amendment #1](#)
[Lower Hidden Valley MDA Amendment #1](#)
[Exhibit A - Amended Legal Description](#)
[Exhibit B - Amended Land Use Map](#)
[Exhibit C - Amended Phasing Plan](#)
[Exhibit E - Amended Design Guidelines](#)
[Exhibit F - Amended Park Improvements Plan](#)
[Original Exhibit F - Parks and Open Space Plan](#)
[Lower Hidden Valley MDA Amendment #1 - Legal Counsel &](#)

Planning Redlines

Vicinity Map

Existing and Proposed Plan

Lower Hidden Valley Stats at a Glance

2010 Lower Hidden Valley MDP

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, AMENDING
THE LOWER HIDDEN VALLEY MASTER DEVELOPMENT PLAN**

PREAMBLE

The City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve the amendment to the Lower Hidden Valley Master Development Plan, as set forth more specifically in Exhibit A.

NOW THEREFORE, 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 amendment to the Lower Hidden Valley Master Development Plan, as set forth in Exhibit A.

2. The amendment to the Lower Hidden Valley Master Development Plan is hereby approved, as set forth more specifically in Exhibit A.

3. This Ordinance shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 7th day of February, 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 on the 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____.

Exhibit A

Eagle Mountain City
Amendment No. 1 to the Master Development Agreement
For the Lower Hidden Valley Master Development Planned Area

This Amendment No. 1 (“Amendment No.1”) to the Master Development Agreement for the Lower Hidden Valley Master Development Planned Area (the “Master Development Agreement”) is entered into between Eagle Mountain City, a municipal corporation of the state of Utah (the “City”) and Perry Development, LLC a Utah limited liability company (“Perry”).

RECITALS

WHEREAS, the City and certain entities known as the Developer under the Master Development Agreement, entered into the Master Development Agreement as of June 23, 2011;

WHEREAS, Perry has since acquired all of the real property that was the subject of and encumbered by the Master Development Agreement;

WHEREAS, since Perry acquisition and with the passage of time, certain events have transpired that have made it advisable to amend the Master Development Agreement;

WHEREAS, the Master Development Agreement was deemed to be amendable by its express terms by all Parties thereto pursuant to its express terms;

WHEREAS, the City and Perry acknowledge that Perry is the successor in interest to the original Developer and is thereby empowered to execute the Amendment No. 1 as the required Developer party and that the same will be binding on both the City and Perry in accordance with the Master Development Agreement (and specifically with reference to Paragraph 35, thereof) and that Perry is now considered the Developer of the Project;

WHEREAS, the Project consists of approximately 274.92 acres of land (the “Property”) located southeast of Pony Express Parkway. An amended legal description of the Property is attached as Exhibit A;

NOW THEREFORE, for good and valuable consideration, the same as is hereby acknowledged by the Parties hereto, the City and Perry agree as follows:

1. Paragraph 2 of the Master Development Agreement is hereby amended and restated in its entirety as follows:
 - a. 2. Zoning Density and Land Use Standards. The Project will be zoned as residential in accordance with Chapter 17.25 of the City’s Municipal Code. The residential zone must be a predominately residential use, but certain commercial and mixed-use developments are allowed as a conditional use with the Project permitted for a total of (not to exceed) 1,256 residential dwelling units (the “Maximum Density”). The Amended Land Use Map (Exhibit B) is the zoning Map for the Property.

- 2.1 Phases and Densities. The total Project densities are as follows:

Total Land Area: 274.92 acres
Total Buildable Area: 199.7 acres
Total Residential Units: 1,256 units
Improved Open Space: not less than 24.2 acres

2.2 In addition, the Property is divided into thirteen (13) phases (individually a "Phase" and collectively "Phases") which permit certain numbers of dwelling units to be constructed in each Phase. The Location of each Phase is depicted on Exhibit C, attached hereto (the "Amended Phasing Map"). The number of dwelling units provided for in each Phase is a maximum, and dwelling units may not be transferred between Phases or between areas of the Amended Land Use Map unless the transfer is specifically related to the preservation of open space, trails, or the wildlife corridor, or provides for better traffic flow or the moving of a roadway to better align with neighboring or planned roads. Such transfer is only permitted if approved by the City's approval authority and Perry along with a site plan or preliminary plat. In no event shall the total number of dwelling units constructed in all Phases of the Project exceed the Maximum Density. Notwithstanding anything herein to the contrary, any City ordinance, amendment to the Municipal 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 unreasonably restricting Developer's ability to develop the vested densities set forth herein shall be inapplicable to 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. The City makes no warranty or guarantee that the entitled Maximum Density can be achieved, and the Parties acknowledge that as the development progresses that certain market, infrastructure, and/or other similar constraints beyond the control of the Parties may be presented which could prevent the practical use of all vested densities.

2. Paragraph 4 of the Master Development Agreement is hereby amended and restated in its entirety as follows:

4. Design Guidelines: In order to provide for a higher standard of architectural and visual appeal for the Project, Developer has proposed design guidelines to be enforced by the HOA. A copy of the design guidelines are attached hereto as Exhibit E (the "Amended Design Guidelines"). The design guidelines are an integral part of the approvals of the Project and are hereby adopted. In the event of a conflict between the City ordinances or requirements and the Amended Design Guidelines, the City ordinances shall control.

3. Paragraph 5 of the Master Development Agreement is hereby amended and restated in its entirety as follows:

5. Improved Open Space and Trails. Developer's plan includes 24.0 acres of improved open space, 67.0 acres of native open space and 6,000 linear feet of paved community trails. A map and conceptual drawing depicting the general size and location of the Park Improvements are attached hereto as Exhibit F (the "Amended Park Improvements" or "Park Improvements"). Developer shall comply with section 16.30.070 of the City's Municipal Code which requires a separate cash bond for all parks, trails and open space improvements in each Phase of the Project. The Amended Park Improvements as described and detailed on Exhibit F shall control where Exhibit F is mentioned in any other provisions of the Development Agreement. The Exhibit F attached hereto amends and replaces the Exhibit F set forth in the original Development Agreement. In the event of a conflict between the Amended Park

Improvements Exhibit F and the Amended Design Guidelines, the Exhibit F Amended Park Improvements Exhibit F shall control.

4. Paragraph 7 of the Development Agreement is hereby amended and restated as follows:

7. Ownership and Maintenance of Park Improvements. All Park Improvements less than 2 acres shall be dedicated to and maintained by the HOA. The HOA shall at all times provide access to all HOA-owned Park Improvements for emergency services, including fire and police services. All Park Improvements 2 acres or greater along with any native open space shall be dedicated to and maintained by the City.

5. Paragraph 9 of the Development Agreement is hereby rescinded and is no longer a part of the Development Agreement applicable to the Project.

6. Paragraph 16.1 of the Development Agreement is hereby deleted in its entirety.

7. Paragraph 16.2 of the Development Agreement is hereby amended and restated as follows:

16.2 Project Collector Roads. The main collector roads that provide access to and through the project (from Pony Express Parkway at northwest to Hidden Valley Parkway at the east, including stubbing the collector road to the west in accordance with the City's Master Transportation Plan) shall be constructed by Perry to the City's collector road standard.

END OF AMENDMENTS

8. Any portion of the Master Development Agreement that is not amended hereby shall continue in full force and effect. In the event of a conflict between this Amendment No. 1 and the Master Development Agreement, the provisions of this Amendment No. 1 shall govern in all respects.
9. This Amendment No. 1 shall be recorded against the Property and shall be deemed to run with the land and shall be binding on Developer and all successors and assigns that own any portion of the Property.

(Signature Page Follows)

DATED this _____ day of _____, 20__

PERRY DEVELOPMENT, LLC

By: _____

Print Name: _____

Title: _____

STATE OF UTAH)

:ss

COUNT OF _____)

On the _____ day of _____, 20__, personally appeared before me
_____, who being by me duly sworn, did say that he/she is the
_____, of PERRY DEVELOPMENT, LLC, and that the foregoing
instrument was duly authorized by the company and signed on behalf of said company.

NOTARY PUBLIC

DATED this ____ day of _____, 20__.

EAGLE MOUNTAIN CITY

By: _____

Print Name: _____

Title: _____

APPROVED AS TO FORM:

ATTEST:

City Attorney

City Recorder

EXHIBIT A
AMENDED LEGAL DESCRIPTION OF THE PROPERTY

Parcel 1: [58-040-0149]

Commencing at the South quarter corner of Section 30, Township 5 South, Range 1 West, Salt Lake Base and Meridian; thence South 89°57'5" West 1473.8 feet; thence South 21°53'28" West 42.66 feet; thence North 89°57'33" West 1063.45 feet; thence North 0°51'9" West 1549.61 feet; thence North 35°52'22" East 1043.59 feet; thence along a curve to the right (chord bears North 59°25'30" East 477.11 feet, radius = 597 feet); thence North 83°32'28" East 460.47 feet; thence South 39°41'56" East 1718.3 feet; thence South 0°3'9" West 1327.4 feet to the point of Beginning.

Parcel 2: [58-048-0079]

Commencing at the Southeast corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian; thence North 0°51'9" West 1549.61 feet; thence South 35°52'22" West 427.97 feet; thence along a curve to the left (chord bears South 23°56'3" West 164.25 feet, radius = 397 feet); thence South 11°59'43" West 1072.14 feet; thence South 89°36'51" East 563.32 feet to the point of Commencement.

Less and excepting the following described property:

Beginning at the Southeast corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian running thence North 89°36'41" West along the section line 8.14 feet; thence along the arc of a 227.00 foot radius non-tangent curve to the left 123.12 feet through a central angle of 31°04'32" (chord bears North 73°50'57" West 121.61 feet); thence North 89°23'13" West 152.70 feet; thence along the arc of 262.00 foot radius curve to the left 52.05 feet through a central angle of 11°22'56" (chord bears North 83°41'45" West 51.96 feet); thence North 78°00'17" West 221.13 feet; thence North 11°59'43" East along the easterly right-of-way line of the Pony Express Parkway 640.43 feet; thence South 37°05'14" East 679.81 feet; thence South 00°51'16" East 171.35 feet to the point of Beginning.

Also, less and excepting the following description:

Beginning at a point located North 89°36'41" West along the section line 8.14 feet from the Southeast corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base and Meridian and running thence North 89°36'41" West along section line 509.34 feet; thence North 78°00'17" West 44.90 feet; thence North 11°59'43" East along the easterly right-of-way line of the Pony Express Parkway 76.00 feet; thence South 78°00'17" East 221.13 feet; thence along the arc of a 262.00 foot radius curve to the right 52.05 feet through a central angle of 11°22'56" (chord bears South 83°41'45" East 51.96 feet); thence South 89°23'13" East 152.70 feet; thence along the arc of a 227.00 foot radius non-tangent curve to the right 123.12 feet through a central angle of 31°04'32" (chord bears South 73°50'57" East 121.61 feet) to the point of Beginning.

Also, less and excepting:

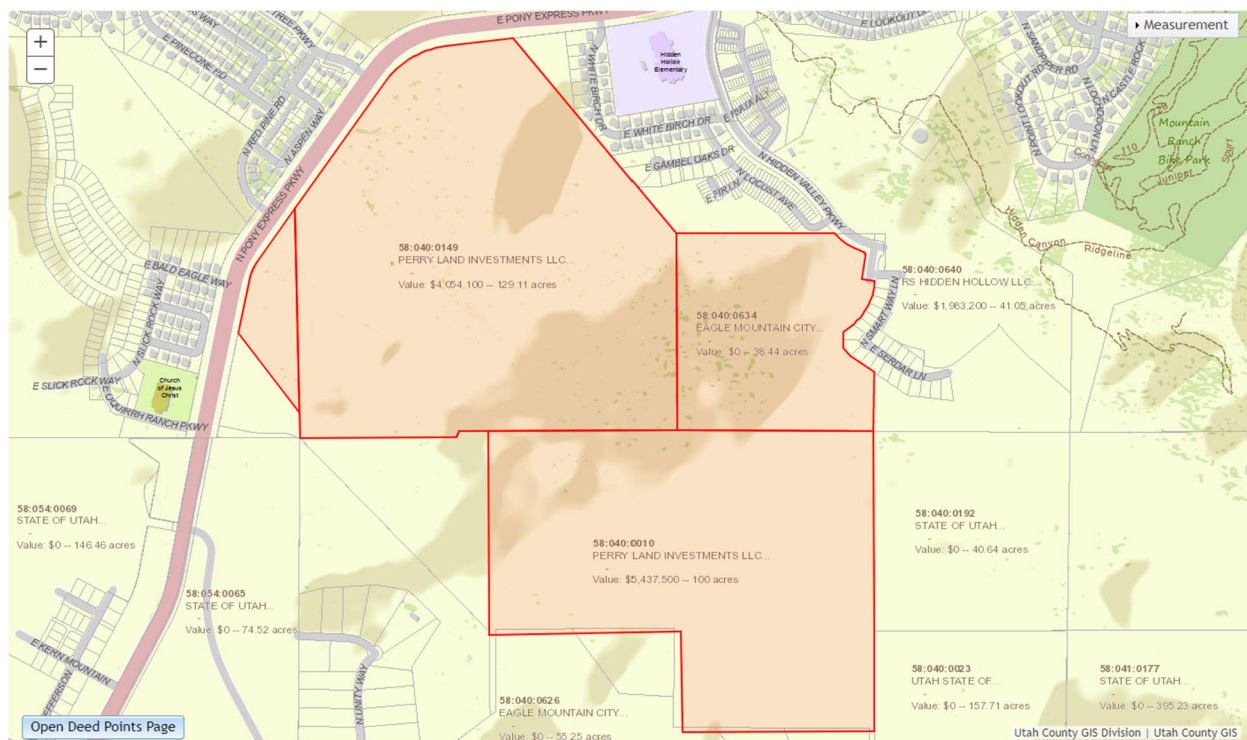
Commencing North 3.48 feet and West 517.34 feet from the Southeast Corner of Section 25, Township 5 South, Range 2 West, Salt Lake Base & Meridian; running thence North 89°36'51" West 45.96 feet; thence North 11°59'43" East 9.25 feet; thence South 78°00'17" East 45.02 feet to the point of beginning.

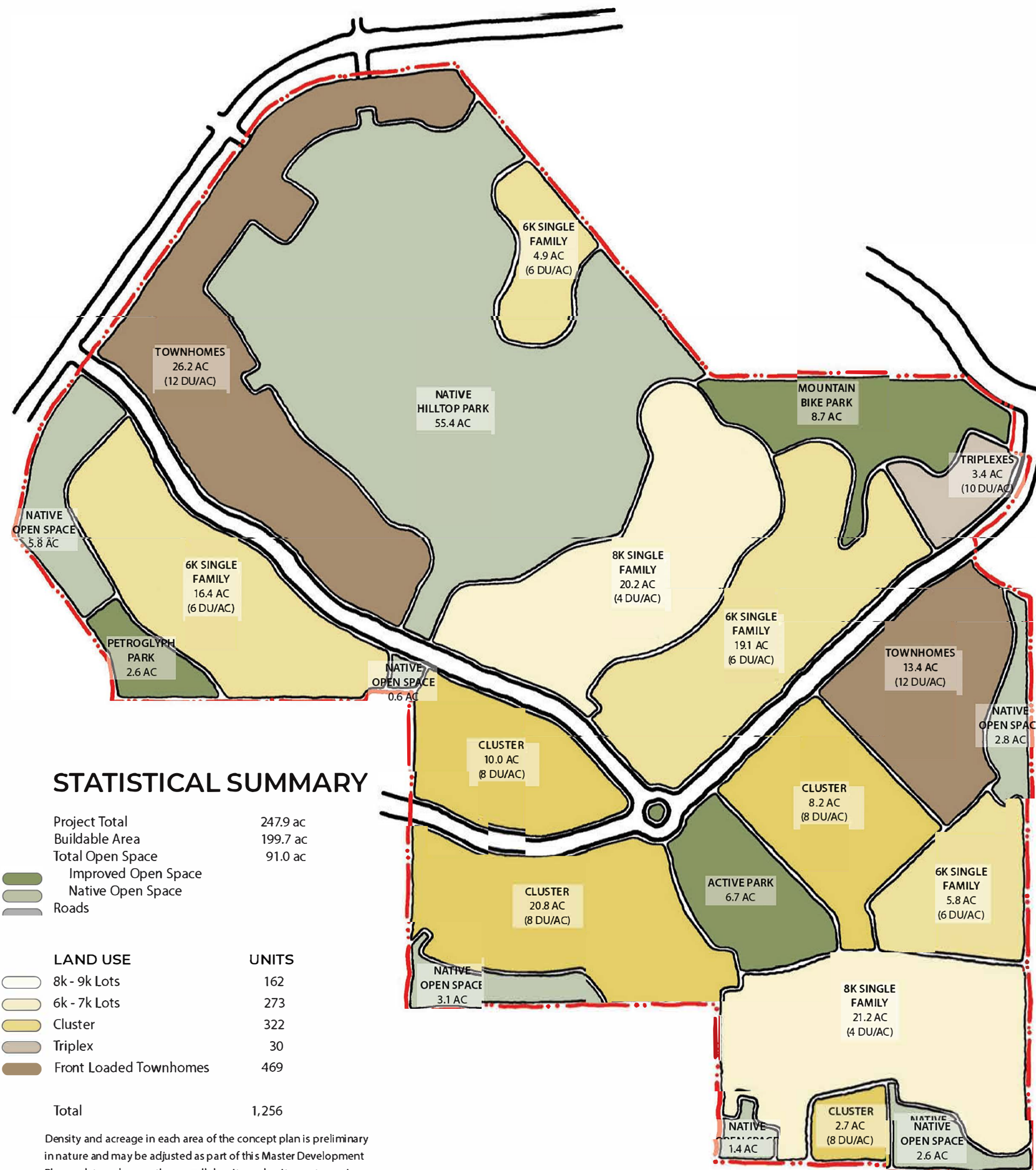
The North half of the Southwest quarter of the Northeast quarter and the Northeast quarter of the Northwest quarter and the Northwest quarter of the Northeast quarter of Section 31, Township 5 South, Range 1 West, Salt Lake Base and Meridian.

Parcel 4: [58:040:0634]

Legal Description: Commencing at the South quarter corner of Section 30, Township 5 South, Range 1 West, Salt Lake Base and meridian; thence North 0 degrees 3' 9" East 1327.42 feet; thence South 89 degrees 32' 28" East 1070.17 feet; thence along a curve to the left (chord bears South 57 degrees 23' 19" East 228.52 feet, radius = 490 feet); thence along a curve to the right (chord bears South 30 degrees 37' 47" East 32.3 feet, radius = 25 feet); thence South 9 degrees 36' 52" West 158.19 feet; thence South 80 degrees 23' 8" East 86.57 feet; thence South 0 degrees 36' 11" West 45.29 feet; thence along a curve to the right (chord bears south 31 degrees 56' 55" West 306.93 feet, radius = 447 feet); thence South 52 degrees 1' 41" West 60.43 feet; thence South 1 degree 20' 46" West 109.21 feet; thence South 42 degrees 58' 19" East 72.28 feet; thence South 55 degrees 4' 28" East 191.92 feet; thence South 0 degrees 36' 11" West 398.26 feet; thence North 89 degrees 19' 31" West 1328.69 feet to the point of beginning. Area 38.437 AC.

Parcels 1, 2, 3 & 4 Graphically Depicted as follows:





STATISTICAL SUMMARY

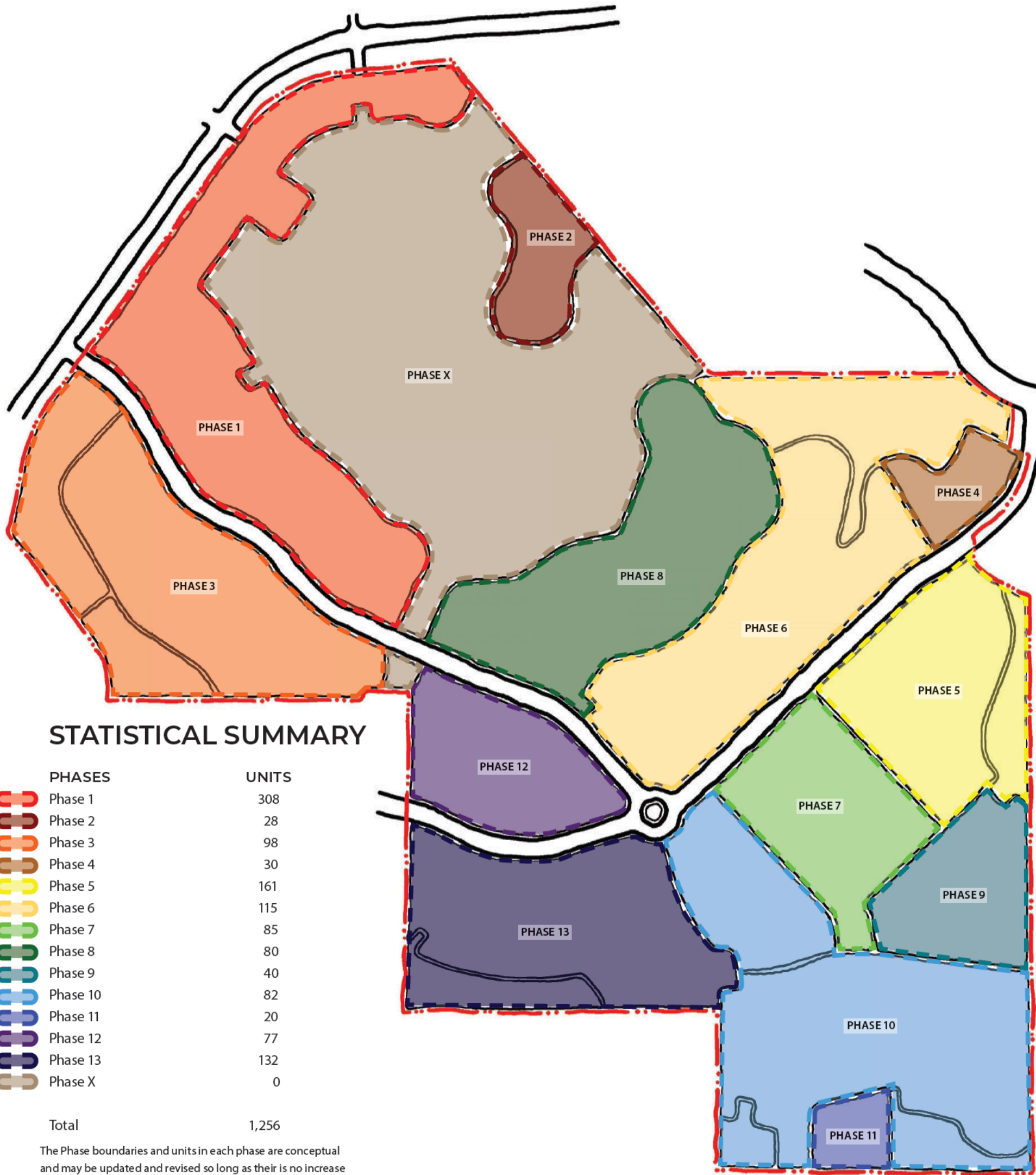
	Project Total	247.9 ac
	Buildable Area	199.7 ac
	Total Open Space	91.0 ac
	Improved Open Space	
	Native Open Space	
	Roads	
LAND USE		
	8k - 9k Lots	162
	6k - 7k Lots	273
	Cluster	322
	Triplex	30
	Front Loaded Townhomes	469
Total		1,256

Density and acreage in each area of the concept plan is preliminary in nature and may be adjusted as part of this Master Development Plan update so long as the overall density and unit count remains the same.

HIDDEN VALLEY

EXHIBIT C – PHASING PLAN
EAGLE MOUNTAIN, UT

November 2022



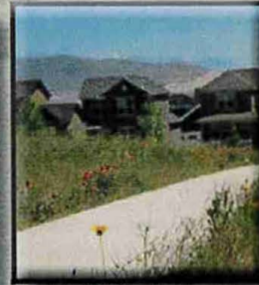
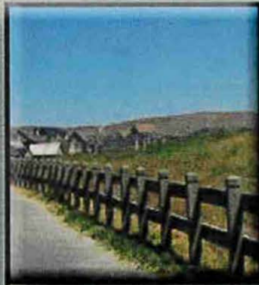
STATISTICAL SUMMARY

PHASES	UNITS
Phase 1	308
Phase 2	28
Phase 3	98
Phase 4	30
Phase 5	161
Phase 6	115
Phase 7	85
Phase 8	80
Phase 9	40
Phase 10	82
Phase 11	20
Phase 12	77
Phase 13	132
Phase X	0

The Phase boundaries and units in each phase are conceptual and may be updated and revised so long as their is no increase in overall density or unit count. Units may be shifted to different phases during the future submittals based on this stipulation.

HIDDEN VALLEY COMMUNITY MASTER DESIGN GUIDELINES

EAGLE MOUNTAIN, UTAH



SEPTEMBER 1, 2010

PREPARED FOR:

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HIDDEN VALLEY

Chapter 1 - Introduction

1.1 Purpose and Intent of the
Guidelines

1.2 How to Use these Guidelines

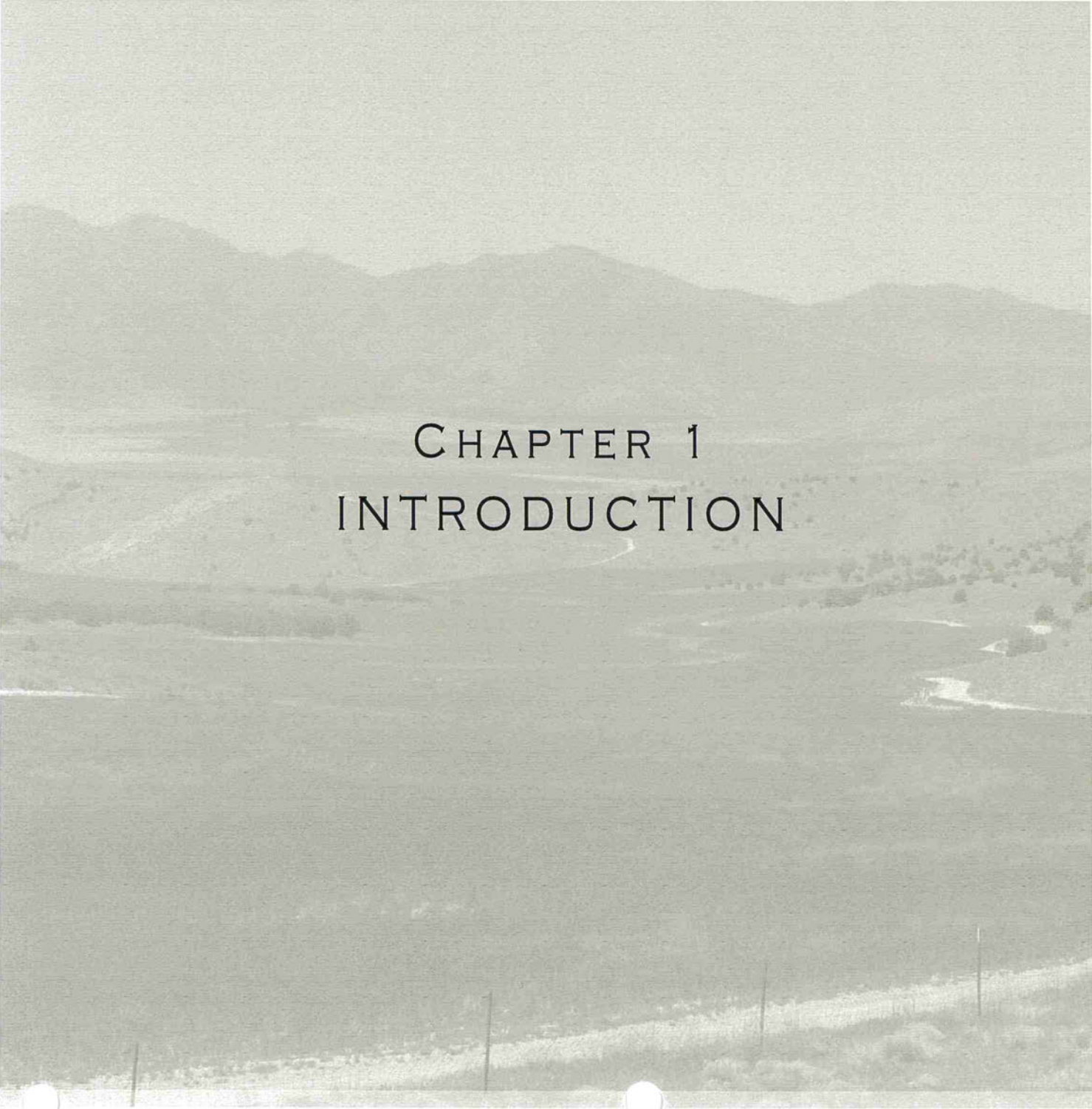
Chapter 2 - Guiding Principles and Regulatory Framework

Chapter 3 - Site Planning Guidelines

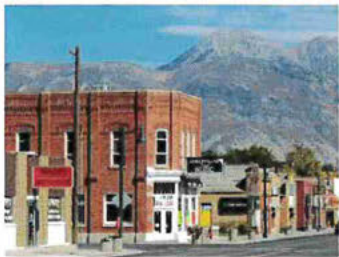
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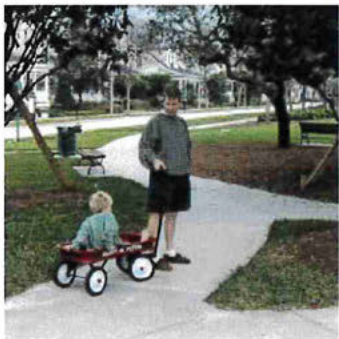
Chapter 6 - Appendix



CHAPTER 1 INTRODUCTION



The overall community theme is strongly rooted in the heritage of the Utah Valley, generally emphasizing rural and small-town Utah elements.



1.1 PURPOSE AND INTENT OF THE GUIDELINES

The purpose of the **Hidden Valley Community Master Design Guidelines** ("Guidelines") is to provide the Hidden Valley stakeholders with a clear statement of the design philosophy, principles, and development criteria for Hidden Valley. Hidden Valley stakeholders include land owners, Eagle Mountain City officials, master developers, sub-developers, home builders and other contractors, prospective buyers, and homeowners.

The intent of these Guidelines is to facilitate the appropriate, coherent, and compatible uses of land in order to:

- *Establish* a unified community appearance that will complement the native land forms and landscape;
- *Encourage* a variety of residential densities, home types and styles, and associated lifestyles;
- *Promote* distinct, individual neighborhoods through creative site planning, pedestrian and vehicular circulation, architecture, landscape architecture, and overall community design;
- *Provide* a comprehensive system of convenient recreational amenities for both passive and active uses; and
- *Recognize* the economic realities of changing real estate markets and the necessity to provide financial rewards for Hidden Valley stakeholders.

Accordingly, these Guidelines direct development throughout Hidden Valley and provide the critical principles unifying the various neighborhoods within the Hidden Valley master plan in a manner that will assure high-quality design and construction. These Guidelines are to be used as a design guideline template for individual neighborhoods and are applicable to the development of site plans, architecture plans, and landscape plans that will be submitted to and reviewed by the Hidden Valley Design Review Committee ("Hidden Valley DRC"), and post-construction changes proposed by homeowners and/or homeowners' association(s). These Guidelines shall be used for any area within the Hidden Valley Master Plan that does not prepare individual neighborhood design guidelines in conformance with these Guidelines.

1.2 HOW TO USE THESE GUIDELINES

The Guidelines are divided into three parts:

- **Guiding Principles and Regulatory Framework (Chapter 2)** This section contains information pertaining to the overall principles that will direct the physical design of Hidden Valley as it is built out over the multi-year life of the project, and the relationship of these Guidelines to individual neighborhood design guidelines and other regulations that control its development. This section includes a detailed procedure for design review, including: concept plan review, plan submittal and final inspection. The design review procedure insures that quality development and construction occurs in every neighborhood and is compatible with the overall Hidden Valley community while accommodating the uniqueness of each neighborhood. This section also contains the procedures for variances, appeals and the review of modifications to existing structures.

- **Site Planning Guidelines (Chapter 3)** – This section describes the concepts which form the foundation of the Guidelines and presents an overall philosophy for the physical character of Hidden Valley. This chapter establishes detailed site design principles that are the framework for the more detailed design components within these Guidelines. This section describes concepts related to community and neighborhood development, and best practices for site sustainability, including the preservation of native landscapes and the configuration of parking lots, circulation features, and pedestrian spaces. In addition, practices are identified to promote site-sensitive grading and construction techniques in areas suitable for development to prevent the inappropriate “grading out” of landscape features, such as ridgelines and drainage ways (overlot or strip grading), and to encourage “contour grading” that harmonizes with the natural contours of the land rather than “mass grading” that reduces inherent land values.
- **Design Standards (Chapter 4)** – This section discusses detailed design standards for architecture, landscape architecture, signage, and lighting. This section also addresses a palette of acceptable and encouraged architectural elements, materials, and colors, some of which are rooted in the vernacular architecture of traditional Utah County and others of which have a distinctively contemporary flair. These Guidelines are intended to increase building variety and visual interest throughout the community while ensuring overall compatibility and design quality.

HIDDEN VALLEY

Chapter 1 - Introduction

1.1 Purpose and Intent of the Guidelines

1.2 How to Use these Guidelines

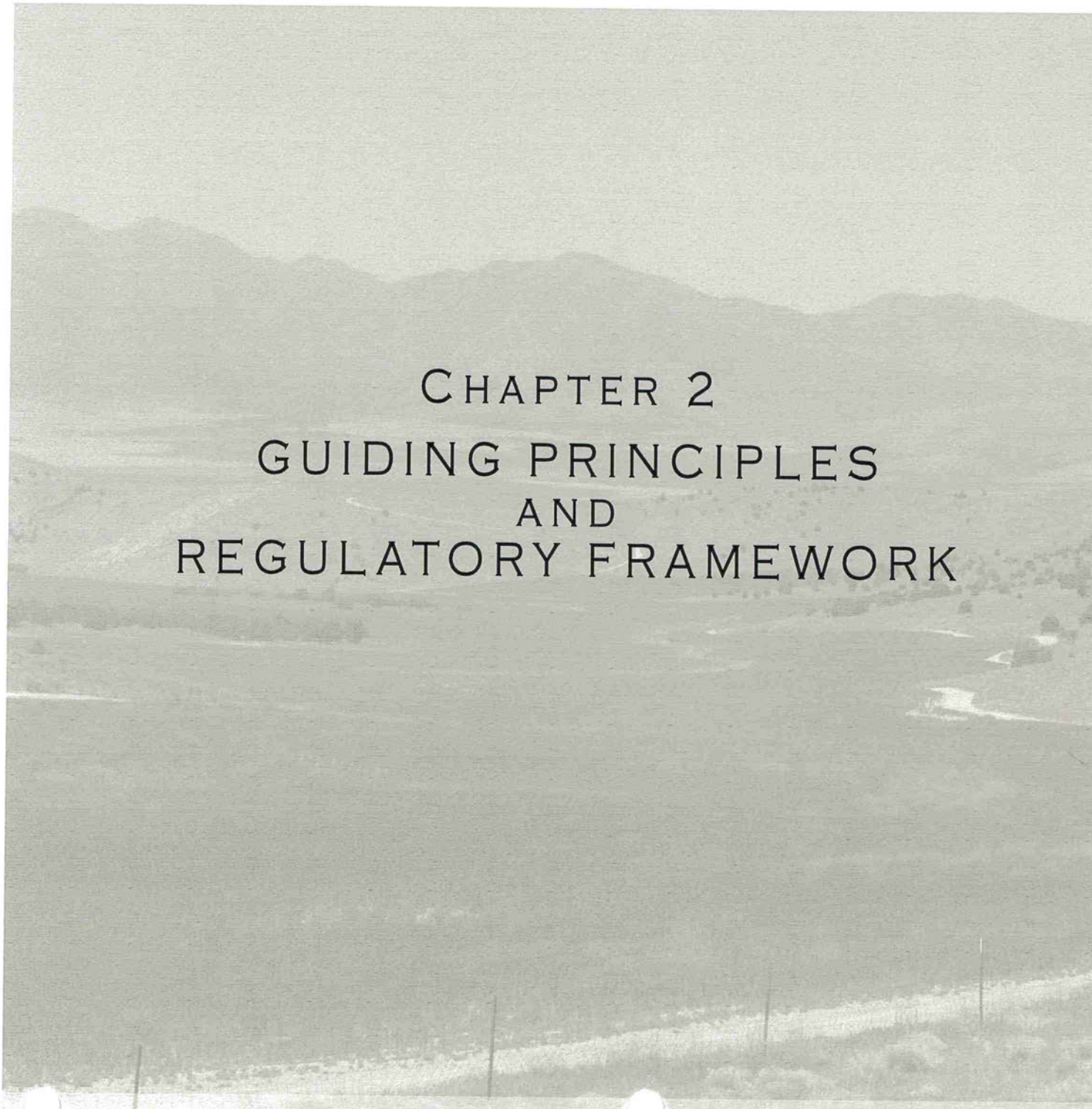
Chapter 2 - Guiding Principles and Regulatory Framework

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CHAPTER 2

GUIDING PRINCIPLES AND REGULATORY FRAMEWORK

HIDDEN VALLEY

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Chapter 2 - Guiding Principles and Regulatory Framework

- 2.1 Community Vision & Guiding Principles
- 2.2 Conflicts with Other Regulations
- 2.3 Design Review Process

Chapter 3 - Site Planning Guidelines

Chapter 4 - Design Standards

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2.1 COMMUNITY VISION & GUIDING PRINCIPLES

The design philosophy for community development at Hidden Valley, and the consequent design standards necessary to achieve that preferred development, are intended to make the land and homes more desirable to the builder community and more marketable to the home-buying public than nearby subdivisions. Enhanced marketability accelerates land and lot sales, quickens absorption of housing product, and ultimately yields superior valuation and demand over the life of the Hidden Valley project.

2.1.1 Design Theme

Hidden Valley provides for a mix of complimentary land uses; diverse, high-quality housing and neighborhood design; community amenities that benefit residents of the neighborhood, Eagle Mountain City, and the region; a unifying first-class community image; and stewardship of the natural environment. An emphasis is placed on the creation of a well-planned mix of conventional neighborhoods, "neo-traditional" higher-density neighborhoods with mixed products, and neighborhood commercial and civic uses at central locations. The preservation and integration of vast expanses of open space throughout the community will be a unifying and unique element of Hidden Valley.



Hidden Valley will ultimately feature a wide range of housing types and some modest mixed use/neighborhood commercial developments at varying developmental densities.

2.1.2 Historical Context, Site Description

Hidden Valley is located in a large perched valley on the northern flanks of Lake Mountain, approximately 30 miles south of Salt Lake City and 30 miles northwest of Provo on 1,100 acres adjacent to The Ranches development. The overall community is further defined by its topography into three distinct areas: the lower valley, the mid-valley, and the upper valley, and is zoned for 4,648 residences of different types at various residential densities. In addition, mixed-uses and commercial/retail districts are located at focal points throughout the community, and are provided to support community commercial services for the neighborhoods at Hidden Valley.

Primary access and visibility to the undeveloped community is from Pony Express Parkway, which follows the historic route of the famous Pony Express Trail, and forms the northwestern boundary of the community.

2.1.3 Community Background

Approved in 2009 by the Eagle Mountain City Council, the Hidden Valley Master Plan ("Master Plan") establishes the development framework for the Hidden Valley community. The Master Plan identifies development pods, and establishes future land uses (residential, commercial, civic, park, open space, etc.) and densities for each pod.



Broad, sweeping views characterize the higher-elevation slopes of Hidden Valley.

In addition, the Master Plan illustrates conceptual locations of the primary circulation system (parkways and community trails), and street cross-sections to be used throughout the community. The Parks and Open Space Map identifies the locations and acreages required to be built. The Master Plan documents are included for reference in Figures 5.1 – 5.4.

The official approved Master Plan should be consulted before development commences to ensure compliance with these documents and subsequent amendments.

2.2 Conflicts with Other Regulations

All development within Hidden Valley shall comply with laws of the State of Utah and the United States of America and with the codes and regulations of Eagle Mountain City. All development shall also comply with the Declaration of Covenants, Conditions and Restrictions for Hidden Valley (“Hidden Valley CC&Rs”) adopted for Hidden Valley. To the extent that the Hidden Valley Community Master Design Guidelines conflict with design standards that are required by an entity having jurisdiction over development in Hidden Valley, then the Hidden Valley Community Master Design Guidelines shall prevail. To the extent that any provisions of the Hidden Valley Community Master Design Guidelines conflict with the provisions of the Hidden Valley CC&Rs, the Hidden Valley CC&Rs shall control.

Exceptions to the specific provisions of the Hidden Valley Community Master Design Guidelines may be granted by the Hidden Valley DRC at its sole discretion. All exceptions are considered unique, and are not to be a precedent for any future decision by the Hidden Valley DRC.

2.2.1 Additional Sources for Information

- Hidden Valley Master Plan (2009): master development plan map, open space plan, phasing plan, residential density plan, roadway hierarchy plan, and existing slope plan (as amended)
- Eagle Mountain City Development Code
- Eagle Mountain City General Plan: includes Eagle Mountain’s community development criteria, vision and goals of the City
- Eagle Mountain City Zoning Map
- Hidden Valley Master Development Agreement
- Hidden Valley Master Covenants, Conditions and Restrictions (Hidden Valley CC&Rs)

HIDDEN VALLEY

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2.1.1 Design Theme

2.1.2 Historical Context, Site Description

2.1.3 Community Background

2.2 Conflicts with Other Regulations

2.2.1 Additional Sources for Information

2.3 Design Review Process

2.3.1 Five Steps of Process

2.3.2 Review of Modification

2.3.3 Variances

2.3.4 Appeals

2.3.5 DRC Review Process

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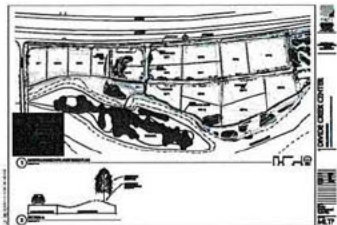
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The Design Review Process will address the following:

- **Site Planning**
- **Architecture**
- **Landscape Architecture**
- **Signage**
- **Lighting**



Submittals to the Hidden Valley DRC should include plans and drawings with adequate detail to assist the Hidden Valley DRC in determining the conformance of the proposal with these Guidelines.

2.3 DESIGN REVIEW PROCESS

The Hidden Valley Master Design Review Committee ("Hidden Valley DRC") shall be created at the time that the Hidden Valley CC&Rs are recorded at Eagle Mountain City. The Hidden Valley DRC shall have jurisdiction over design review for proposed development on all private parcels at Hidden Valley. As specified in the Hidden Valley CC&Rs, it shall be the responsibility of the Hidden Valley DRC to ensure that all proposed improvements at Hidden Valley are in compliance with the design principles of the community as reflected in the Hidden Valley Community Master Design Guidelines ("Guidelines"). The Hidden Valley DRC shall use its reasonable discretion and make final determinations in good faith directed in these Guidelines.

The decisions of the Hidden Valley DRC are final, but may be appealed to the Hidden Valley Community Council per the process identified herein. Hidden Valley DRC approval is required prior to submittal of a site plan, preliminary plat, and/or building permit to Eagle Mountain City, and prior to the commencement of construction or exterior physical modification in Hidden Valley. The applicant or builder shall submit such plans and specifications necessary to demonstrate conformance with the intent of the Guidelines. The approval processes outlined herein are only applicable to builders or applicants to whom the Developer sells lots, not the Developer themselves.

All applicants are responsible for addressing and meeting any and all applicable local, state, and federal codes and regulations. The Hidden Valley DRC shall not be responsible for reviewing or approving any plans and specifications with regard to accessibility, engineering design, structural engineering, safety, or for compliance with any applicable zoning, building, or other local, state and federal laws, ordinances and policies.

A design review process has been established to ensure that all development within Hidden Valley meets the requirements set forth in these Guidelines and Hidden Valley CC&Rs. The review covers site planning, architecture, landscape architecture, signage, and exterior lighting.

2.3.1 Five Steps of Process (applicable only to any builder or applicant to whom the Developer may sell lots, not the Developer themselves)

1. **Pre-Design Meeting**
2. **Preliminary Plan Submittal**
3. **Final Plan Submittal**
4. **Construction Period**
5. **Final Inspection**

A submittal for review and approval is to be made to the Hidden Valley DRC at each step with the associated review fee. The Hidden Valley DRC shall determine the specific submittal documents required at the time of the Pre Design Meeting. Approval to submit plans for each successive step in the design review process is contingent on an approval of the previous step, and shall be issued by the Hidden Valley DRC. It is recommended but not required that architectural plans be prepared by a licensed architect, and that landscape plans (excluding homeowner landscape improvement plans) be prepared by a licensed landscape architect.

Step 1: Pre-Design Meeting

To initiate the review and approval process prior to preparing any detailed drawings for a proposed improvement, the owner and architect or builder shall meet with the Hidden Valley DRC to present and discuss the proposed project and to explore and resolve any questions regarding construction requirements or the interpretation of the Guidelines or the design review process. This informal review will offer guidance prior to the Preliminary Plans submittal.

Step 2: Preliminary Plan Submittal

This review covers conceptual site planning and architecture, and preliminary landscape architecture for any proposed development or improvement in Hidden Valley. At this stage, site planning is particularly important and should be developed with sufficient detail to indicate the general layout and arrangement of streets, buildings, and open spaces. Three (3) paper sets and one electronic set of Preliminary Plans are to be submitted to the Hidden Valley DRC for review. Plans should include the following information:

Site Survey

- Parcel boundaries, dimensions and legal description
- Existing contours at 2-foot intervals
- Major existing terrain features or historical features

Site Plans (at a scale of no less than 1" = 100')

- Name of owner or developer, consultants and date of submittal
- Property boundary and site coverage data (e.g., total planning area acreage, number of dwelling units, dwelling units per acre, typical lot sizes, and open space acreage)
- Proposed lots, building envelopes and setbacks (SFD neighborhoods)
- Proposed building footprints and building setbacks (SFA, multifamily, mixed-use and commercial developments)
- Maximum building height/number of stories
- Streets and Rights-of-Way (ROW) widths
- Parking lot layout, where applicable, including the location of handicapped spaces, and numerical data for parking
- Sidewalks, off-street trails, and bicycle lanes
- Community areas, such as courtyards and plazas
- Parks, open spaces and amenity areas
- Existing utility easements
- North arrow and scale

Schematic Architectural Plans (at a scale of no less than 1/8" = 1'-0")

- Floor plan(s)
- Elevation(s) (See Architecture Guidelines for Elevation Articulation Ratio calculation in Section 4.2)
- Typical exterior materials, colors, and finishes under consideration

Preliminary Landscape Architecture Plans (at a scale of no less than 1" = 100')

- Conceptual landscape plan showing locations of lawns, trees, shrubs, and planting beds
- Conceptual fence and/or wall plan
- Plant materials under consideration (See Appendix 6.3 for Approved Plant List)

HIDDEN VALLEY

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- 2.1.1 Design Theme*
- 2.1.2 Historical Context, Site Description*
- 2.1.3 Community Background*

2.2 Conflicts with Other Regulations

- 2.2.1 Additional Sources for Information*

2.3 Design Review Process

- 2.3.1 Five Steps of Process*
- 2.3.2 Review of Modification*
- 2.3.3 Variances*
- 2.3.4 Appeals*
- 2.3.5 DRC Review Process*

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Preliminary architectural plans for residential and commercial developments should be submitted to the Hidden Valley DRC as soon as possible to ensure that they are consistent with these Guidelines, and allow for changes, if necessary.



A sample of the proposed colors and materials to be used should be submitted with architecture plans to the Hidden Valley DRC for evaluation and approval.

Step 3: Final Plan Submittal

This review covers specific designs for site planning, architecture, landscape architecture, signage, and exterior lighting. After preliminary approval is obtained, Final Plans shall be submitted to the Hidden Valley DRC. The Final Plan drawings should further elaborate upon the approved Preliminary Plans. This review should include resolution of the conditions placed on the prior Preliminary Plan approval. Three (3) complete paper sets and one (1) electronic set of design drawings are to be submitted to the Hidden Valley DRC for review. Plans should include the following information:

Site Plans (at a scale of no less than 1" = 100')

- Property boundary and site coverage data (e.g., total planning area acreage, number of dwelling units, dwelling units per acre, lot sizes, and open space acreage)
- Dwelling/footprint location and setbacks (front, rear, sides)
- Dwelling heights/number of stories
- Street width and Right-of-Way (ROW)
- Parking lot layout, where applicable, including the location of standard, compact, and handicapped spaces and numerical data for each type of parking
- Sidewalks, off-street trails, bicycle lanes, and paths
- Community areas such as courtyards and plazas
- Parks, open space and amenity areas (with acreage)
- Development phasing concept (if applicable)
- Locations and finished floor elevations of homes
- Utility easements and locations (sewer, water, gas, power, and telecommunications)
- Conceptual grading plan with existing and proposed grades and limits of construction
- Location of on-site exterior lighting
- Location of accessory structures, decks, driveways, etc.
- North arrow and scale

Covenants, Conditions and Restrictions ("Hidden Valley CC&Rs"), including but not limited to the following:

- EAR requirements
- Size of proposed dwellings, including minimum square feet of dwelling
- Exterior material and color requirements
- Minimum setbacks for building envelope
- Other thematic elements

Architecture Plans (at the same scale as site plans)

- Floor plan(s) (including the square footage of each residence)
- Elevations: three (3) elevations for each floor plan with full graphic representation of exterior treatments
- Calculation of Elevation Articulation Ratio (EAR) (See Architecture Standards for EA Ratio calculation - Section 4.2)
- Roof Plan
- Sample board of exterior materials (e.g., cladding, roof materials), colors and finishes for building body and trim
- Location of wall-mounted lights
- Method of screening of exterior utility boxes and mechanical and communications equipment (for multifamily and commercial)

Landscape Architecture Plans (at a scale of no less than 1" = 100')

- Location, size, quantity, and types of plant materials (See Appendix 6.3 for Approved Plant List)
- Location and dimensions of berms and other grading elements
- Location and type of hardscape materials
- Location and description of site furnishings
- Description of type(s) of irrigation proposed
- Location, type and materials of fencing and/or walls

Step 4: Construction Period

An appointed representative of the Hidden Valley DRC will observe all work in progress and will advise the Hidden Valley DRC to give notice of non-compliance, if found.

Step 5: Final Inspection

Upon completion of any project or modification for which final design approval was given (in Step 3 above) by the Hidden Valley DRC, the owner or developer shall give written notice of completion to the Hidden Valley DRC. Within such reasonable time as the Hidden Valley DRC may determine, but in no case exceeding 14 calendar days from receipt of such written notice of completion, a member of the Hidden Valley DRC will inspect the project, improvements or modification.

If the completed improvement has conformed with the Guidelines and followed the approved plans, the Hidden Valley DRC will issue a Final Inspection Certificate signifying compliance.

2.3.2 Review of Modification

The review of any modifications, including but not limited to changing of colors, materials, additions and landscaping alterations of an existing structure shall require the submission of an Application for Review to the Hidden Valley DRC. Depending on the scope of the modification, the Hidden Valley DRC may require the revised submission of all or some of the plans and specifications described above.

2.3.3 Variances

Variances may be granted in some circumstances (including, but not limited to topography, natural obstructions, hardship or environmental considerations) when deviations may be required. The Hidden Valley DRC shall have the power to grant a variance from strict compliance in such circumstances, so long as the variance does not result in a material violation of the Hidden Valley CC&Rs. No variance shall be effective unless approved in writing. Each variance is for one specific occurrence, and may be applied only to the approved area.

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2.1.2 Historical Context, Site Description

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2.2 Conflicts with Other Regulations

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2.3 Design Review Process

2.3.1 Five Steps of Process

2.3.2 Review of Modification

2.3.3 Variances

2.3.4 Appeals

2.3.5 DRC Review Process

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For a list of items to include for each review, please see the Design Review Checklist in Appendix 6.4.

- Meets semi-monthly
- Reviews Submittals
- Decisions may be appealed within 30 days
- Review fees paid in Step 2

Any owner or developer shall have the right to appeal a decision by the Hidden Valley DRC by submitting the information and documentation described above; however such appeal shall be considered only if the owner or developer has modified the proposal or has new information which would, in the opinion of the Hidden Valley Community Council warrant a reconsideration. If the owner or developer fails to appeal a decision of the Hidden Valley DRC within 30 days of the decision, then the decision of the Hidden Valley DRC is final. In the case of disapproval and resubmittal, the Hidden Valley DRC shall have ten calendar days from the date of each resubmittal to approve or disapprove any resubmittal.

2.3.5 Hidden Valley DRC Review Process

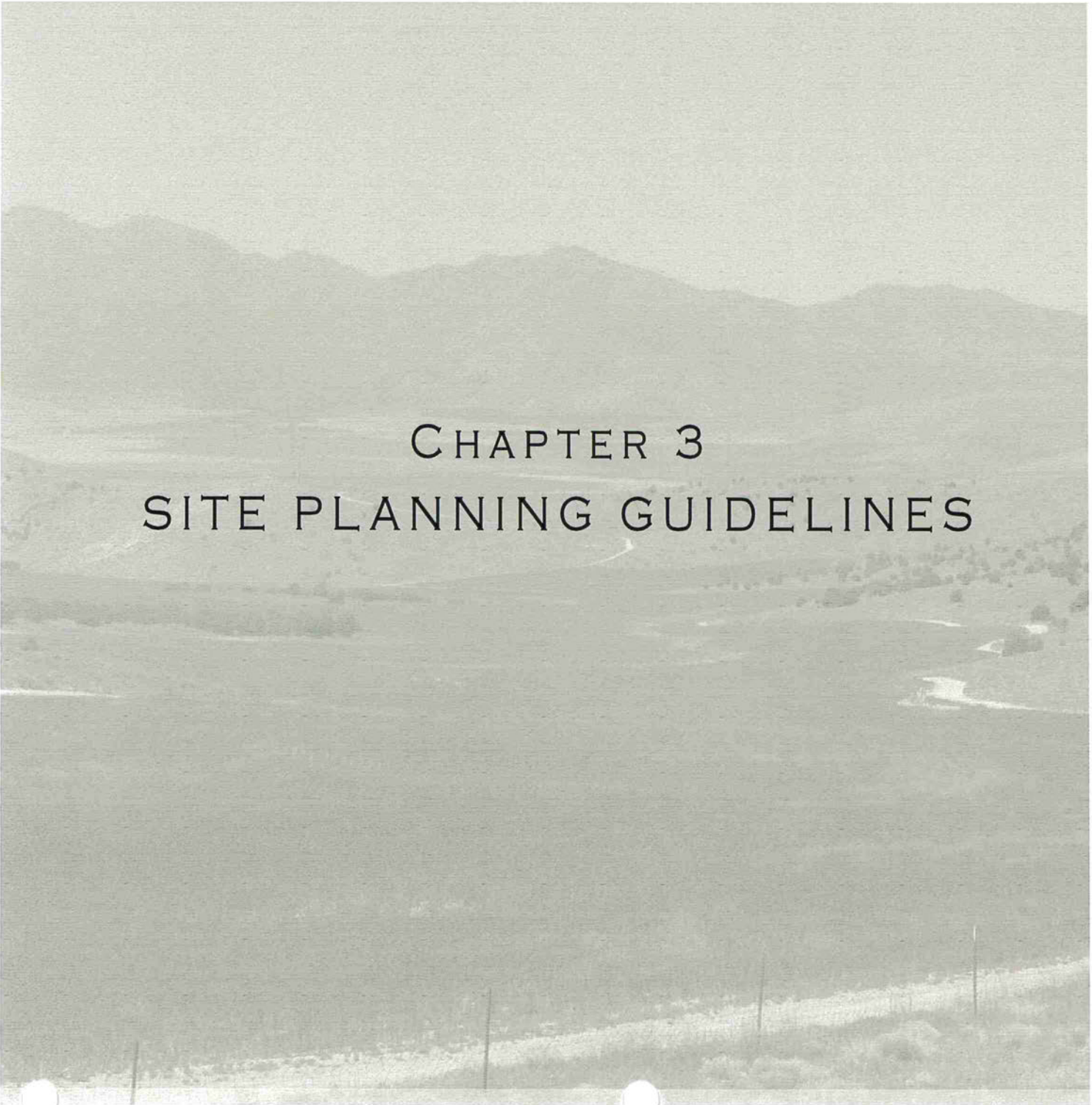
Unless otherwise explicitly provided herein to the contrary, all approvals required under these Guidelines shall be in writing, and may be granted or withheld at the sole discretion of the Hidden Valley DRC. Any approval pursuant to these Guidelines does not constitute a warranty, assurance, or representation by the approving party.

Applicant(s) shall submit requests for approval to the specified agent for the Hidden Valley Homeowners' Association. Such application(s) shall include the items indicated above (in Step 3). The Hidden Valley DRC will review and evaluate all applications on a semi-monthly basis, confirming compliance of the design with the Guidelines and verifying that recommendations made by the Hidden Valley DRC, if any, have been incorporated. Written responses to applications will be sent to the applicant within fifteen days of the monthly review meeting.

In the event that the Hidden Valley DRC approves an application, a Hidden Valley DRC Approval Notice ("Approval Notice") will be sent to the applicant. A copy of this Approval Notice shall accompany any application for Site Plan, Plat or Building Permit submitted to Eagle Mountain City for consideration.

The Hidden Valley DRC reserves the right to request additional information as deemed necessary to adequately evaluate any submittal (i.e.: renderings, sketches, 3-dimensional physical or digital model(s), staking, etc.).

Review fees for improvements shall be set and approved by the Hidden Valley DRC. A fee schedule shall be given to each applicant at the time of the Pre-Design Meeting. Hidden Valley DRC review fees shall be paid upon commencement of Step 2, as described above.



CHAPTER 3

SITE PLANNING GUIDELINES

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*These Guidelines encourage the creation of attractive and stimulating neighborhoods in which to **live, work and play.***



3.1 PURPOSE AND OVERVIEW

The site planning guidelines are a reference to assist developers, home builders, City officials, and homeowners in understanding the goals and objectives for development within Hidden Valley. These guidelines complement the Eagle Mountain City Development Code and provide design strategies and examples of potential solutions for the economically and aesthetically successful development of Hidden Valley.

These guidelines will be utilized during the design review process to encourage the highest level of design quality while providing the flexibility necessary to encourage creativity by individual project designers and developers. The site planning guidelines are general in nature and should be interpreted with some flexibility in their application to any specific development parcel within Hidden Valley.

3.2 GENERAL PLANNING STANDARDS

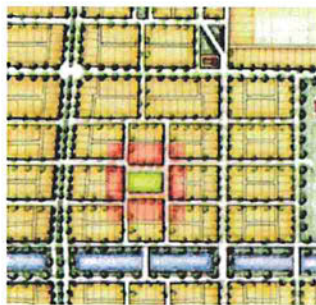
3.2.1 Principles of Community Design

Community Design is the integration of the site, architecture, and landscape improvements within the context of the overall Hidden Valley Master Plan. The intent of this section is to protect and enhance open space areas as a central element of the community while encouraging creativity and quality development of the built environment. The inherent topographic character of Hidden Valley with its broad and gently sloping valley areas, and steeply sloping edges creates opportunities for a wide variety of patterns and densities of development over much of the site while preserving and featuring the surrounding hillsides that define it.

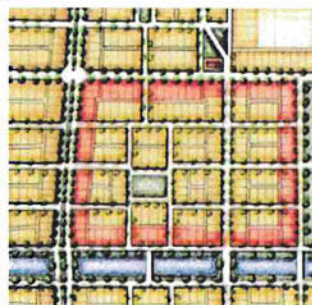
The intent of community design principles is that Hidden Valley be composed of a well-connected series of neighborhoods, each defined by a unique character and set of amenities. These neighborhoods, as the fundamental building blocks of Hidden Valley, may be composed of residential lots or commercial, mixed-use or civic development parcels, blocks, parkways and collector streets, parks and open spaces.

In the flats along the valley floors, development will be composed of traditionally-designed neighborhoods with gridded street and lot patterns. Moving toward the edges of the valleys and into more steeply sloping areas, the neighborhood form will become more organic by conforming to the topography of the site.

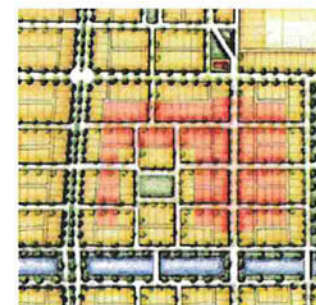
The three zones of a Neo-Traditional Neighborhood



Center



Edge



Interior

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3.2.1.1 Neo-Traditional Neighborhoods

Neo-traditional neighborhoods are compact, vibrant, pedestrian-oriented developments that provide a variety of uses, diverse housing types, and are anchored by a central public space or civic activity. Neo-traditional neighborhoods use a grid or modified grid pattern of streets, and often include homes that are alley-loaded. Neo-traditional neighborhoods are based on the principle that neighborhoods should be walkable, interconnected, distinctive, affordable, environmentally friendly and true to the context of their surroundings.

Within Hidden Valley, neo-traditional neighborhoods will be the predominant form in the flat valley centers.

The following elements are common characteristics of a neo-traditional neighborhood:

- The neighborhood has a discernable center. This is often a square or a green, or may be a busy or memorable street corner.
- Most of the dwellings are within a five minute walk of the neighborhood center or a significant public space.
- There are a variety of dwelling types interspersed with each other – e.g. single-family houses, twin homes, rowhouses, live-work units, and apartments – so that younger and older people, singles, and families of various economic levels may find a place to live in the neighborhood.
- Certain prominent sites at the termination of street vistas or in the neighborhood center are reserved for civic buildings, larger homes or parks.
- At the edge of the neighborhood, there may be shops and offices of sufficiently varied types to supply the weekly needs of a household.
- Streets are places for people, not just cars. Streets are relatively narrow and shaded by rows of trees.
- The streets form an inter-connected network, dispersing traffic and providing a variety of vehicular routes to any destination.
- Well-connected trails and sidewalks connect neighborhood destinations, encouraging walking.
- Buildings are oriented toward the street, with vehicular access that can be served by an alley.
- Parking lots are screened with vegetation or placed behind buildings.



Examples of neighborhoods that incorporate neo-traditional design principles



Important connections and design features throughout the neighborhood should respond to the pedestrian scale of the neighborhood.



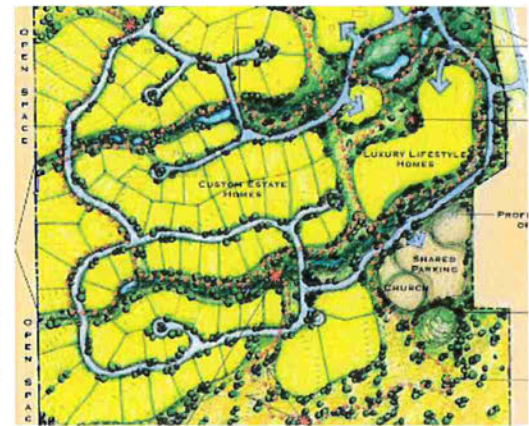
3.2.1.2 Conventional Neighborhoods

Conventional residential neighborhoods make up the bulk of the community, and are located principally around the edges of the valleys, and along the developable hillsides found throughout Hidden Valley. As development feathers out from the neo-traditional centers, the neighborhoods will become more organic in form, conforming to the topography found in these areas. Although the neighborhoods will have a “looser” design, several of the principles of neo-traditional development remain relevant: Views should be anchored with significant architecture, landscape features or views; streets should be walkable and inviting to pedestrians; parks should be located within easy access to every home; and homes should address the street. Alleys are much less common in these neighborhoods, if they are present at all. Nevertheless, garage doors should not dominate the street view of a home or lot.

Within Hidden Valley, conventional neighborhood forms will predominate along the edges of the valleys, along the sloping areas and hillsides.

The following elements are common characteristics of a conventionally designed neighborhood:

- The pattern of streets tends to follow topography and natural features present on the site.
- Most of the dwellings are within a five minute walk of a park or public space.
- There may be a variety of dwelling types interspersed with each other – single-family houses, twin homes, rowhouses, live-work units, and apartments.
- Prominent sites at corners or the termination of street vistas have larger homes or parks.
- Streets are places for people, not just cars. Streets are relatively narrow and shaded by rows of trees.
- The streets form an inter-connected network to the extent permitted by topography and natural features, dispersing traffic and providing at least two vehicular routes to most destinations.
- Well-connected trails and sidewalks connect neighborhood destinations, encouraging walking.
- Buildings are oriented toward the street but their garages are visually minimized.
- Parking lots are screened with vegetation or placed behind buildings.



Examples of typical layouts for conventionally designed neighborhoods in hilly settings

3.2.2 Site Planning

3.2.2.1 Neighborhood Character and “Uniqueness”

Each neighborhood in Hidden Valley should have its own identity. Opportunities for neighborly interaction and casual encounters are encouraged whenever possible. Neighborhood gathering places and parks are placed within an easy walk of every home, and provide the opportunity for easily-supervised play for young children and quiet common areas for adults to socialize. A network of streets, parks and open spaces promotes the freedom of movement for pedestrians and helps to stitch together the various neighborhoods in the community.

In order to create and define authentic and unique neighborhoods, it is important to incorporate the following principles:

- Neighborhoods should be distinguishable, visually as well as by name.
- A mix of architectural styles, massing, and form throughout each neighborhood and within each block enhances the style of the neighborhood.
- Architecture shall define streetscapes and parks.
- Building elevations, setbacks, styles, and massing shall be used to create variation and interest along thoroughfares.
- Placement of dwellings close to the street creates a more interesting, framed streetscape.

3.2.2.2 Lot and Street Patterns

Blocks may vary greatly in size and shape due to specific conditions of an individual neighborhood. Small blocks are generally desirable to provide the greatest amount of pedestrian connectivity; however, larger blocks are acceptable if they are broken up by greenways or pedestrian paths to provide the desired connections. Generally and where not impractical due to topography, blocks are encouraged to be no longer than 600 feet without some kind of mid-block pedestrian way.

On straight streets, landscaped medians, “knuckles”, and/or “eyebrows” with landscaped islands shall be introduced to ameliorate the length of straight stretches of street pavement. Generally and where not impractical there should be no more than twelve homes in a row should occur without a change in the orientation of the road center-line (i.e. curve, kink, or intersection).



Typical neighborhood street patterns

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Within individual neighborhoods, sidewalks should connect all homes and businesses to parks and other publicly-accessible buildings and open space, and provide access to the community-wide trail network.



Streets should be oriented so that views are not "built out." Where sightlines terminate within a neighborhood, there should be significant architecture or a park or open space view.

3.2.2.3 Sidewalk/ Trail Locations & Neighborhood Connectivity

A comprehensive system of non-vehicular trails and sidewalks accessing the neighborhoods supports the importance of connectivity. Where practical all streets should have a detached sidewalk on both sides of the street that connects every residence or business with the community trail network to support non-vehicular access and recreation throughout Hidden Valley. Attached sidewalks, or sidewalks on one side of the street only, may be provided if this does not adversely affect pedestrian connectivity and specific site conditions make detached walks or dual walks impractical or unnecessary.

Trails and trailheads should be clearly marked with directional/informational signage, as described in Chapter 3. The locations of the primary trails and trailheads are identified on the Open Space Plan (See Figure 5.3).

The minimum width for a sidewalk is 4 feet. Sidewalks which directly abut curbing are discouraged, however in the event a sidewalk directly abuts curbing, the sidewalk shall be a minimum of 5 feet. Sidewalks may need up to an additional 2 feet of width if they directly abut fences, walls and buildings. Within commercial areas and places with high pedestrian volumes, sidewalks should be sized and surfaced appropriately for anticipated pedestrian traffic volumes.



3.2.2.4 Ridgelines and View Preservation

Hidden Valley is surrounded by dramatically sloping topography, with ridges surrounding the development. From the site, there are also panoramic views toward the Oquirrh Mountains and Mt. Timpanogos. Care should be taken during the site planning process to ensure the preservation of existing sightlines and "framing" of key views. The following principles should be used:

- Use architecture to "frame" view corridors and anchor key views.
- Enhance and preserve existing key views by orienting streets toward views.
- Don't "build out" the views with improperly sited buildings.
- Place parks and vistas to capture key views.
- Views add value and desirability to the neighborhood.

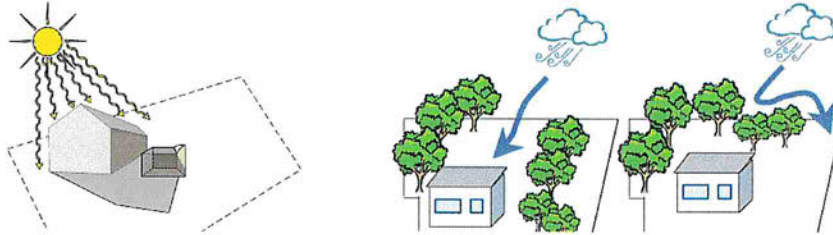
The steep hillsides and ridgelines at Hidden Valley are areas of high visibility. Where homes or other buildings are on steeply sloping sites around the perimeter of the valleys, a higher architectural finish is expected, as these buildings will be visible from the valley floors. Inside development parcels that are of an elevation at or above 5,280', Enhanced Elevation Articulation Ratio ("Enhanced EA Ratio") shall be required for all structures. When visible from streets or publicly-accessible areas below, the rear elevations of these structures shall also meet an Enhanced EA Ratio.

Refer to **Figure 5.5** for the location of the 5,280' contour line, and **Appendix 6.5** for Enhanced EA Ratio requirements.

3.2.2.5 Climatic Conditions: Solar Orientation and Wind Patterns

Homes and buildings in Hidden Valley should be oriented, to the extent possible, to take advantage of the natural climate, so that a majority of primary living spaces receive direct sunlight for the daylight hours, and take advantage of the prevailing wind patterns.

- Dwellings should be positioned to minimize the impact of shadows on adjacent properties, to the extent possible and reasonable.
- Site design should utilize building forms, natural landforms and landscaping to take advantage of prevailing summer breezes and winter sun, and to serve as buffers against adverse winter wind conditions and summer sun.



3.2.2.6 Sustainability: Best Practices and Goals

The Hidden Valley Master Plan has been developed to take into account the context of its natural surroundings and environment. To promote the long-term health and welfare of the community, development within Hidden Valley should incorporate sustainable features whenever possible. Sustainable development principles include:

- **Diversity of Uses:** Provide a variety of uses, housing types, and recreational opportunities within relatively close proximity to promote community livability, transportation efficiency and walkability.
- **Heat Island Reduction:** Limit paved areas to the minimum amount necessary, provide street trees along all streets to shade large expanses of paving and provide canopy trees in parking lots to shade parking areas.
- **Connectivity to Community Bicycle/Pedestrian Network:** Provide access to trailheads within 1/4 mile of each home and business to encourage alternative modes of travel for short trips.
- **Storm Water Management/Aquifer Recharge/Bioretention:** Where topography allows, encourage bioswales and filter strips to intercept draining water, slowing the water to allow for sediment dissipation and water infiltration back into the ground.
- **Construction Waste Management:** Set up and maintain construction waste management areas that encourage the separation of construction debris and support recycling of reusable materials.
- **"Built Green" Architecture:** Encourage the design and construction of buildings that utilize green building practices and may be certified by the U.S. Green Building Council.
- **Water Use:** Encourage drip irrigation and the use of appropriate "low-water demand" landscape plants to reduce water consumption for landscaping.
- **Light Pollution Reduction:** Protect the night sky while providing a safe and maintainable lighting package within the community by requiring full-cutoff fixtures and limiting the quantity of fixtures used.
- **Local Food Production:** Encourage the establishment of community garden plots to promote community-based and local food production to minimize the impacts from transporting food long distance and increase direct access to fresh food.

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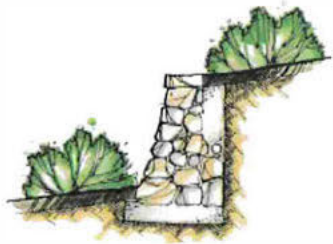
3.5 Pedestrian, Bicycle & Other

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Retaining walls are encouraged to be constructed of natural materials, especially in highly visible areas to blend in with the community's natural setting.



Existing vegetation is part of the beauty of the site, and as such, it should be preserved and enhanced when possible.

3.2.3 Site Improvements

3.2.3.1 Grading, Erosion Control & Retaining Wall Design

As neighborhoods within Hidden Valley are developed, some grading of the site will be necessary. While grading is necessary, it should be sensitive to the native environment, and overlot grading or mass grading of an entire neighborhood is discouraged. The following principles shall be employed during the development of Hidden Valley:

- Significant topographic features should not be "graded out." Consistent with the goal of enhancing the natural environment at Hidden Valley, grading should strive to mimic the natural lay of the land.
- Grading and site design shall protect existing trees to the greatest extent possible.
- During construction, erosion control measures such as erosion fences shall be used to minimize erosion.
- Where retaining walls are necessary or desired, they should be an earth tone color that blends in with the environment.
- Where retaining walls higher than five feet are necessary, they should be either engineered walls, or stepped at regular intervals.



3.2.3.2 Preservation of Existing Vegetation

Site design shall be compatible with the natural habitats and features found in Hidden Valley. Development plans shall direct development away from sensitive ecological resources, minimizing disturbance, and enhancing existing conditions or restoring or replacing lost resource values.

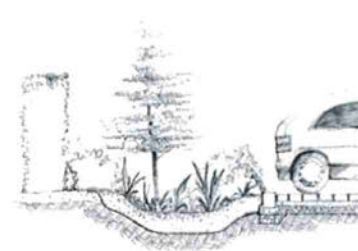
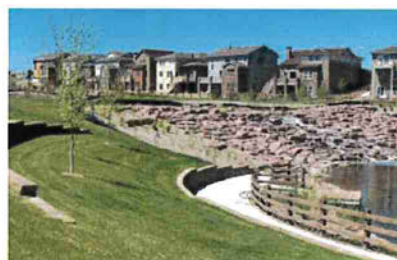
When development occurs in or adjacent to natural areas, vegetation to be preserved shall be clearly marked and the limits of construction shall be identified. Existing vegetation to be preserved and construction limits shall be approved by the Hidden Valley DRC. A temporary barrier fence shall be installed and maintained for the duration of the construction period.

3.2.3.3 Storm Water / Drainage Management

Development should minimize storm water runoff and necessary storm water systems while using the most current technology to improve the quality of storm water before it reaches natural systems that may be affected by poor water quality. This philosophy reduces infrastructure costs, increases ground water recharge and improves the environment.

- Site drainage shall be compatible with adjacent property drainage and in accordance with the overall master drainage plan for Hidden Valley. Developers and owners are responsible for controlling the drainage resulting from development and may not direct water onto an adjacent property, unless such a diversion is located within an established drainage easement or within an approved drainage report.
- Excess run-off from the site shall be minimized with sites graded to provide positive drainage away from buildings.
- Water from parking lots, roof drains, and other areas should be consciously directed to landscape areas that could benefit from the additional water rather than piping it off the property, thereby improving water quality by filtration through landscape materials.
- Drainage shall be conveyed along streets, drives and swales along property lines, or in open space corridors.
- Drainage will be sheet flow and surface drained where possible, however some below-grade drainage using storm water piping and culverts may be required.
- Surface drainage systems and detention/retention ponds shall be irregular in plan and graded to create an aesthetically pleasing character that mimics natural landforms. Side slopes shall vary.
- Drainage shall be directed to natural or improved drainage channels, or dispersed into shallow sloping planting areas for retention.
- Storm drainage shall not connect into sanitary sewer systems.

If properly designed and engineered, storm water detention areas may function as recreational amenities (i.e. open fields, play fields, ball courts) for the community when they are not detaining water. This use may offset additional park land required within a subdivision.



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Artfully decorated utility transformers.

3.2.3.4 Easements & Utilities

Utility and drainage easements facilitate the conveyance of storm water and the installation and maintenance of public and private utilities. No site improvements or landscaping that may result in damage to or interference with utilities or drainage will be permitted within these easements. Grading may be permitted within these easements if it does not interfere with drainage or the maintenance of utilities. Fencing may be permitted in easements with permission of the easement holder and approval by the Hidden Valley DRC. If it is necessary to remove fencing to work inside a utility easement, the easement holder may do so, and has no responsibility to repair or replace such fencing.

Connections to all utilities including water, sanitary sewer, gas, electricity, telephone, and cable television shall be installed underground from existing trunk lines except where the lines daylight at transformer and pedestal locations. Utility connections from main service lines to individual buildings shall be located to minimize disruption of the site and existing vegetation. Transformers, pedestals and pull boxes should be located out of public view or screened as much as possible to minimize their appearance. Utilities should be located in alleys when possible.



Utility pedestals and screened service areas are less obtrusive when located in alleyways



It is the intent of these guidelines to discourage monotonous repetition along neighborhood streets.

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3.2.4 Neighborhood Types

There are a variety of residential land uses found throughout Hidden Valley. An important goal of these guidelines is to ensure compatibility of these land uses and cohesiveness throughout the entire development and create functional and visual variety along streets and the public realm. A range of housing styles creates varied looks but cohesive neighborhoods.

3.2.4.1 Single-family Detached Neighborhoods

All single family detached subdivision plans may be evaluated using the guidelines contained in this section with emphasis on the following criteria:

- Proportional mix and location of different home types
- Placement of the dwelling unit on the lot
- Location and orientation of garages
- Preservation of ridgelines
- Preservation of significant views
- Preservation of natural features (e.g., drainages, native vegetation, sloping hillsides)
- Treatment of walls and fences

Product variation per neighborhood

The creation of interesting, diverse and distinctive neighborhoods by integrating varying lot types, home sizes and architectural character in a harmonious relationship is encouraged. A variety of home sizes in a single neighborhood addresses the needs of different households. The diversity of building types and home sizes not only creates a more appealing neighborhood, but also promotes increased housing opportunities to a variety of ages and incomes, promoting a socially vibrant community.

The following criteria may be used to ensure a variety of lot types throughout a neighborhood:

- Within a defined block, where ten or fewer lots comprise the block, only one lot size shall be required, although more than one size may be provided.
- Where a block has more than 10 lots, a minimum of two lot sizes may be encouraged: lot size changes should be in the 20% range.

In addition to the above, the developer/builder may provide at least two distinct floor plans and elevations to create variation as seen from the street (i.e. garage placement, front porch location, placement of doors and windows, change in color and/or materials).



Distinct floor plans and elevations contribute to an interesting neighborhood



Street tree types and locations are defined to create variety and interest and to establish neighborhoods as unique places.

Diversity and Distribution of Home Types

Buildings physically define streetscapes while encouraging neighborhood sociability. Each streetscape should have a unique character:

- Special attention shall be given to the mix of architectural styles in creating streetscapes.
- Streetscapes shall be visibly pleasing in terms of building scale, proportion, pattern, balance, material composition and color palette.
- Streetscapes shall respond to the public realm while creating a safe and comfortable environment for the pedestrian.

Varied Lot Width and Side-yard Setbacks

Making some lots wider and some narrower than the average is encouraged. This also allows for the placement of different shapes and sizes of homes as well as variations in open space dimensions. On narrow lots, a variation of only two to four feet in home width can make a perceptible difference. Minimum setbacks shall be 20' front yard, 20' rear yard, 5' sideyard and 15' sideyard on corner lots. Lot dimensions, averages, setbacks and road profiles as shown in the exhibits by Psornas in "Chapter 5 Figures" shall govern and supersede any city requirements or ordinances.

Varied Garage Placement and Orientation

Lot size should permit some garages to be side-loaded from the street in order to break up the monotony of a line of garage doors being placed parallel to the street. Alley-accessed, rear loaded garages (either attached to the dwelling or detached) are encouraged where possible. Careful consideration shall be given to the location of garages and driveways at corners so that a side load configuration does not cause conflicts with automobile traffic circulation at those corners. Placing the side loaded garage on the interior of the corner lot is preferred.

Home Placement and Garage Access

Access should be carefully considered when placing each home on the lot/building site because of the close relationship between the access drive, building footprint, grade of the street, and individual lot drainage. Driveway location and grade typically will dictate the finished floor elevation of the home.

Recommended driveway grades are 2-8% within ten feet from the sidewalk or garage, and up to 12% on all other portions of the driveway, where applicable. While these grading standards should be met whenever possible, setting elevations for proper drainage should take precedence.

Similar lots on a given block shall provide a mix of floor plans and elevations to create variation in building relationships.

3.2.4.2 Single-family Cluster Development

Clustering of buildings is a unique site planning opportunity at Hidden Valley. Cluster developments may include detached residences, attached residences, or both as site constraints permit. Clustering homes preserves open space, allowing these open areas to be aggregated into one or more larger spaces for parks, community gardens or “view corridors” that are for use by all members of the development. Often, these open areas are held “in common”, and are maintained by a sub-master homeowners’ association of which all residents are members. Clustering units is a useful technique for planning areas that are constrained by topography or other site features that make traditional single-family lot development undesirable.

The following design techniques should be implemented whenever possible:

- Create a hierarchy of open spaces with small, intimate spaces that relate to unit entries.
- Use reduced-width private drives to diminish impervious coverage on the site.
- Create small parking courts with direct access to unit entries rather than large perimeter parking lots.
- Accommodate guest and resident parking with parallel parking lanes and bays along drives and neighborhood streets where possible.
- Preserve unique site elements and open spaces.
- Provide amenities and outdoor recreation areas.
- Use a variety of building plans to add interest to site plan.
- Vary building orientations to avoid the monotony of “barracks-like” site configurations.



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A combination of a front-load and side-load garage on a twin home reduces the dominance of the garage doors on the front facade of this home.

3.2.4.3 Single-family Attached Neighborhoods

Single-family attached homes provide an alternative to traditional detached homes, and are encouraged in specific areas within Hidden Valley. The construction of twin homes (duplexes), townhomes and rowhomes lends diversity to the community, providing additional home styles and appealing to buyers who may not want a traditional single-family home.

The following design techniques should be considered and implemented whenever possible:

- Vary front setbacks to avoid a long row of “lined up” buildings, with 18’ minimum and 20’ maximum front setbacks, 10’ rear setbacks, 5’ sideyard setbacks and 15’ sideyard setbacks on corner lots
- Place the front doors of homes along the streets, to define the street and create a pedestrian-friendly environment.
Use staggered and jogged unit planes within the same structure to create an interesting street scene.
- Use materials changes on facades to reduce monotony.
- Include modified units and reversed building plans to add variety.
- Vary building orientations to avoid the monotony of “barracks-like” site configurations.

Clustering Buildings

Attached homes may be clustered to respond to site constraints and preserve open space for use as park, common lawn and/or gardens.



High-quality finishes and changes in materials on facades create interesting neighborhoods

3.2.4.4 Multifamily Neighborhoods

Multi-family developments add an important component to the home types available at Hidden Valley. Multi-family developments further add diversity to the community, and should be designed so that they are integrated into the fabric of Hidden Valley.

The following site planning techniques should be implemented whenever possible:

- Multi-family communities should be integrated into their surroundings. Developments that are surrounded by high walls, privacy fencing and rows of garages and/or carports should be avoided.
- Buildings with long unbroken facades and box-like forms devoid of architectural are not permitted.
- Building footprints and facades should be broken-up to provide visual relief, and give the appearance of a collection of smaller structures.
- To the extent possible, each of the units should be individually recognizable through the use of balconies and other projections, setbacks, and an appropriate rhythm of windows and doors.
- Vary front setbacks to avoid a long row of “lined up” buildings.
- Front doors of homes should be visible from the street or drive leading to the building, creating a pedestrian-friendly environment.
- Use material changes on facades to increase visual interest.
- Include modified units and reversed building plans to add variety.
- Vary building orientations to avoid the monotony of “barracks-like” site configurations.
- Preserve unique site elements and open spaces.
- Provide for amenities and outdoor recreation areas that are visible from residences, providing natural surveillance.

Support Facilities and Service Areas

Support structures within multi-family residential neighborhoods such as laundry facilities, recreation buildings and/or sales and leasing centers, should be consistent in architectural design and form with the rest of the development. Sales and leasing centers, possibly combined with lifestyle amenity structures, may be prominently located at the primary entrance to the development, but other service areas and support facilities (such as laundry facilities, community rooms, recreation buildings, and outdoor recreation areas) should be placed in convenient locations in the interior of the residential neighborhood to minimize visual impacts on adjacent neighborhoods.



Balconies and patios create interesting projections and shadow lines on these buildings and provide private outdoor space for their residents

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Service areas don't have to be neighborhood "eyesores."

Screening for Loading and Trash Collection

Loading areas and trash collection areas should be screened with landscaping, walls, or both to reduce their impact on the community and adjacent neighborhoods. In addition, dumpsters and/or trash compactors should be carefully located to avoid being placed directly in one's line of sight upon entering a neighborhood. Concealing or obscuring air conditioning units and utility panels is also strongly encouraged.

Parking

Parking lots shall be designed to be safe, convenient and attractive, but should not visually dominate a neighborhood. It is preferred that smaller parking lots should be conveniently distributed throughout a project site. Perimeter parking lots shall be avoided. Perimeter parking areas provide a poor image of a neighborhood and often function as barriers between the multi-family neighborhood and the surrounding community.

3.2.4.5 Commercial and Mixed-Use Development Areas

Commercial developments in Hidden Valley may take a variety of physical forms depending on location and the type of businesses located within.

Types of Development

Commercial development is anticipated to include neo-traditional neighborhood commercial developments that are pedestrian oriented and primarily serve individual neighborhoods as well as traditional commercial strips and pad sites that serve the entire Hidden Valley community. Depending on the location and type of development, vertical and horizontal mixed uses may be included, and are encouraged to increase the vitality of the community.

Building Orientation

Buildings should be oriented toward the primary street on which they are located, and set close to the street in order to frame the street and create a pleasant pedestrian environment.

Parking

Parking lots shall be designed to be safe, efficient, convenient, and attractive, but should not visually dominate a site. When possible, parking lots should be located to the rear or sides of buildings.

- The number and dimensions of parking spaces will be per City standards.
- Landscaped islands shall be used to define parking lot entrances, the ends of all parking aisles, and the location of access drives, and to provide pedestrian refuge areas and walkways.
- Parallel and/or angled parking is encouraged along the fronts of buildings to promote walking and reduce the impact of large parking lots.
- Parking lots shall be screened from adjacent streets and public areas with vegetation, berms, and/or landscape walls.



Both pedestrian oriented and traditional commercial developments can be attractive if well designed and detailed.

Service Areas

Loading and service areas, including trash collection and storage facilities, shall be located to minimize the visual impact from public thoroughfares, primary building entries and neighboring properties. Rear building loading is preferred, but side loading will be allowed if properly designed and screened.

- Service areas on the fronts of buildings are prohibited. When rear service areas are not provided, oversized front doors may be used to service commercial establishments.
- Rear and side service and delivery activities should be separated from public access and screened from public view with walls, fences and/or landscaping of sufficient height and density. Walls and fencing shall be compatible with the primary structure. Chain link fencing is not allowed.
- Service areas should not be visible from public thoroughfares or adjacent residential properties.

3.2.4.6 Institutional Development Areas

Institutional areas include churches, schools, fire stations, libraries, recreation facility buildings, and buildings for other public uses.

Churches

Churches should be integrated into the neighborhoods in which they are located. When built, the church should occupy significant places in the community and be visual “anchors.”

The following site planning techniques shall be followed:

- Building architecture, and not parking lots, should dominate the site.
- The main entrance should face the street.
- When possible, sharing parking or open areas should be encouraged.
- Parking, loading and service areas shall be screened with vegetation, berms, fencing, or a combination of these elements.
- When possible, churches should be located along the trail network to increase connectivity with the surrounding neighborhoods.



Church oriented toward the street-- parking is relegated to the rear of the site

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Richly-detailed and landscaped public buildings are assets to their neighborhoods.

Schools & Other Public Uses

Schools, libraries, public safety, emergency services, and other public-use facilities will be located in Hidden Valley to support the needs of the community's residents. These uses are highly-visible components of the community, and should strive to attain a high level of design quality and compatibility with other structures in the community.

The following site planning techniques shall be followed:

- Building architecture and landscaping shall fit into the overall character of Hidden Valley.
- Parking, loading and service areas shall be screened with vegetation, berms, fencing, or a combination of these elements.
- Parking lots shall be encouraged to include landscaping islands and pedestrian walkways to "break up" large expanses of asphalt.
- The main entrance to a building should face the primary street on which the building is located.
- Schools and libraries are encouraged to be located along the trail network to increase connectivity with the community.



Examples of high-quality materials and well-placed details and landscaping



Recreation Facility Buildings

Community recreation buildings will be located in Hidden Valley neighborhoods, providing meeting space, gathering areas and play areas for the residents of the community. These buildings add an amenity to the neighborhood and should be designed to be well-integrated into the fabric of Hidden Valley.

The following site planning techniques should be considered and implemented whenever possible:

- Locate recreation buildings inside parks or along the trail system so they are easily accessible to the community.
- Where possible, anticipate the potential for shared uses of the gathering and parking areas, and locate recreation facilities adjacent to schools, churches or other public areas.
- The front doors should face the primary street on which the building is located.
- Architecture shall be compatible with the surrounding neighborhood.
- Architecture and landscaped spaces should be the focus of the site, and parking areas must be screened with vegetation or placed to the rear of recreation facilities.
- Shared parking is encouraged with parks, churches, commercial areas, and schools.
- Loading and service areas shall be screened with vegetation, walls or fencing.

3.3 VEHICULAR CIRCULATION & STREETSCAPE DESIGN

3.3.1 Street Patterns

The circulation system for Hidden Valley will consist of a hierarchy of streets of various sizes, as well as off-street trails intended for pedestrians, equestrians and bicyclists. The overall intent of the circulation system is to accommodate both traditional and alternative forms of movement within and through the community.

A network of parkways and community collector streets provides efficient access between the individual neighborhoods, community parks and other areas in Hidden Valley. Within individual neighborhoods, neighborhood collectors and local streets are intended to move traffic at modest speeds and provide vehicular access to each home or business. All neighborhood collectors and local streets have detached sidewalks that connect each home or business to each other and the off-street trails of the community.

Streets should be laid out according to the following principles:

- The circulation system shall respond to topography, land use and environmental constraints. On relatively flat terrain, grid or modified grid-oriented street patterns should be employed, sympathetic to neo-traditional neighborhood design planning patterns.
- Long straight streets shall be avoided. Narrower streets reflecting a more “human scale” shall be encouraged.
- Streets and pathways should lead directly to visual anchors and/or focal points when possible. This is a key urban design tenet that creates a “sense of place” and helps people orient themselves within neighborhood.
- Alternative pedestrian connections to public areas and mixed-use developments shall be provided, reducing the pedestrian and vehicular conflict.
- Circulation patterns shall be designed to direct vehicles to entrances and/or exits from the neighborhoods. The entry/exit function is a critical means of defining a sequence of movement and creating a sense of “arrival” and “passage” through Hidden Valley.
- Traffic calming measures may be implemented, as needed, on collector and residential streets such as, but not limited to, small roundabouts, street narrowing, medians, pedestrian tables, or other techniques.

A general circulation plan for the community is included on the Master Plan maps (See Figure 5.2 - Roadway Plan). The approved street cross-sections for Hidden Valley shall be used for any development within the community.

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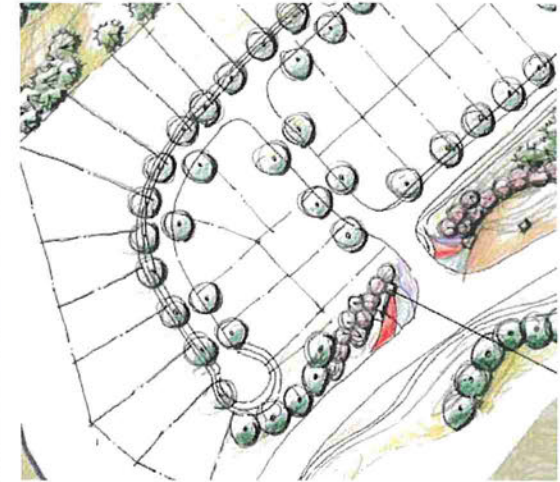


A typical neighborhood with a modified grid pattern of streets.

3.3.2 Straight and Curved Street Patterns

Straight and relatively narrow streets are most efficient for densities of four or more dwelling units per acre and can be used effectively to create a traditional neighborhood image. These streets should not be longer than 10-12 lots in a row (approximately 650 to 700 feet long) before the centerline of the street is interrupted. Grid street patterns are located predominately in the flat land areas in the center of the valleys.

Modified grid and curvilinear street patterns are located predominately in the sloping areas of the site. These street types respond to the topography of the site.



Predominantly grid street patterns with a discernible pattern of lots and blocks is appropriate for the flat land areas in Hidden Valley



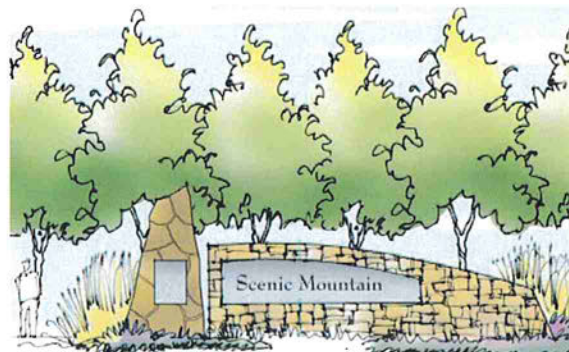
Modified grid street patterns appropriate for the hilly areas in Hidden Valley

3.3.3 Community Entries

Community entries mark the entrances into the Hidden Valley development and distinguish Hidden Valley from other adjacent and nearby master planned communities. The entries provide the resident and visitor with a sense of “arrival” and a point of reference in the community-at-large. Entries should provide an open window into the project which highlights landscaping, neighborhoods and amenities located within the community, recreational facilities, and directional information. Special attention should be given to hardscape and landscape treatments that enhance the overall project image at entries.



Monumentation distinguishes community entries



3.3.4 Neighborhood Entry Drives

Each neighborhood shall have a distinctive entry that announces “arrival” into the neighborhood, and all entry features shall have consistent features as designed and determined by the Hidden Valley DRC. Neighborhood entry monuments and signature landscaping shall be used at each entry from the community parkways.

The principal vehicular access into a mixed-use development, single-family attached or multi-family neighborhood should be through an entry drive rather than a parking aisle. These entry drives should have minimal or no parking. Where parking is necessary, angled or parallel parking is preferred. 90-degree parking shall not be permitted along the entry drives of mixed-use developments, single-family attached or multi-family neighborhoods.



Appropriately-scaled monuments mark the transition from one neighborhood to another within Hidden Valley



Clearly-visible directional signs help motorists navigate roundabouts

3.3.5 Medians and Roundabouts

Medians and roundabouts are an effective tool for traffic management. Medians and roundabouts will be used on the parkways as indicated on the Master Plan, and encouraged on collector streets and at neighborhood entrances. The location and configuration of proposed roundabouts and medians shall be designed by a licensed transportation engineer.

Medians and roundabouts are used largely to:

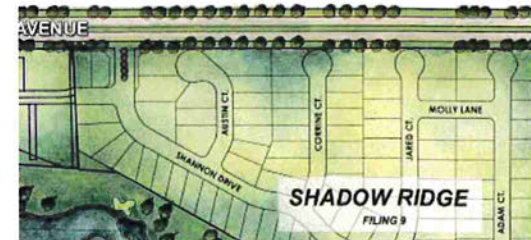
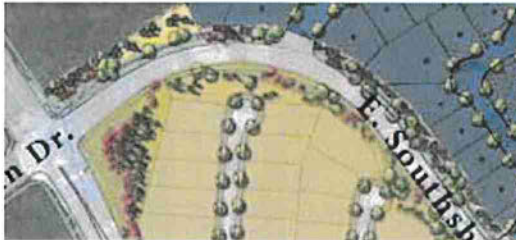
- Reduce motor vehicle speeds
- Increase capacity level
- Increase safety
- Reduce noise and air pollution
- Provide landscaping interest

The City Engineer shall approve the design of roundabouts. On principal streets, roundabouts should be sized larger to safely and efficiently accommodate the desired design speed and volume of traffic. When used in neighborhoods, roundabouts may be of a smaller diameter, with higher curbs to safely slow traffic. All roundabouts shall be designed to accommodate service and emergency vehicles and moving vans.



3.3.6 Cul-de-Sac Connections

Where cul-de-sacs are used, openings should be provided at the end of cul-de-sacs to provide views into neighborhoods and provide pedestrian connectivity to open space and paths/walkways. As street connectivity is encouraged throughout Hidden Valley, the use of cul-de-sacs shall be limited to areas where necessary due to specific site or topographical concerns. Cul-de-sacs are discouraged in neo-traditional neighborhoods on flat to gently sloping land.



Cul-de-sacs are not built out, but rather terminate on publicly accessible open spaces and provide pedestrian corridors into and out of the neighborhood

3.4 PARKING

Tandem parking in driveways and garages shall be permitted, and may be counted toward residential parking requirements.

3.4.1 Parking Lots & Structures

While it is necessary to accommodate vehicle parking, parking lots should not visually dominate a development. Large parking lots with long, monotonous drive lanes flanked by 90-degree, pull in parking, and parking lots without landscaping shall not be permitted. As an alternative to a large parking lot, parallel or angled parking along streets and drives is encouraged.

Where parking structures are constructed, they should be designed to complement the architecture of their primary use.

Parking shall be provided at the level required for a specific use by the Eagle Mountain City Development Code.

3.4.2 Parking Lot Landscaping and Screening

Parking lots shall be landscaped to reduce their visual impact and to shade parked cars and pedestrians. Parking lots shall be screened from view from the street and adjacent uses using plant material, berms, landscape walls or a combination of these elements.

Landscape islands shall be provided at a rate of at least one 9'x18' area per fifteen cars. No more than twelve (12) parking spaces may be in a row without a landscape island.

3.4.3 Bicycle Parking and Motorcycle Parking

Convenient bicycle and motorcycle parking shall be provided for all commercial and multifamily developments.

3.4.4 Temporary Parking Lots

Temporary parking lots may be constructed and approved by the Hidden Valley DRC.



Landscaping parking lots is encouraged to break up large expanses of asphalt, provide pedestrian passages and areas of refuge, and reduce the "heat island" effect

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Crosswalks should be clearly marked so that they are visible to pedestrians and motorists.



Walks should be wide enough to accommodate a variety of uses.

3.5 PEDESTRIAN, BICYCLE AND OTHER NON-MOTORIZED CIRCULATION

Off-street trails and sidewalks are a significant community amenity and shall be provided throughout Hidden Valley to promote recreational opportunities and alternative modes of transportation. This network of sidewalks and trails will also provide connectivity to the City's system of regional trails, further expanding the system and providing additional destinations. The location of the principal off-street trails and trailheads are indicated on the Hidden Valley Open Space Plan (See Figure 5.3).

The network of sidewalks and trails will be developed according to the following principles:

- Where possible, neighborhoods and developments shall provide connectivity with the overall pedestrian and cycling network to form a comprehensive system within Hidden Valley.
- Equal access in a manner that integrates handicapped-accessibility with ordinary accessibility rather than separate systems shall be provided where permitted by terrain and trail type.
- Where possible, connections to the system of trails and sidewalks shall be made to every home, business, publicly-accessible destination (i.e. school, church, library), park and recreational amenity within Hidden Valley.

3.5.1 Walkway and Sidewalk Design

Walkways for pedestrians should connect people to their destinations in a pleasant, safe and convenient manner. Where possible, a paved walkway shall connect the street adjoining the property to each home or building in Hidden Valley. Walkways within the community shall be located and aligned to directly and continuously connect points of pedestrian origins with pedestrian destinations.

Pedestrians and bicycles shall be separated from vehicles where possible along principal routes. Where complete separation is not possible, potential hazards shall be minimized through the use of techniques such as:

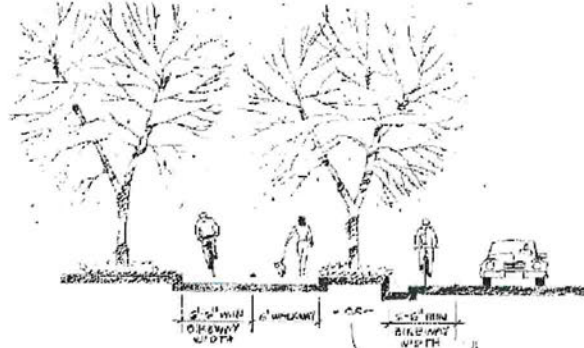
- Special paving
- Grade separations
- Pavement markings
- Signs, striping and bollards
- Street width reductions at crosswalks and pedestrian refuge areas
- Traffic calming features (i.e. speed bumps, speed tables)
- Lighting to clearly delineate pedestrian areas at night

Paving materials shall be easily maintained, non-slip, and accessible to persons with disabilities. Special paving materials such as interlocking brick, color concrete pavers, colored and textured concrete, and other similar materials are encouraged for pedestrian gathering areas.

3.5.2 Bike Lanes

On-street bike lanes are recommended on all parkways and collectors where an adjacent off-street trail is not provided. On-street bike lanes are encouraged to connect neighborhoods with the community trail network and provide neighborhood connectivity.

Where required or provided, bike lanes shall be delineated on the pavement with a white painted or thermoplastic line to widths currently prescribed by AASHTO standards.



3.5.3 Road Crossings/Crosswalks

Road crossings shall be adequately signed for automobiles and pedestrians. A stop or yield sign should be placed on both sides of an at-grade crossing, and warning signs should be placed well ahead of the crossing for vehicular users. These signs should be placed far enough in advance to provide adequate warning for oncoming motorists.

Roadways at trail crossings should be striped with standard pedestrian crosswalk striping or enhanced paving.

3.5.4 Recreational Trails

Recreational trails are a significant amenity within the Hidden Valley community. These trails connect with the sidewalk system in each neighborhood, and form a network that connects every home and business with parks, schools, churches, recreation centers, and open space in the community.

In addition to accommodating pedestrians and cyclists, several trails are designated as equestrian trails, providing a unique recreational opportunity for residents and visitors. ATVs and other motorized vehicles (except emergency and maintenance vehicles) are not permitted to use the trails within Hidden Valley.

Trails may be paved with a variety of materials such as asphalt, concrete, crushed gravel, and bark/shredded wood, depending on the anticipated intensity of use and the trail's location. Additionally, trails may be left natural in undeveloped areas. A final determination on the surface to be installed shall be approved by the Hidden Valley DRC.

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3.5.5.1 Regional Trails

3.5.5.2 Community Trails

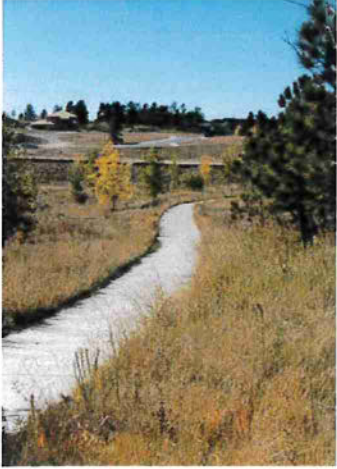
3.5.5.3 Neighborhood Trails

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Trails connect the neighborhoods throughout Hidden Valley, providing alternative access to destinations and recreational opportunities.

3.5.5 Trailheads and Trail Connectivity

Trailheads are an important element in the trail system, marking an entry point to the trail system at Hidden Valley and providing information about routes, trail connections and amenities available along the system. As these trailheads lay the foundation for a user's overall impression of the trail system, they should be well-designed and located in highly visible locations, usually within parks or other public places. Trailhead facilities shall be programmed and designed to meet the needs of the community. Needs specific to a neighborhood should be considered by developers when determining the size and programming needs of each location.

3.5.5.1 Regional Trails

Regional trails extend through Hidden Valley, connecting to the City trail system, including the trail along the utility corridor and the trail along Pony Express Parkway. These regional trails should have a natural surface of gravel or crushed rock, and should not be paved.

3.5.5.2 Community Trails

Community trails provide connections between neighborhoods and community destinations, and along the parkways and collector streets throughout Hidden Valley. These trails also provide access points beyond the community and to the City's trail system. These trails shall be a minimum of ten feet wide and constructed of concrete or asphalt.

3.5.5.3 Neighborhood Trails

Smaller neighborhood trails, and other "connector" trails connect areas within individual neighborhoods and provide access to regional and community trails. These trails shall be a minimum of six feet wide. These trails may be constructed of a soft surface, such as crusher fines or decomposed granite material. However, connector trails providing connections within parks to the regional and community trail system shall be paved with a hard surface material



3.6 PARKS & OPEN SPACE

Parks shall be designed to express the character of the location and to distinguish between different park types while relating to the overall vision of Hidden Valley. Park programming shall respond to the individual park size, type, context, topography, and the potential users. All parks shall be connected to the network of trails and sidewalks to ensure easy and safe access to residents and visitors.

The locations of the major parks and open space are indicated on the Master Plan (See Figure 5.3 - Hidden Valley Open Space Plan). In addition to the parks indicated on the Master Plan, individual neighborhoods may also include smaller pocket parks, courtyards and other gathering areas to provide required park space and amenities.

Wherever practical, all parks and park facilities shall incorporate sustainable design practices and materials that will enhance the long-term viability and success of the park system within Hidden Valley. Sustainable practices shall include bio-swales to improve the quality of storm water runoff, preserving native topography and vegetation, xeriscape planting principles, water conservation irrigation practices, energy efficient designs incorporating solar, wind or photovoltaic resources, or any other means deemed appropriate and cost effective.

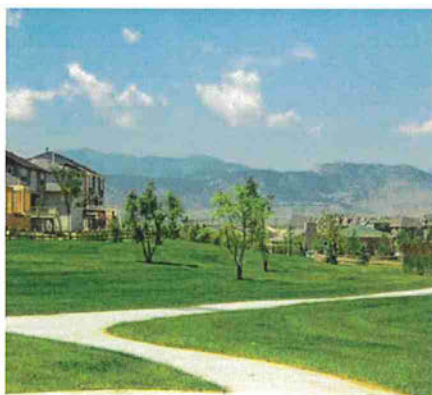
Where detention facilities are provided in parks, these facilities are encouraged to be designed to function as useable park land when not retaining water.

3.6.1 Community Parks

The community parks are designed to support a wide variety of active and passive uses and to serve the entire community. These parks also serve as focal points and destinations for the recreational trail system.

The range of possible community park uses may include:

- Recreational ball fields/courts (softball, soccer, baseball, tennis, basketball, etc.)
- Recreation buildings
- Playground areas & picnic shelters
- Gathering areas
- Trailheads
- Passive use spaces
- Dog parks
- Restored or preserved open space areas
- Detention/water quality facilities



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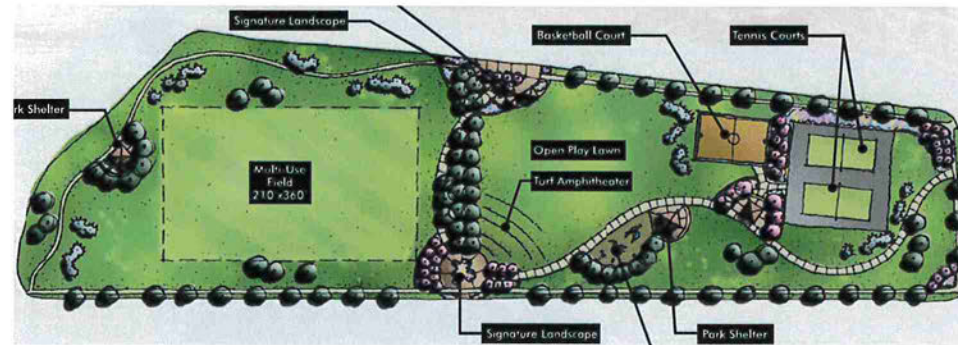
An informal half-court basketball court creatively tucked into an available hillside.

3.6.2 Neighborhood Parks

Neighborhood parks are smaller than community parks, and are designed to serve the residents of an individual neighborhood, although these parks may be used by all residents and visitors of Hidden Valley.

The range of possible uses may include:

- Recreational ball fields/courts (softball, soccer, baseball, tennis, basketball, etc.)
- Informal ball fields for “pick-up” sports
- Recreation buildings
- Playground areas & picnic shelters
- Gathering areas
- Trailheads
- Passive use spaces
- Community garden spaces
- Detention/water quality facilities



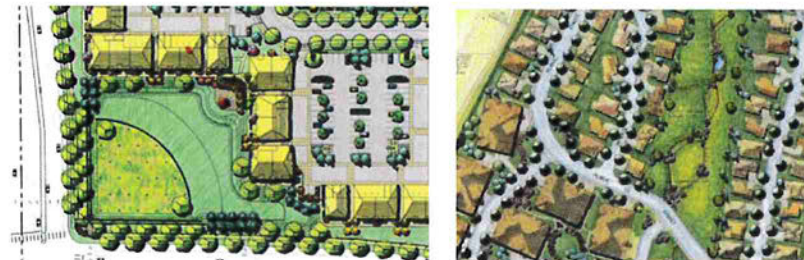
3.6.3 Pocket Parks

Pocket parks should be designed to accommodate the needs of the surrounding neighborhood and may include a variety of programming elements such as:

- Children play areas and tot lots that are separated from each other
- Open space for casual recreation
- Seating and picnic areas
- Community garden spaces



A playground can take a variety of forms.



Detention areas can be designed to serve as recreational spaces when not inundated by stormwater

3.6.4 Community Open Space

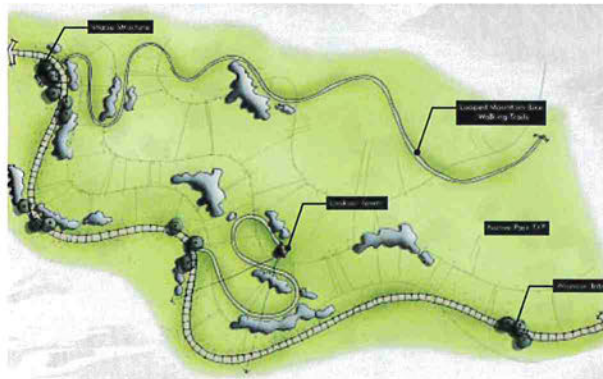
The broad expanses of open space are a key component of Hidden Valley, lending beauty to the site, providing relief from the built environment, preserving historic views and viewsheds, and “anchoring” the residential community to the native environment. The preservation of open space is a key tenet of the Hidden Valley Master Plan. Open space will primarily be left undisturbed, but may be used for trail corridors, drainage ways, detention ponds and “native parks.”

Native parks help to balance preserved and restored natural areas and may provide for water quality treatment and storm water detention. These parks may also include areas designated for low-impact active uses and passive recreational uses such as trails and seating/viewing areas.

The range of possible uses in Community Open Space includes:

- Community and neighborhood trails
- Equestrian trails
- Detention/Retention facilities
- Native parks
- Shade structures
- Trailheads
- Gathering areas
- Seating areas
- Viewing towers

Open space areas that are located within a development parcel will be left undisturbed, or when disturbed, planted with native or regionally adapted plant materials requiring minimal maintenance. Open space areas will be primarily unirrigated (except as necessary to establish plant material).



The abundant open space at Hidden Valley provides countless opportunities for recreation

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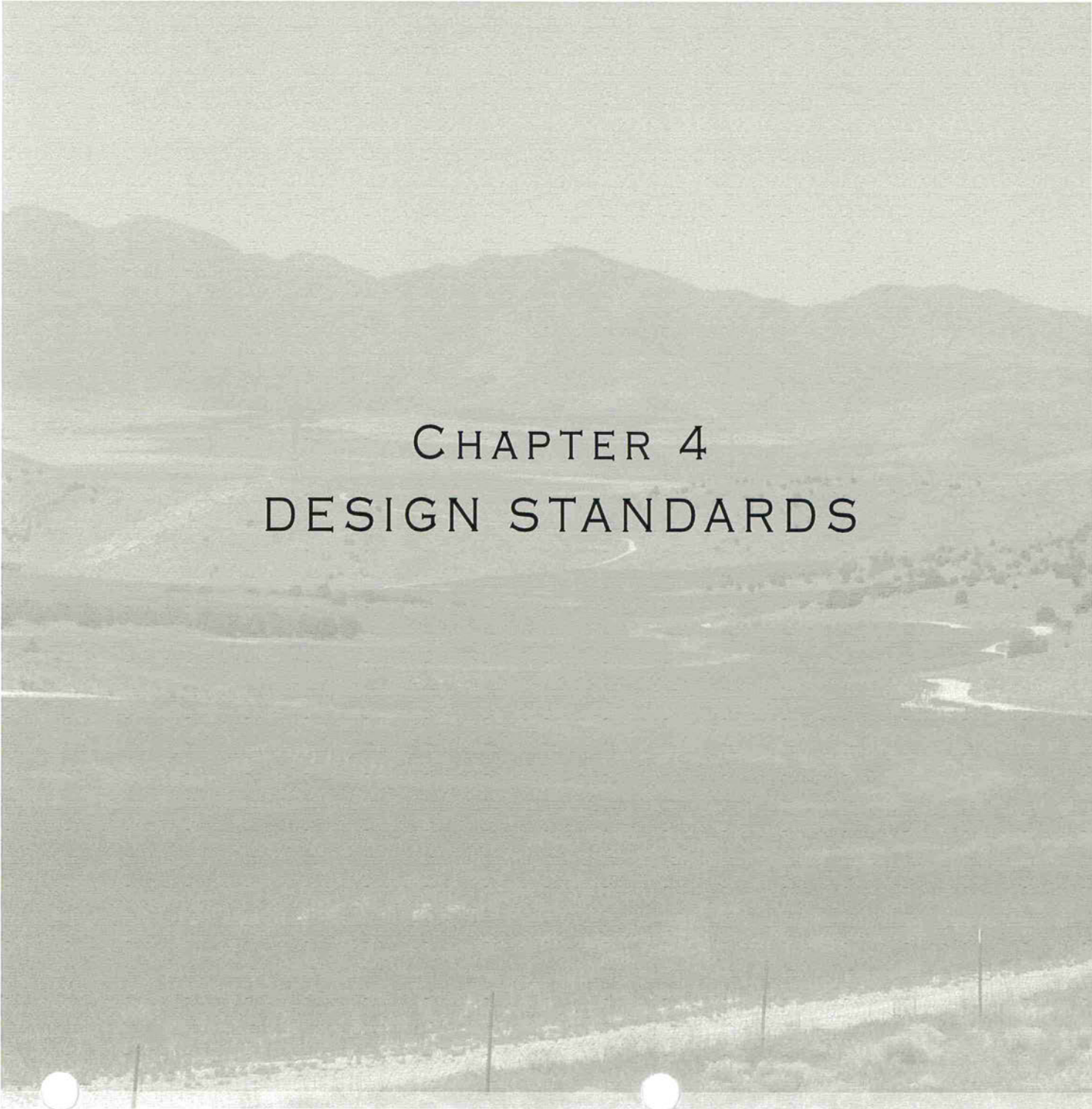
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CHAPTER 4

DESIGN STANDARDS

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4.1 PURPOSE AND OVERVIEW

The following design standards have been developed to support the guiding principles of the Hidden Valley Community Master Design Guidelines and specifically to ensure a cohesive “identity” within the community. Consistency in the design image of Hidden Valley is crucial to its identification as a special, unique and desirable place to live. All elements that are visible to the public are considered part of the community’s overall identity and, therefore, shall be subject to review and approval by the Hidden Valley DRC.

This chapter of the Guidelines applies to all development in Hidden Valley, and contains special information on performance standards and guidelines for the design of public areas, the exterior treatments of private property, construction practices, landscaping, and maintenance.

In utilizing these Guidelines, one should remain flexible in approach to site design, taking into account the specific characteristics of the site, the nature of the use, and the overall intent of these standards to promote a pleasing and unified environment within Hidden Valley.

This section is intended to apply to the entire Hidden Valley Master Plan; however, individual neighborhoods within the Hidden Valley Master Plan may have more stringent requirements that will be required and enforced through neighborhood covenants, conditions and restrictions.

4.2 ARCHITECTURE GUIDELINES

4.2.1 Architecture Overview

These Architecture Guidelines promote a high level of design, ranging from the public realm to the private residence. They are intended to assure compatibility between adjacent structures within the community and to guide character and form, using concepts varying from streetscape design to building style and façade detailing.

These Architecture Guidelines apply to all residential dwellings/buildings, commercial and mixed use buildings, and neighborhood community buildings and amenity structures.



4.2.2 Evolving Architecture Guidelines

There may be a substantial length of time between the adoption of these Architectural Guidelines and their use. With this in mind, the Hidden Valley DRC may need to overwrite portions of these guidelines with more stringent overall guidelines or guidelines specifically tailored to certain neighborhoods. If provided, enhanced or individual neighborhood guidelines shall supersede these guidelines.

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4.2.3 Residential Guidelines

All facets of these Residential Guidelines apply to all single-family detached, single-family attached, multi-family and neighborhood community buildings and amenity structures.

4.2.3.1 Neighborhood Relationships

Hidden Valley consists of numerous distinct neighborhoods. To promote a shared sense of community amongst these neighborhoods, they need to be connected by common characteristics, including architectural design standards and landscaping themes as well as roadway and trail systems.

Special Locations

Within the site plan, there will be buildings located on prominent corners, parkways or open spaces. These buildings should recognize their special locations within the neighborhood and their architecture should be enhanced accordingly.

- Buildings at gateways to neighborhoods shall be defined with prominent architectural features incorporating strong massing elements to create interest and frame views. Using massing and architectural elements to add emphasis to corners of buildings is recommended.
- Buildings that form a thoroughfare, square or special intersection shall relate to each other through color, material and/or form.
- All Exposed Elevations shall have articulation that is similar to a front elevation in design. Buildings on corner lots shall address both thoroughfares with similarly designed architectural features and materials.



Streetscape

Within residential neighborhoods, building form, mass and scale play key roles in developing design continuity and defining “streetscape”, or the cohesive view of elevations along a street. The articulation of roof forms and building facades, in terms of proportion, style and textures, provides the foundation for visual interest and variety within the streetscape. Builders may be required to carefully combine architectural styles to create neighborhood streets that are united in their character and that are uniquely different from those of other neighborhoods.

- Special attention may be given to the mix of architectural styles in creating streetscapes. The elevations of buildings along the streets should be diverse, yet compatible with neighboring buildings. A variety of building massing, roof sizes and forms may be used to create interest.
- Streetscapes should be visibly pleasing in terms of scale, proportion, pattern, balance, material composition, and color scheme. Buildings related by form, color or texture create a successful streetscape.
- Grouping architectural styles or limiting the number of styles on a streetscape is encouraged in order to create distinct and special places. Elevations on a street may be of the same architectural style, but are encouraged to vary in massing, roof lines, entry features, and architectural detailing.
- Designs are encouraged to reflect harmonious architectural styles and consistent quality.
- Usable porches, terraces and upper level balconies are encouraged to activate the street.
- The architectural style and detailing of garages and other ancillary structures may be consistent with the principal building’s architectural style, colors and materials.

Examples of good streetscapes:



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Diversity Requirements

Diversity is a major component of successful streetscapes and neighborhoods. The diversity requirements are the minimum standards that promote the streetscape concepts. The requirements encourage a varied street scene and prohibit disconnected rows of homes built without regard for the neighborhood fabric.

Variation Requirements

- *Single Family Detached and Twinhomes Variation*

It is possible to design a streetscape with relatively few plan types, as long as attention is paid to the combination of houses built.

- If a plan is repeated, a minimum of two distinct elevation styles should be developed.
- Roof forms are encouraged to change from one elevation style to another.
- Changes solely of materials or colors may not constitute an independent elevation style.
- Elevation style changes should include porch and bay designs, window configurations, materials, and detailing.
- Houses sited on two adjacent lots (on the same side of the street) or directly across the street (sharing frontage) should have different plans and/or elevation styles.
- Main roof ridge lines should vary in orientation to the street (i.e. parallel or perpendicular to the street) at least once in every two adjacent lots.
- On a streetscape with any group of nine adjacent lots, houses are encouraged to have varying roof colors.



- *Townhouse and Multi-family Building Variation*

- Townhouse buildings are encouraged to have a minimum of two unit types within every building. These unit types may be articulated with different façade elements and different window locations.
- If more than 4 buildings are built within a neighborhood, a second elevation style should be introduced. If more than 8 buildings, a third style should be present.



- *Color Variation*

The use of a variety of paint colors provides an inexpensive manner to add variety to a streetscape and neighborhood.

- In general, 2/3 of a streetscape should have subdued body colors, while 1/3 of a streetscape should have stronger body colors. “Beige box” color strategy is prohibited. While buildings with beige/brown/tan body colors can be appropriate, they should be interspersed with buildings with other color palettes within the streetscape.
- Adjacent Single-Family Detached houses within the same block face should not have the same color palette.
- Color palettes for townhouse and multi-family buildings should be varied; no more than two buildings within a block face should have the same color scheme.

Examples of good use of color:



Example of poor color palette:



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Garage Orientation

Flush front load and projecting front load garages are discouraged without compensating design elements. Garages accessed from an alley are not required to meet the following requirements.

- ***Single-family Detached Garage Orientation***

In addition to conforming to the site planning guidelines, single-family detached houses should comply with the following garage orientation standards:

- Houses sited on any three adjacent lots (on the same side of the street) or directly across the street (sharing frontage) are encouraged to have different garage orientations.
- The building must have sufficient design such that the viewer's eye is drawn away from the garage doors. This can be done in many ways, including designing entries as focal points or including interesting materials or additional detailing on the portions of the façade without the garage.
- There must be a minimum of a 2 foot (2'-0") plane change every two garage bays. (e.g. doors adjacent to double garage doors shall not be in the same plane) and there can be no more than two single garage doors in plane before a plane break.

- *Single-family Attached Garage Orientation*

When front load garages are necessary, they shall follow these garage standards:

- The building should have sufficient design such that the viewer's eye is drawn away from the garage doors. This can be done in many ways, including designing entries as focal points or including interesting materials or additional detailing on the portions of the façade without the garage.
- There should be a minimum of a 2 foot (2'-0") plane change every two garage bays. (e.g. doors adjacent to double garage doors shall not be in the same plane) and there can be no more than two single garage doors in plane before a plane break.
- Garage doors with windows are encouraged. Single car garage doors are encouraged in lieu of double car garage doors.



Example of good front-loaded garage on a single-family attached home.



Richly detailed facade and plane changes help reduce the visual impact of these garage doors.

- *Multifamily Building Garage Orientation*

Front load garage design are discouraged, but not prohibited, for multi-family buildings.

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Porch Requirements

Front porches help to enliven the street and soften the streetscape and are highly encouraged on all residential building types. Covered entries are not applicable towards these requirements. For definition purposes, porches are a covered area and are encouraged to be triple the width of the front door (including the portion in front of the front door entry). Porches are encouraged to have a depth of a minimum of four feet.

Public to Private Transition

The transition space between thoroughfare and building shall be designed with careful attention to detail, human scale, landscape, and streetscape character.

- All front entries are encouraged to be connected to the street sidewalk with a concrete sidewalk not less than three (3) feet in width. If a front driveway exists, the entry is also encouraged to be connected to the driveway with a three (3) foot sidewalk.
- Buildings, entries, curb-to-entry hardscapes and landscapes, architectural elements, and site components should define and enhance the character of the streetscape.
- Where grade permits, residential front entries elevated from the street are encouraged.
- Inviting and functional outdoor living spaces are encouraged.
- Elements that provide shade such as trellises, awnings, arcades, or tree plantings are encouraged.



Alleys

The design of alley environments serves to unify neighborhoods while providing vehicular access to buildings. All alley projects must be designed in coordination with the Hidden Valley DRC. In principle, alleys should adhere to the following criteria:

- Alleys should have variety, rhythm and pattern in terms of materials and detailing.
- Alleys should be functional and aesthetically appealing.
- Consideration should be given to setbacks, drainage, fencing, lighting, utility screening, etc.
- Alleys shall be appropriately fenced and landscaped.
- Placement of service equipment shall be designed to be as unobtrusive as possible.
- Driveways, where applicable, should be perpendicular to the alley.



4.2.3.2 Exterior Architecture

Each building shall have high quality, well detailed exterior architecture that promotes neighborhood variety and visual interest while being compatible with adjacent homes.

Building form

Within neighborhoods, building massing, balance and scale play key roles in developing design continuity and defining streetscapes. The articulation of roof forms and building elevations in terms of proportion, architectural style and texture provides the foundation for visual interest and variety along the street.



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Examples of poor building massing and scale.

- *Building Massing and Scale*

Building massing is the general building shape and size. Building massing and scale play important roles in how a building is experienced from the exterior.

- All buildings shall emphasize at least one primary architectural massing volume. Most buildings should also have supporting secondary forms.
- The mass of buildings should be broken up to reduce the apparent scale, provide visual interest and depth, and achieve a more articulated form.
- Strong and simple forms are encouraged. Overly complex or redundant forms are prohibited (e.g. houses shall not have “telescoping” gables or roof forms lacking a focal form).
- Building mass shall be suitable relative to both lot size and setback requirements.
- Overhangs, prominent porches, covered entries, doors and windows should be used to break up facades and articulate form, as well as to enhance indoor/outdoor site relationships.
- Recessed and projecting building elements should be used to encourage shadow effects. Possibilities include roof overhangs, bay windows, chimneys and covered porches.
- When sloping conditions exist, buildings should be stepped down inclines, anchoring the structures to their sites and creating a natural relationship between the building forms and topography.
- In walkout situations, three-story unbroken masses are prohibited. Three-story elevations shall have a minimum of one vertical plane break and one lower secondary roof form; more are encouraged.
- In no case shall an unbroken plane of a building be longer than 50 feet.
- Building materials shall relate to building massing:
- When planes are broken, materials shall conceptually support the additive nature of the building.
- Masonry wainscoting less than a story tall should be avoided; instead, masonry should be used to highlight one or more of the building masses.
- Dominant building materials should be used with contrasting and complimentary trim materials and colors to preserve contrast and depth.
- Building heights for large buildings should be “stepped-down” toward the edges of structures to aid transitions between buildings and create human scale.
- Buildings shall be scaled so as not to overwhelm or dominate their surroundings.



- *Special Single Family Attached and Multi-family Massing Provisions*

Larger buildings have special massing considerations in order to reduce scale and relate to their users. In addition to the general building massing concepts, single-family attached and multi-family buildings shall follow these special provisions:

- Twinhome structures shall be designed such that they appear to be large single-family detached structures from the exterior.
- Townhouse structures shall be designed with either the “Individual Unit” or “Whole Building” massing approach.
- Multi-family buildings shall be designed using the “Whole Building” massing approach.
- Multi-family stairs shall be integrated with the architecture of the building. They shall not protrude outward from the plane of any elevation.
- Freestanding parking garages shall be limited to a maximum of twelve cars.

- *Individual Unit Approach*

Conceptually, the main building mass is broken down and each unit is distinguishable from the exterior.

Buildings are designed to a finer scale, with unit articulation similar to that of a single-family house.

- The building massing form shall be broken up with building breaks occurring at every unit or every other unit.
- All units shall not be articulated similarly or be equally balanced within the facade.
- Roof forms are encouraged to have separate roofs or accent roofs relating to the individual units.

- *Whole Building Approach*

The building is designed to read as one cohesive mass. Buildings are designed to a larger scale with larger building masses and elements; often, a whole building approach is appropriate for buildings where the entire façade will be viewed at once, such as on a site bordering a park or boulevard.

- Less emphasis is placed on building breaks; it may not be evident from the exterior where individual units are located.
- The main building mass has consistent materials throughout the entire building face.
- The building mass must still be broken down. This can be done without articulating separate units. Roof forms, bays or porches can be used to reduce the building mass; in many cases, bays of adjacent units can be combined to create larger bays.
- Interior units are meant to play a secondary role, and the building has greater articulation at each end.
- In some cases, it may be desirable for 3-plex or 4-plex townhouse buildings to be designed similarly to twinhomes, with the appearance of a large single-family detached structure.



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- *Visual balance*

Balance and relief between the various forms and elements of a building should provide variety and interest while still contributing to a unified overall image and being complimentary to one another.

- Building designs shall encourage visually heavier and more massive elements at their base and visually light elements above these components. A second story, for example, shall not appear heavier or demonstrate greater mass than the portion of the building supporting it.
- Combinations of one- and two-story building forms are encouraged to promote visual interest, while still maintaining the primary architectural massing element.
- Natural stone and masonry materials are encouraged as visual “anchors” for buildings.
- Vertical and horizontal elements should be used in contrast to one another (e.g. chimneys counterbalancing strong, horizontal facade elements or generous roof overhangs in contrast to strong vertical elements).
- Creative entry treatments should be used and other secondary focal points created, such as porches, balconies, bays, and dormers.
- Porch and covered entry roofs, bays and cantilevers must have brackets or other properly proportioned supporting elements beneath them. Visually unsupported cantilevers and other elements are prohibited.
- Covered entries and entry porches shall not be overscaled. Ceiling heights for these areas shall not exceed 1.5 times the entry door height.



- *Styles*

There are no prescribed architectural styles for Hidden Valley; however, the one unifying theme is quality design, materials and workmanship. These Architecture Guidelines are intended to establish a recognizable vocabulary for architecture and produce diverse yet compatible groups of buildings without demanding “letter perfect” authenticity.

- The architectural style of the building shall be complemented by scale, mass, proportion, articulation, and detailing.
- Architectural styles should be interpreted in a manner to ensure that the design of each building is unique in character, specific to the site, and contributes to the overall community.
- A concentration of a particular architectural style may be encouraged to create special blocks or green courts.
- Side and rear elevations shall incorporate style elements and details that unify the building’s composition.
- Each building shall have a style stated on its submittal documents. The Hidden Valley DRC will review the elevations with the style in mind to determine if they are a successful interpretation of the style.



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Sample architectural styles that are acceptable are the following:

Farmhouse

Typical Farmhouse buildings could be articulated with:

- High pitched gable roofs
- Prominent front porches
- Vertically proportioned windows (2:1 or greater) with muntins, often with shutters
- Windows with emphasized window head trim
- Clean-lined, simple building forms
- Claddings such as board and batten and lap siding
- Additive massing concepts, implying construction over time
- Indigenous building materials



Prairie

Typical Prairie buildings could be articulated with:

- Low to moderate pitched roofs
- Hipped roof forms with dormers
- Eave returns if gable ends are present
- Large porches, often full building width
- Symmetrical facades, although not required
- Generous closed soffit overhangs, often with corbels
- Claddings such as brick, lap siding and stucco
- Composed window groupings with muntins



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Craftsman

Typical Craftsman buildings could be articulated with:

- Low sloped gable roofs, visually supported by brackets
- Exposed rafter tails
- Paired or grouped windows with muntins on the upper panes
- Window trim with tapered jamb trim or extended, sculpted head trim
- Wide overhanging eaves with sloped soffits
- Claddings such as stone, brick, lap siding, shingle siding
- Gable end accent materials such as board and batten or shingle siding
- Battered, compound or paired columns, often on a masonry base



Shingle

Typical Shingle buildings could be articulated with:

- Asymmetrical volumes
- Moderate to high pitched gable roofs, sometimes with cave returns
- A body with shingle siding; corner clips or mitered corners are encouraged in lieu of corner boards
- A stone base
- Flared shingle siding skirts at trim banding
- Multiple gable end vents
- Gable ends built out with supporting corbels
- Oval accent windows
- Windows with many-pane muntins and/or transoms; Palladian windows are encouraged



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Tudor

Typical Tudor buildings could be articulated with:

- Asymmetrical massing
- Gable roof forms with steep pitches, some with curved lower portions
- Brick, stone or stucco cladding materials
- "Timber" trim with stucco infill in gable ends
- Windows with many-pane or diamond muntins
- Minimal overhangs
- Lower rooflines with raised plate areas on the upper floor
- Brick or stone chimneys



Contemporary

Typical Contemporary buildings could be articulated with:

- Strong forms
- Shed or barrel vaulted roofs
- Specially proportioned windows
- Clean-lined claddings such as stucco, board and batten siding and paneling
- Contemporary interpretations of building elements such as bays, roofs or brackets
- Strict symmetric arrangement of parts or clearly deliberate asymmetry (i.e. asymmetry should not look like an error)



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Examples of poor garage design that dominates the architecture

• *Garage Architecture*

The housing of cars is not as important as the housing of people, and this priority shall be immediately obvious in the design of buildings; garages are to be relegated to a secondary role within the architecture of Hidden Valley buildings.

◦ *General Garage Requirements*

- Carports are prohibited for all building types.
- Garage proportions shall demonstrate human scale and not dominate or overwhelm the building, street or alley.
- Garage massing shall be secondary to the principal building and shall be reduced in scale whenever possible.
- Garage detailing shall have visual interest with a similar style and materials to the principal building.
- Garage door treatments should be varied between adjacent buildings by using doors with different details or a combination of single and double doors.

◦ *Specific Garage Requirements*

- Garages shall have usable dimensions:
 - Single-bay garages shall have a minimum rough dimension of 12 feet (12'-0") by 20 feet (20'-0").
 - Double-bay garages shall have a minimum rough dimension of 20 feet (20'-0") by 20 feet (20'-0").
- Garage doors shall have a maximum distance of two and one-half feet (2'-6") from the bottom of the garage door header to the bottom of the garage eave. If the garage pad is set lower than its typical elevation due to site grading, the garage plate height shall be reduced accordingly so as to satisfy this condition.
- Sectional garage doors with decorative panels are required. Three-car garages shall have a minimum plan offset of two feet (2'-0") at one bay.
- Front load garage doors shall be set back a minimum of 20 feet (20'-0") from the back of sidewalk.
- Side load garages:
 - Shall appear to be livable space from the street and shall have a combined window area of 30 square feet or more on the front elevation.
 - Shall be set back a minimum of 15 feet (15'-0") from the back of sidewalk.

Examples showing good garage architecture with detailing, and scale and massing in proportion to the home.



Creative use of color is an inexpensive way to provide good garage architecture.

Examples of poor garage architecture with lack of detailing and poor massing and proportion relative to the home.



The area between top of garage door and roof is out of proportion with the home.

- *Mechanical Equipment*

Mechanical equipment shall be located such that it does not distract from the architectural character of the building and should be concealed if possible; if concealment is not possible, the mechanical equipment must be located and detailed to integrate with the building's architecture. Mechanical equipment includes, but is not limited to, HVAC, electrical, communications or security equipment, access ladders, and utility meters.

- Eighteen inch (1'-6") satellite dishes are allowed, but their location must be approved in writing by the Hidden Valley DRC.
- Air-conditioning and evaporative cooling units shall not be located in windows or mounted on the sides of buildings.
- In single-family detached and attached homes, air-conditioning and evaporative cooling units may be located on the roof or next to the home only if they are not visible from the street in front of the home or next to the home.
- In multifamily buildings, air-conditioning and evaporative cooling units may be located on the roof, if screened from public view.
- Utility meters, transformers, phone and cable boxes, air conditioning units, and evaporative coolers shall be screened from public view. Screen walls and/or landscaping are required treatments.
- Solar panels shall:
 - Have low profile roof brackets.
 - Be integrated into the roof design and consistent with the roof slope.
 - Have frames colored to match the roof.
 - Have all associated mechanical equipment screened from view.
- If present, passive and active solar energy systems visible from the street must be integrated into the architecture of the building.



Low profile solar panels that match roof color.

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4.2.3.3 *Building elements*

Numerous exterior design elements integrated into building form are desirable for enhancing and providing visual interest and relief. The exterior design elements should be proportional to the overall building scale and to human scale.

- All building elements and their related trim and materials shall reinforce and be appropriate to the architectural style of the building.
- Elements shall be used to visually break up larger volumes. Large, flat, unbroken planes shall be avoided.
- Building element details shall be carefully designed to highlight the element. The Hidden Valley DRC may require this level of detail to be enhanced for the purposes of distinguishing the architecture under review from lower-cost buildings nearby.
- Each element should help unify the design by using either similar or complimentary forms, textures and proportions.
- Each residence shall have a minimum of one private, usable outdoor space directly accessible from the residence. Possible outdoor spaces include: porches, patios, balconies, yards, and decks.

Covered Entries & Porches

Porches can be used to create a human scale at the front entry, to promote public/semi-private/private layering, to activate the streetscape and to break down building massing. Covered entryways and outdoor areas, including front porches, patios, decks, and balconies, are encouraged to provide gracious transitions to outdoor areas, as well as shade for indoor and outdoor living areas.

- A porch or covered entry is required at every entry door.
- All front-door entries shall be visible and accessible from the street, unless specifically approved by the Hidden Valley DRC.
- Entry design should aim to provide a graceful transition between the public and private realms.
- Front entries shall be well defined, detailed, and reflect individual units.
- Multi-family access points to units shall be clustered in groups of four or less; balconies and corridors that service five or more dwellings are prohibited unless specifically approved by the Hidden Valley DRC.



Columns & Railings

Columns and railings are an opportunity to bring the character and detailing of the architecture to a location that is tangible to the building's users.

- Columns shall be properly proportioned to the mass they support. A minimum porch column size of six inches (6") by six inches (6") with trimmed cap and base is required. Columns taller than nine feet shall have a minimum size of eight inches (8") by eight inches (8").
- Columns and railings shall be solidly mounted.
- In most cases, column spacing should create square or vertically oriented spaces (the spaces between columns should not be wider than they are tall). If the space is horizontally oriented, columns should be boxed columns greater than 18 inches (1' 6" x 1' 6") square or paired columns.
- Masonry on column bases shall be a minimum of two inches (2") above a railing termination.



Bays

The use of bays is encouraged to break down the massing of facades.

- Bays and projections shall be supported by properly proportioned architectural elements.
- A bay must project a minimum of 12 inches (1' 0").
- Bays with vertical proportions are encouraged.
- Bays shall appear to be mounted entirely upon another building mass and shall not share a common edge with that mass.
- In most cases, a bay should have a different material than the building mass on which it is mounted.



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*Example of poor window placement
(no windows at all!)*

Doors & Windows

Doors and windows provide light to the building's interior while providing character and detail to the building's architecture.

- Proportions of window and door openings shall reflect human scale and complement rooflines and building eaves.
- Vertically proportioned windows are encouraged.
- All elevations shall have at least one window with a minimum of 8 square feet. Corner lots or lots adjacent to public open spaces may require additional windows as determined by the Hidden Valley DRC. (See pages 82-83 for the required fenestration areas in Single-family Detached Buildings and Other Residential Buildings.)
- Attic windows shall be located such that there is a believable living space behind them.
- Sliding glass doors are not permitted on elevations that face a public street (alleys excluded). French doors are allowed in all residential elevations.
- Metal windows, where allowed, shall be painted.
- Skylight requirements:
 - Skylights must be integrated with the roof design and shall be mounted in a manner parallel to the roof pitch.
 - Skylights shall be flat rather than bubbled.
 - Skylight glazing shall be clear, solar bronze, or grey.
 - Skylight framing materials shall be copper, bronze, or anodized metal, or colored to match the adjacent roof.

Good door treatment:



Good window treatment:



Roof Forms & Dormers

Roof forms and dormers accentuate a building's architectural style and contribute to the overall streetscape rhythm and aesthetic.

- Care should be taken so that complex roof forms retain a sense of hierarchy and reason. Overly complex roof forms and roofs not supporting the architectural style of the building are discouraged.
- A main gable or hip form should be used with complimentary sheds, dormers and other minor elements. Other types of dominant roof forms will be considered by the Hidden Valley DRC on a case-by-case basis; however, mansard roofs are prohibited.
- Gables, dormers, and other smaller roof elements should be proportional to the spaces they cover and to the overall roof size and form. Their use is encouraged to help break up the proportions of large roofs and to provide visual interest through articulation. Roof breaks shall occur in all homes, unless specifically waived by the Hidden Valley DRC.
- Roof pitch shall be a minimum of 4:12 (4" vertical in 12" horizontal); however the Hidden Valley DRC may, at its sole discretion, waive this requirement based upon the architectural style of the home.
- Habitable space within the primary roof is encouraged.
- Roof overhangs shall be designed to respond to passive solar requirements as appropriate for seasonal and/or climatic conditions.
- Gutters and downspouts should be integrated into the design of buildings, and appear as a continuous architectural element.



Eaves

Roof overhangs and eaves are recommended for their aesthetic quality as well as practical functions. These elements create relief and shadow patterns that visually reduce height and scale, provide shade for walls and windows, and control rainwater.

- Overhangs shall be a minimum of twelve inches (12"); however the Hidden Valley DRC may, at its sole discretion, waive this requirement based upon the architectural style of the home.
- Overhangs should be proportional to the sizes of roofs, pitches, and building heights. Larger roof areas, shallow pitches and roofs high from the ground generally indicate larger overhangs. Steeper roofs typically require less overhang.
- Fascia and soffit details shall be proportional to the size of overhangs and roof pitches.
- A minimum eight-inch (8") width or a comparable combination of built-up and relief boards is required for fascia boards, provided however that 6" width fascia may be presented to the Hidden Valley DRC for approval. (e.g. two-inch by four-inch exposed rafter tails).



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Chimneys

Chimneys add architectural detail to residential buildings. When well constructed, chimneys can be a beautiful addition to a building's exterior.

- Chimneys shall look authentic. Chimneys must have a foundation and shall not be cantilevered.
- Proportions and materials should give chimneys a substantial and stable appearance.
- Chimneys should punctuate rooflines and add architectural interest.
- If masonry is present on the building, the chimney shall be constructed of the same masonry.
- If a chimney cap is used, it should be sized proportionally to the chimney. Color, style and materials utilized for chimney caps may vary, but should be complimentary to the overall style and color scheme of the building.



Examples of poor deck design that is un-integrated with the building's architecture

Decks, Balconies & Stairs

Decks and balconies are encouraged so as to offer additional outdoor living space to homeowners.

- Decks, balconies and exterior stairs shall be integrated with building forms. Materials and colors shall be consistent with or complimentary to the building.
- Columns at rear elevations of walkout lots shall be proportional to the entire building mass.
- Where sites permit, patios and decks shall step with the slope or incorporate terracing.
- If masonry (rock or brick) is used on the primary building, columns supporting raised decks are encouraged but not required to have a masonry exterior matching the primary structure.
- Decks must have their lowest walking surface ten feet or less above grade. If a third story deck is desired, there must be a building volume or deck below.
- Open-riser metal stairs are prohibited unless approved by the Hidden Valley DRC.



Decorative Elements

Decorative elements provide visual interest and add detail to a building's elevation while reinforcing the architectural style.

- Exterior shutters offer elevation relief and should be sized to the adjacent window height and width, and shall match the architectural style of the building. Undersized shutters may be presented to the Hidden Valley DRC for approval.
- Shutter hardware shall be stylistically correct and be well proportioned.



Fencing and Walls

When fencing, retaining, landscaping or privacy walls are present, their materials, style, scale, and design shall be coordinated with the architectural style and color palette of the building.



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Examples of poor masonry design:
 "Floating" masonry (top photo);
 Brick termination at outside corner
 (bottom photo)

4.2.3.4 Building Materials & Colors

Exterior Building Materials

Exterior building materials (referred to as "materials" in this section) offer an opportunity to reinforce the architectural style of a building. (See the Building Massing section (page 56) for application of materials in relationship to building massing.)

- All materials and colors shall reinforce and be appropriate to the architectural style of the building.
- Contrasting but compatible building textures and/or materials shall be used to help unify exterior building elements and create depth, proportion and scale.
- Generally, materials are most visually effective when only two (2) materials, excluding trim, are used. Sometimes, more than two (2) materials can be successfully used on exterior walls, but special care must be taken in order that the materials do not detract from the overall design and form. Frequent changes of material are prohibited.
- Front, side, and rear elevations shall share common materials, colors and architectural elements.
- Rock and masonry elements are encouraged. The intent of rock and masonry use is to be architecturally correct, not to meet "minimum requirements." Masonry includes brick, stone, stucco and cementitious based materials.
- Materials shall be consistently applied and harmonize with adjacent materials.
- Cladding materials with varying, compatible textures and depths should be used.
- Edges and the transition of materials shall be carefully detailed so as to provide authenticity and avoid the perception of abrupt or unfinished planes.
- All efforts shall be made to minimize the visual impact of unfinished foundation walls. Masonry or siding materials should be continued down the elevation as close as possible to grade.
- All materials should be used in a way that is authentic to the material.

- **Masonry**

Masonry is a cladding material that contributes to the creation of attractive and varied elevation designs and can be used to reinforce building style.

- Masonry should be used to articulate building masses, as outlined in the Building Massing section (page 56).
- Wainscoting should be used sparingly and is discouraged.
- All masonry applications shall be properly detailed and appear to be load bearing.
- Masonry is encouraged for porch foundations and columns as an accent material.



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- *Stucco*

Stucco, due to its consistent surface qualities and lack of shadow or other visual interest, needs special attention when used as a primary cladding material.

- Detailing, including control joint locations, trim at rakes and eaves, and applied details should be carefully composed to provide visual interest without appearing overdone. Control joints must be located such that they enhance the architectural style of the building.
- Trim for stucco elevations shall be governed by the following (trim is defined as around openings of the house i.e. windows and doors):

Allowed:

- Trim at all four sides, including at least one profile or change of depth
- Header trim only, including at least one profile or change of depth
- Sill trim only
- Header and sill trim
- Recessed design (plane of the window is 3" or more recessed behind the stucco wall plane)

Prohibited:

- No trim

- Trim should be sized to the application; constant trim sizes for all locations shall be avoided (e.g. soffit trim banding should not be the same dimension as a base trim band; similarly, a base trim band should not be the same dimension as a belly band).
- If a rough stucco finish type is used on the building body, trim should have a finer stucco finish type in order to promote a more finished look at the trimmed areas.

Examples of good detailing with stucco:



- *Sidings*

Sidings are a traditional cladding material that can be cost effective and provide texture and shadow on the main body of a building.

- Sidings other than traditional lap sidings are encouraged, including: board and batten, paneling, shingle siding and alternate lap siding.
- Some architectural styles may lend themselves to fishscale siding or corrugated metal siding, but both should be used with special attention to appropriate quantities and locations.
- Paneling shall be carefully detailed and must have trim, reglets, or other defined edges. Paneling designs and trim must relate to the building fenestration and complement the architectural style; large quantities of paneling unrelated to the architecture are prohibited.
- Lap siding widths should be proportional to structure size and shall not exceed an eight inch (8") lap exposure on single-family detached buildings or twelve inch (12") on single-family attached or multi-family buildings. Lap siding exposure shall be consistent for all elevations.
- Cementitious sidings and trim may be used.
- Aluminum, vinyl and unarticulated panel sidings are prohibited.

Examples of good sidings and roof materials:



- *Roof Materials*

Use of appropriate roof material adds value to the architectural design of a building by complementing the building's facades. Color and texture are relevant criteria when selecting roofing material.

- Acceptable roof materials include composite shingle (architectural grade), tile, slate, concrete, and metal. Membrane roofing such as EPDM or TPO are appropriate for flat roofs.
- In general, roof material colors are encouraged to be darker and earth-toned hues that accent and compliment other building colors.
- Gutters shall be required on all draining roof areas, with the exception of small bay or other roofs that cover less than 20 square feet of area.
- Metal roofs shall not have highly reflective surfaces.

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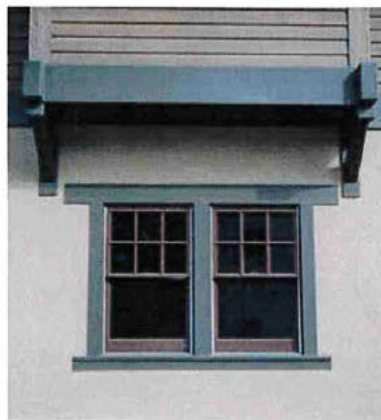
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• *Trim*

Trim should be used to enhance the architectural character of the building's main body materials.

- Refer to the stucco materials section (page 76) for window trim requirements for stucco buildings. Window trim for all other materials shall consist of trim on all four sides. There must be a dimensional change on at least one of the four sides.
- Trim bands are encouraged to be consistent for all elevations.
- A minimum of four inch (4") trim shall be required beneath soffits at rake conditions.
- A minimum of six inch (6") fascia is required.
- When wood or composition siding is used, a skirt board of eight inches (8") (minimum) shall be required at the base of bays and in locations where siding meets foundation.
- Exposed wood shall be painted, stained or oiled.
- Pre-manufactured plastic or PVC railings are discouraged, but may be approved in lower-tier residence sizes by the Hidden Valley DRC.



Color

Color is an inexpensive opportunity to reinforce architectural style, neighborhood diversity, and visual interest. Color should be used whenever possible to enhance a building's appearance.

- All color palettes shall be approved by the Hidden Valley DRC.
- Body colors shall be evaluated with the roof color; the colors should be harmonious or provide a conscious contrast.
- Although they should be avoided in the building design, any awkward or odd areas of the building shall be painted the body color in order to reduce their visual impact.
- Highly saturated color hues must be approved by the Hidden Valley DRC.
- Garage and entry door color(s) shall complement the body color.
- All metal and/or plastic roof protrusions such as plumbing vents, furnace vents, water heater vents, and similar mechanical equipment shall be fully screened from view or primed with an appropriate primer and painted with a durable paint that will withstand the weather. The roof protrusions shall be painted a color that is complimentary to the adjacent roofing materials. When ABS is used to vent through dark colored roofs, it need not be painted if all other such vents and equipment are painted in corresponding black color.



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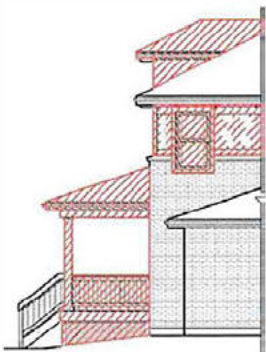
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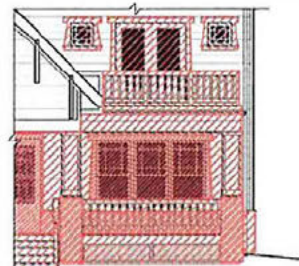
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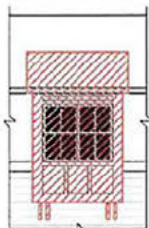
Areas of a porch that do not cover the facade are not included; both porches and dormers can be included on side elevations



Canopy roofs above windows or doors can be included in Fenestration Area, provided they are additive forms that are distinct from other rooflines



Railing areas and deck or patio areas below uncovered decks are included in Porch/Deck Area



Bays and bay roofs are included in Bay/Dormer Area

4.2.3.5 Elevation Articulation (EA) Ratio

The Elevation Articulation Ratio ("EA Ratio") provides a guideline to evaluate building elevations. The builder/developer is advised to consider these ratios in the design of residences, as the Hidden Valley DRC may use this guideline in the evaluation of plans received in submittals. The Hidden Valley DRC may approve plans that do not conform to these EA Ratios if 1) it deems the elevations to include compensating design elements, or 2) it concludes that increasing articulation to meet the EA Ratios would compromise the aesthetics of a particular design.

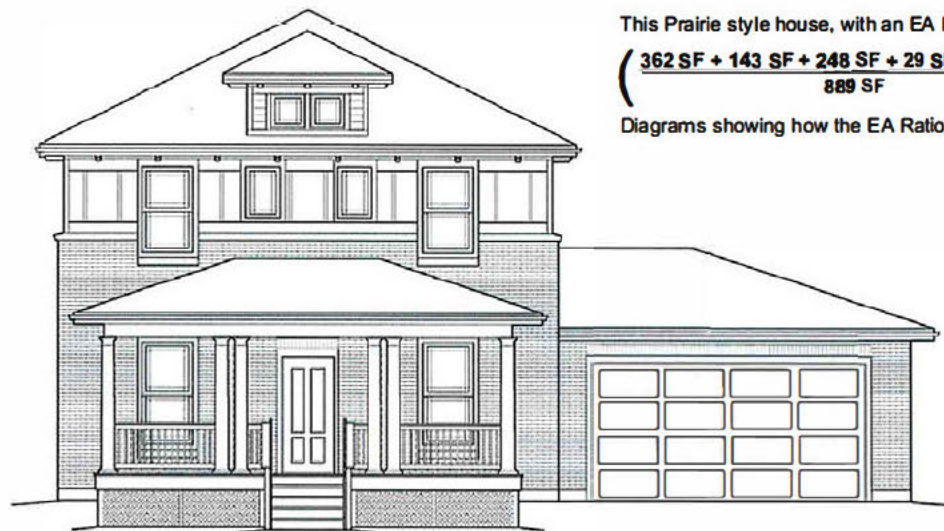
$$\left(\frac{\text{Full Credit Areas} + (0.50 \times \text{Partial Credit Areas})}{\text{Surface Area}} \right) + \text{Extra Articulation Credit} = \text{EA Ratio}$$

The EA Ratio is intended to create a non subjective baseline for elevation articulation. It should be used with the other Architectural Guidelines to create well-proportioned, well-articulated buildings that enhance the neighborhoods of Hidden Valley. In order for building elements and material areas to be considered as an EA Ratio Area, the element must meet all requirements set forth in these guidelines. EG: Items must be stylistically appropriate; bays cannot share a plane with the building mass, porches must be 6' 0" clear in both dimensions, etc. Full or partial credit areas may not be re-counted, with two exceptions—masonry and fenestration beneath a porch or deck roof.

This Prairie style house, with an EA Ratio of 0.96, will be used as an example:

$$\left(\frac{362 \text{ SF} + 143 \text{ SF} + 248 \text{ SF} + 29 \text{ SF} + (0.50 \times 76 \text{ SF})}{889 \text{ SF}} \right) + 0.04 = 0.96 \text{ EA Ratio}$$

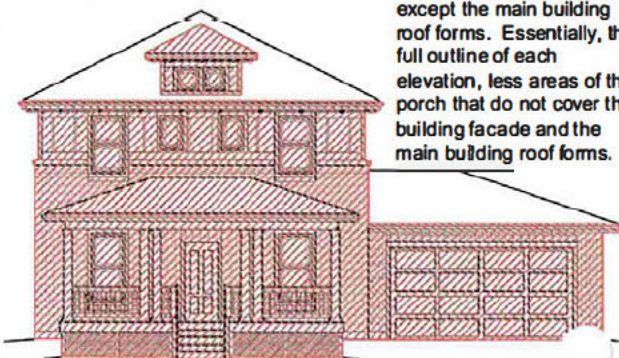
Diagrams showing how the EA Ratio was calculated follow.



This image shows the siding elevation of the same house; it's EA Ratio is 0.66.

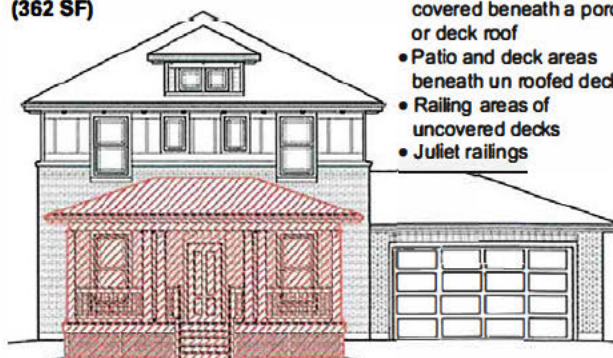
SURFACE AREA (889 SF)

All wall, roof and fascia areas of an elevation, except the main building roof forms. Essentially, the full outline of each elevation, less areas of the porch that do not cover the building facade and the main building roof forms.



FULL CREDIT AREA PORCH/DECK AREA (362 SF)

- Porch and deck roofs
- All areas of a elevation covered beneath a porch or deck roof
- Patio and deck areas beneath un roofed decks
- Railing areas of uncovered decks
- Juliet railings



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FULL CREDIT AREA FENESTRATION AREA (143 SF)



- Windows and doors, except garage doors
- Garage door window area
- Vents, shutters and windowboxes
- Window, door and vent trim
- Permanent sunshade or lattice devices
- Canopy roofs above windows or doors (additive forms that are distinct from other rooflines)

FULL CREDIT AREA MASONRY AREA (248 SF)



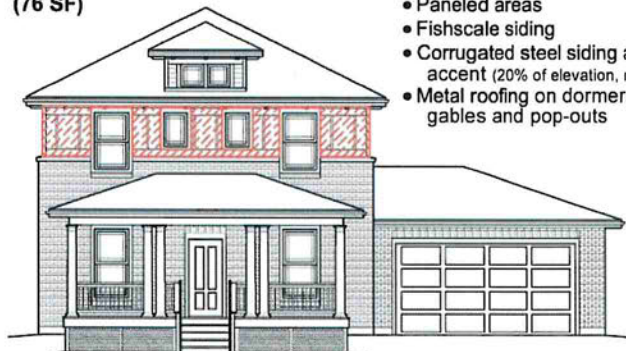
- All brick or stone, including rowlocks, drip caps, etc. that are not obscured by other building elements
- Courtyard walls, if they block the view of portions of the house from the sidewalk
- Fiber-cement board siding

FULL CREDIT AREA BAY/DORMER AREA (29 SF)



- Bays and bay roofs
- Dormers and dormer roofs, provided that they are less than 12'-0" wide, symmetrical and have a single roof form

PARTIAL CREDIT AREA SPECIAL MATERIALS AREA (76 SF)



- Board & Batten siding
- Shingle siding
- Paneled areas
- Fishscale siding
- Corrugated steel siding as accent (20% of elevation, max.)
- Metal roofing on dormers, gables and pop-outs

EXTRA ARTICULATION CREDIT (0.03)



- 0.01 16" or greater boxed soffit
- 0.02 Corbelled soffit
- 0.01 Window muntins
- 0.04 Total Extra Articulation Credit

Credit	Item
0.01	Two 8" or 9" wide garage doors in lieu of one 16" wide door (must enter the same unit)
0.02	Wood garage door(s)
0.01	1 to 3 roof brackets
0.02	4 or more roof brackets
0.01	Sloped soffit on all main roof forms
0.01	16" or greater boxed soffit on all main roof forms
0.02	Corbelled soffit on all main roof forms, 3'-6" or less on center
0.02	Exposed rafter tails, 2'-0" or less on center
0.01	Window muntins that match the architectural style (must be present on all windows)
0.01	Belly band or other horizontal trim board that is not associated with paneling
0.02	Building plane offset, not including bays or porches, of 6'-0" or more on a Single Family Detached building
0.02	Building plane offset, not including bays or porches, of 3'-0" or more on a Single Family Attached or Multi-family building
0.04	Covered entry (each unit can either receive area credit for a porch or extra articulation credit for a covered entry)
0.05	Side-loaded or rear-loaded garage (credit granted for all four elevations)
0.05	Use of cementitious siding as primary exterior material (credit granted for each qualified elevation)
0.10	A garage door set 4'-0" or more behind the front plane of the closest portion of the house; a porch is not considered "house" for this credit
0.02	Hip roof on all main roof forms
0.01	Gable end finished with alternative materials
-0.03	All stucco front facade (debit, in lieu of credit)

Add the credits together for the total Extra Articulation Credit. Credits are given for each type, not each occurrence of each item. EG: credit is given if an elevation contains a trim band, but each band is not counted individually.

EA Ratio for Single-Family Detached Buildings

The EA Ratio for single-family detached homes has the following requirements based on house size:

Full or partial credit areas may not be re-counted, with two exceptions—masonry and fenestration beneath a porch or deck roof.

	Single-family Detached House Area				
	Under 1,700 SF	1,701-2,100 SF	2,101-2,500 SF	2,501-3,100 SF	3,101 and up
EA Ratio Requirements					
Front and Exposed Elevation EA Ratio minimum*	0.38	0.42	0.46	0.50	0.54
Side Elevation(s) EA Ratio minimum	0.26	0.28	0.30	0.32	0.34
Passive Side Elevation EA Ratio minimum **	0.22	0.23	0.24	0.25	0.26
Rear Elevation EA Ratio minimum - Street Load	0.32	0.34	0.36	0.38	0.40
Rear Elevation EA Ratio minimum - Alley Load	0.16	0.20	0.23	0.26	0.30
Materials					
Exposed foundation at 2:12 or shallower slopes	Up to 20"				
Exposed foundation at slopes greater than 2:12	Up to 24"				
Minimum Fenestration Area per elevation (SF) ***	60	75	90	105	120
Roofing requirements	Architectural Grade				
Window Materials					
Allowable	Vinyl, Wood				
Prohibited	Aluminum				

* "Exposed Elevations" are those elevations that face streets, open spaces or hillside locations that are visible from surrounding streets, including street-side elevations of houses that are on a corner lot.

** A "Passive Side Elevation" is the inactive, or blank wall side of a building that is using a cross-use easement, zero-lot line, or another mechanism in order to integrate active areas of the lot with the architecture. These elevations are often characterized by the use of clerestory windows on the passive side. Houses that are not designed to share or bias outdoor spaces with the neighboring home will not be able to use the Passive Side EA Ratio requirement.

*** Depending on the proposed building style, Hidden Valley DRC may, but is not required to, grant a waiver for the minimum fenestration area.

The EA Ratio for single-family attached, multifamily and community buildings has the following requirements based on building type and size:

	Building Type									
	Twinhomes		Townhomes						Multifamily	Community Buildings & Clubhouse
	Front Load	Rear Load	Street Load		Attached Alley Load		Detached Alley Load			
			< 1,700 SF	≥ 1,700 SF	< 1,700 SF	≥ 1,700 SF	< 1,700 SF	≥ 1,700 SF		
EA Ratio Requirements										
Front and Exposed Elevation EA Ratio minimum	0.40	0.52	0.38	0.46	0.52	0.60	0.52	0.60	0.60	
Side Elevation(s) EA Ratio minimum	0.30		0.30	0.32	0.30	0.32	0.30	0.32	0.32	0.48
Hidden Side Elevation EA Ratio minimum	0.24		0.24	0.25	0.24	0.25	0.24	0.25	0.25	n/a
Rear Elevation EA Ratio minimum	0.38	0.34	0.34	0.38	0.28	0.34	0.14	0.16	0.40	0.48
Materials										
Exposed foundation at 2:12 or shallower slopes	Up to 8"		Up to 12"							
Exposed foundation at slopes greater than 2:12	Up to 16"		Up to 24"							
Minimum Fenestration Area per elevation (SF)	105									
Roofing requirements	Architectural Grade									
Window Materials										
Allowable	Vinyl, Wood									
Prohibited	Aluminum									

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4.2.4 Commercial, Mixed Use & Civic Building Guidelines

Although important, the commercial and civic buildings are not the predominant building types within Hidden Valley. As such, they will be closely monitored by the Hidden Valley DRC to ensure that these buildings do not detract from the residential neighborhoods. These Guidelines are intended to provide a baseline for good architecture and a building should surpass these standards for great design. All exterior architecture in Hidden Valley shall be designed specifically for its location; “stock” plans and elevations must meet all Guideline criteria.

4.2.4.1 Site Relationships

Special locations

Similar to residential buildings, commercial and civic buildings located on prominent corners, parkways or open spaces should recognize their special locations within the neighborhood by having enhanced architecture.

- Buildings located at intersections with gateways to neighborhoods shall be defined with prominent architectural features incorporating strong massing elements to create interest and frame views. Using massing and architectural elements to add emphasis to building corners is required.
- Buildings that form a thoroughfare, square or special intersection shall relate to each other through color, material and/or form.
- All Exposed Elevations shall have articulation that is similar to a front elevation in design. Buildings on corner lots shall address both thoroughfares with similarly designed architectural features and materials.



Streetscape and Pedestrian Oriented Design

The emphasis on neighborhood living should be carried over to the commercial and civic areas of Hidden Valley by implementing the principles of walkability, defined spaces and streetscapes with variety and harmony. Inviting, visually interesting building facades, street-oriented entries and human scaled detailing provide an active pedestrian experience.

- Streetscapes shall be designed with attention to detail and human-scale proportions.
- Building design and site location shall facilitate pedestrian access between buildings.
- Buildings should relate to each other and to the residential architecture of Hidden Valley in scale, materials and details. Diverse building types can be related through similarities in material, form, fenestration, cornice lines, or other architectural features.
- Decorative features should be utilized to create interest and scale along all public frontages of the building.
- Where practical, buildings shall be designed so as to block views of parking lots.



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4.2.4.2 Exterior Architecture

Each building shall have high quality, well detailed exterior architecture that promotes variety and visual interest while being compatible with its community.

Building form

Within Hidden Valley's commercial and civic areas, building massing, balance and scale play key roles in developing design continuity and defining streetscapes.

- *Building massing*

Building massing should enhance entrances into the site, create interesting streetscapes and punctuate important corners.

- Buildings should change in architectural expression at modules of 20 feet and overall rhythms of 40 to 60 feet to promote diversity, interest and character.
- Individual designs should be balanced with common themes to result in an identity for the area.
- Individual building height and massing within the civic and commercial areas shall focus on breaking up the horizontal profile and overall massing effect of each building and work to create interesting spaces between buildings.
- In some cases, massing strategies can be used to reduce the perceived scale of a building, giving the impression of several buildings placed side by side.
- Gable and shed roofs may be integrated with flat roofs and parapets to create interest and to break the horizontal profile of the building as necessary.
- Cornice treatments shall be reinforced by plane and/or material changes (e.g. painted cornice lines are prohibited).
- Portions of buildings having functions that restrict the use of glazing shall use other architectural features or methods to reduce their scale.
- Signage shall play a secondary role in the building facade.



- *Visual Balance and Scale*

- The building's special architectural features and treatments shall not be restricted to a single façade. All sides of a building open to view by the public shall display similar levels of quality and architectural interest.
- Smaller building components should be balanced while retaining the primary massing of the overall building.
- Each building taller than thirty feet (30') in height shall be designed with a base additionally articulated to provide human scale and include a highly visible entrance feature.
- Buildings shall use horizontal and/or vertical variation as a tool to break down the building mass.

Building styles

There are no prescribed building styles for the civic and commercial sectors of Hidden Valley; the Hidden Valley DRC will have full control over what may be approved.

Service Areas and Mechanical Equipment

Service areas and mechanical equipment shall have a secondary role in the perception of the building.

- Utility meters, transformers, phone and cable boxes, air conditioning units, and evaporative coolers shall be screened from public view. Screen walls and/or landscaping are required treatments.
- Loading docks, on-site equipment and other service areas shall be located so that they are not visible from the streets or open spaces. A combination of building design, walls and landscaped areas can be used to prevent visibility.
- Screening of rooftop equipment shall be done with either extended parapet walls or freestanding screen walls.
- All screen walls shall be built of materials and colors that match or are compatible with the dominant materials and colors found on the building.
- If present, passive and active solar energy systems visible from the street shall be integrated into the architecture of the building.

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4.2.4.3 Building Elements

Building elements shall be used to break down the scale of larger buildings.

- All building elements and their related trim and materials shall reinforce and be appropriate to the architectural style of the building.
- Building elements should be integral to the building's form and shall not give the perception of a fake or "applied" façade element.
- All building elements, including but not limited to entries, bays and columns shall be properly proportioned for the façade.
- Principal building entries shall be emphasized by the building design. The principal entries shall be oriented toward the principal thoroughfare, easily identified and well detailed. Secondary access points may also be defined as necessary.
- Plane changes and/or material or color changes at entries are encouraged.
- Glazing is a fundamental building element and shall be used responsibly:
 - Glazing shall be used to reinforce the massing concept for the building as well as emphasize human scale.
 - Utilizing traditional fenestrations is encouraged, such as windows with operable sections, clean lines that allow the interior to be naturally day-lit, and proportions that reflect the building form and uses and further emphasize human scale.
 - Clear, low-E insulated glazing is encouraged. Highly reflective glazing is prohibited.
 - Shading devices that supplement the orientation of the buildings are highly encouraged.
- Decks and balconies should be integrated into the form of the building so as to avoid a multitude of ill-composed cantilevered elements.



4.2.4.4 Building Materials & Colors

Building Materials

Materials provide an opportunity to reinforce and elaborate building design. The Residential Guideline Exterior Building Materials provisions (section 4.2.3.4) shall also apply to non-residential buildings. In addition to those provisions, the following criteria apply:

- All materials and colors shall reinforce and be appropriate to the architectural style of the building.
- Commercial and civic building materials shall be selected for their appearance and durability in order to promote a high quality atmosphere for an extended period of time.
- Quality accent materials and attention to detail shall be employed along high pedestrian contact areas and particularly along ground level storefront areas. High quality, durable materials such as masonry, architectural concrete masonry units, architectural pre-cast, stone, and architectural metal panels and glass should be used for street facing facades and primary entrances.
- Large walls of monolithic glass are discouraged. Instead, large glass areas should incorporate a variety of mullion patterns, bay dimensions and other detailing to provide human scale.
- All visible roof areas shall be surfaced with attractive and durable commercial materials.

Permitted wall cladding materials include, but are not limited to:

Brick

Stone

Synthetic or hardcoat stucco—Synthetic stucco (or E.I.F.S.) shall not be used where it comes into regular contact with people or vehicles to prevent the finish from being susceptible to damage.

Metal

Architecturally finished concrete

Storefront window systems

Prohibited Materials:

Tilt-up wall systems that are primarily “structural” in appearance (High quality architectural grade tilt-up may be considered).

Common CMU materials are prohibited as primary wall construction unless painted. Colored and architectural grade CMU is encouraged.

Color

The Residential Guideline Color provisions (page 77) shall also apply to non-residential buildings.

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4.2.4.5 Additional Provisions by Building Type

In addition to the general Commercial and Civic Guidelines concerning site relationships, exterior architecture, building elements, materials, and colors, specific building types shall meet to the following provisions.

Retail, Commercial and Recreation Facilities

These buildings shall be inviting to pedestrians. Design elements such as entries, windows, lighting, railings, and landscape plantings shall be provided along the streetscape. Elements that provide some shade such as trellises, awnings, arcades, or plantings are encouraged.

- Retail buildings shall have a maximum of 80% storefront glazing on street-facing facades. Bulkheads lower than two feet (2'-0") may be used in combination with the glazing.
- Windows and doorways shall provide functional transparency between the interior and exterior of the building and create enhanced pedestrian connections at the street level.
- Passageways and alleys shall be designed as a part of the pedestrian circulation element. These corridors shall be well maintained and designed to be functional yet interesting spaces.
- Plaza or seating areas are encouraged in addition to landscape requirements in the front of buildings; outdoor seating is encouraged for restaurants.



Churches

Churches are encouraged to use architectural elements to evoke traditional church imagery. Churches shall have:

- A vertical element that will serve as a landmark
- A symmetrical gabled roof form facing the street
- An axis perpendicular to the street
- A front façade and an entrance facing the street
- Proximity to the street; parking lots shall be located only to the side or rear of the building



Schools & Other Civic Buildings

The integration of publicly used buildings is an asset to creating livable neighborhoods.

- Buildings shall be community-oriented. They shall be integrated into the surrounding neighborhood and be designed and scaled appropriately.
- Building design shall promote pedestrian access.
- It is encouraged that buildings be designed for multiple uses.
- Designs should be flexible to the changing needs in order to promote a lengthy community/ civic partnership.

Schools shall also meet the following requirements:

- Small schools are encouraged due the ease of integration into the neighborhood.
- Schools shall be located such that the number of students that can walk or bike to the facility is maximized. Adjacency to large thoroughfares is discouraged, due to pedestrian conflict issues and traffic congestion.
- Daylighting tactics shall be used to promote student performance.
- Designs are encouraged to support community use of the school facilities after school hours.
- Schools shall be located in proximity to the street; parking lots shall be located only to the side or rear of the building.



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4.3 LANDSCAPE GUIDELINES

4.3.1 General Landscape Character

The overall landscape concept for Hidden Valley is based on the creation of a unified landscape that is sustainable, attractive, and complimentary to the natural and man-made elements within the community. The landscape will create an environment that evokes the rural Utah town and country landscapes commonly associated with this region through the use of specific plant species, arrangements of plants, landscape berms, walls, and other landscape features.

Use of xeriscape principles is encouraged throughout Hidden Valley to promote self-sustaining landscape zones and to reduce water and maintenance requirements. A critical element that integrates xeric principles into the Hidden Valley landscape is the use of native grasses, seen frequently in the valleys of Utah, in conjunction with a limited amount of irrigated turf, which will provide green highlights.

Town and Country Landscape

TOWN: Within core areas of Hidden Valley and its neo-traditional neighborhoods, the landscape utilizes an indigenous plant palette and plants are arranged with a formal structure. Streets are defined by a relatively uniform placement of deciduous shade and ornamental trees, either in tree lawns between the street and the sidewalk, or near the back of the walk. Ornamental shrubs and flowers are planted in defined beds, often in geometric patterns and grouped to provide four season interest.

COUNTRY: Plant materials are grouped in masses and placed to provide interest and create focal points at key locations within the community. Along development edges, major streets and parkways, in open spaces and natural areas, and on properties where there are large landscaped areas, landscape designs will imitate natural patterns, with large informal groupings of trees, shrubs and flowering plants, and sweeps of lawn and ornamental grasses.

Aesthetic considerations for Town and Country landscape plans include:

- Use of a "Utah Town and Country" theme featuring native and complimentary plant materials
- Creation of landscapes with a central focus (courtyard, plaza, square), especially within higher-density neighborhoods in the heart of the mid- and upper valleys
- Enhanced landscaping at neighborhood entry areas and public gathering areas
- Consideration of sculpture, public art, unique plantings, and water features in key areas
- Special lighting, pavement and furnishings in public open spaces
- Use of seasonal color in the landscape as focal points
- Creation of landscapes that provide interest during all four seasons

In addition to utilizing traditional Utah Town and Country elements, the landscape concept incorporates several important ideas that are essential to the long term viability of the landscape. These ideas form the basic direction necessary to integrate landscape designs into the natural setting within Hidden Valley:

- Landscape development will be efficient. That is, it will concentrate resources in those areas receiving the most intense human use, such as parks and recreation facilities. Areas intended primarily for passive or visual amenity will require fewer water and maintenance resources.
- Landscape areas will be designed with the objective of reducing long-term water use. Irrigation standards will be directed to gradually weaning plants from watering as they mature, so that water use can be significantly reduced over time.
- The landscape will be designed to minimize long-term maintenance for the majority of landscaped areas. This will be achieved by limiting areas of highly irrigated turf, clipped hedges, and ornamental plants to key locations where they can be emphasized.

4.3.2 Site Considerations

Landscape improvements should minimize the disturbance of existing terrain and vegetation, and should minimize the disturbance of natural drainage patterns when feasible. Landscapes should be considered an extension of living space for the community, and the design of such spaces should coordinate with adjacent building construction and design, extending similar or complimentary materials where feasible, and using creative paving compatible in color and texture to the residence (i.e. brick, concrete, pavers, and treated wood).

The following design elements should be considered by the landscape architect when preparing landscape plans for Hidden Valley:

- Solar orientation of landscape areas
- Separation of functional uses and creation of exterior “rooms”
- Clear identification and separation of vehicular and pedestrian traffic; maintaining required sight distances
- Reinforcement of the circulation system with plantings
- Climatic mitigation of pedestrian spaces and corridors (e.g., wind-row plantings for warming in the winter; canopy trees for sun protection in the summer)
- Shelters from traffic noise and hazards
- Maximizing long-term ease of maintenance and optimizing water conservation
- Compatibility with size and type of existing vegetation onsite or adjacent to the site

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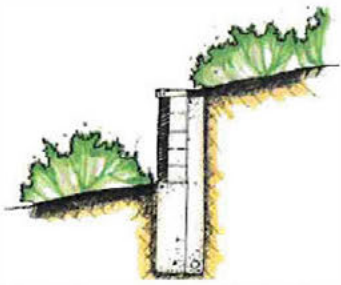
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Retaining walls should blend into the landscape, not dominate it.

4.3.3 Landscape Grading & Berming

Significant portions of the Hidden Valley community contain steep slopes that must be accommodated in the landscape. The Hidden Valley Master Plan attempts to minimize overlot or mass grading by keeping the areas with the most dramatic topography as open space and trail corridors. However, where there are steep areas in development pods, proper treatment to address slope stability issues will be required. In general, landscapes should be graded to harmonize with the natural lay of the land. Gentle earth mounding and berms are encouraged as techniques that reflect and enhance the natural landscape.

Planting beds should not exceed a 2:1 slope and be 50% covered by plant material at the time of installation. Retaining walls shall be used when 2:1 slopes are otherwise exceeded. In certain circumstances, native turf, sod, and shrubs may also be used in areas where the slope exceeds 2:1, subject to Hidden Valley DRC approval.

Improved open areas not covered with seed, sod, or plants will be covered by shredded wood or rock mulch and kept weed free.

During and subsequent to all site construction, techniques to control site erosion and to protect adjacent properties are mandatory and must conform to City requirements. Control techniques include the use of sedimentation basins, filtration materials, such as straw bales or permeable geotextiles, and slope stabilization fabrics or tacking agents.



4.3.4 Accent Walls & Retaining Walls

4.3.4.1 Walls adjacent to Community Parkways/Collectors, Parks and Open Space

Where retaining walls are required or accent walls are desired to terrace a slope, and the area is visible from the community parkways, collector streets, parks, or open space, walls must be constructed of quality interlocking masonry wall units, at a minimum. Cast concrete walls with a stucco or masonry face are also allowed. Dry-stacked natural or cultured stone walls are preferred. Walls made of landscape timbers or railroad ties are not acceptable. Colors should be soft earth tones from an approved palette, as opposed to a variety of contrasting colors and patterns.

No single wall shall exceed five feet (5') in height unless unique site conditions shall require otherwise or the wall is engineered. When more than five feet needs to be taken up, a series of walls with planting between the walls is preferred. These tiered walls should be separated by a minimum of four feet (4') to allow for planting of evergreen and deciduous plants.



4.3.4.2 Walls within or between Interior Lots

For walls not visible from community parkways, collector streets, parks, or open space, boulder walls or interlocking masonry wall units in grays, tans or browns are acceptable. Natural stone or cultured stone walls will be considered an upgrade. No walls with high contrast colors or patterns will be allowed. Landscape timber or railroad tie walls are not acceptable.

Samples of proposed walls indicating materials and color(s) must be submitted to the Hidden Valley DRC for approval before construction.

4.3.5 Plant Palette & Material Standards

All plant materials (trees, shrubs, ground cover, grasses, etc.) shall be high-quality nursery stock suitable for the growing conditions found in the Utah Valley bench areas, as applicable. Use of plants from the list of Hidden Valley Approved Plant Materials is encouraged (See Appendix 6.3).

Trees with vigorous, shallow root systems such as willows and cottonwoods are not permitted within ten feet (10') of building foundations, driveways, curbs and utility easements. Care should be used in the placement of trees, in particular, and other plant material so that access and visibility are unhindered along sidewalks, roadways and intersections, and at building entrances and utility easements.



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Examples of "mow strips" between fence and street or and alley.

4.3.6 Landscape "Edges"

The transition between areas of distinct uses should be as smooth and continuous as possible, with the goal of "visual compatibility" occurring from publicly-viewed areas to any abutting land use. A graduated transition, featuring enhanced landscape plantings and berms will be required where the residential neighborhoods and commercial developments can be seen from parks, open space, community parkways, and collector streets.



4.3.7 Fencing

The fencing for Hidden Valley is designed to provide a consistent and unified image throughout the community's neighborhoods, reinforcing the Hidden Valley landscape theme while satisfying the functional and privacy needs of residents. Fencing use and materials shall be approved by the Hidden Valley DRC prior to installation and will conform with the following guidelines:

Materials

- Chain link fencing is prohibited, with the only exception that dark color-vinyl coated chain link fencing may be used in a limited fashion around athletic facilities, school sites, and other areas for security.
- In residential areas, wood or plastic varieties of open rail or picket fencing are preferred.
- In commercial areas, architectural metal fencing (ornamental iron or similar) is required in highly visible areas. "Highly visible area" is defined as along private or public open space areas, community parkways and collector streets.

Height Dimensions

- Fences shall be a maximum of 6 feet tall in residential areas, except where bordering any deer corridor.
- In non-residential areas, fences may be a maximum of 8 feet tall, except as associated with sports facilities.

Buffering and Landscaping

- In areas visible to the public, fencing is encouraged to be buffered with landscaping to ensure an attractive development. Buffering should be accomplished with a mixture of evergreen trees, shrubs, ornamental or deciduous canopy trees, and berms.
- Front yard fencing may be installed in neo traditional and "cluster home" neighborhoods, with the approval of the Hidden Valley DRC. When used, front yard fences shall be a minimum of 40% open, and no more than 42 inches in height.
- Optional mow strip is allowed between the fence and sidewalk or alley.

4.3.7.1 Residential Fences

A detailed fencing plan will be adopted and enforced through the Hidden Valley CC&Rs for all residential fencing within each neighborhood, will conform to all requirements and guidelines, and shall be approved by the Hidden Valley DRC.



4.3.7.2 Privacy Fences

Privacy fences shall not protrude into the front yard areas of any residential lot. Privacy fencing may not start any closer than six feet (6') behind the front corner of the home which is furthest from the street that the home faces.

Special privacy fencing rules apply for corner lots and for lots adjacent to any public open space such as a park or trail corridor, parkway road, or community center.

For corner lots, privacy fencing may include a 6-foot fence on the side yard beginning at a point which is 10 feet behind the front corner of the house, extending toward the side property line or sidewalk no more than 3-feet from the sidewalk, then turning parallel to the side property line until the fence meets the rear property line. This 45° angle will not create front yard fencing for the home behind the corner-lot home.

Privacy fencing on corner lots is subject to "Line of Sight" regulations implemented by Eagle Mountain City.



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4.3.7.3 Alley Fences

Alley fencing is defined as the fencing enclosing all of the sides of the back and side yards between the alley and the residential structure.

Fences that parallel an alley shall be set back a minimum of two feet (2') behind the back of the alley curb.

Alley fencing is not required if the fence is set back a minimum of eleven feet (11') from the back of the alley curb; in such situations, six-foot (6') privacy fencing will be allowed.

Alley fencing for corner lots must comply with the City's "Line of Sight" ordinance.

4.3.7.4 Residential Areas of Limited Fences

In some areas, the Hidden Valley Master Plan minimizes or limits fencing all together. Homes that are clustered or constructed adjacent to common open areas or in "garden courts" may have fencing limited to a private courtyard or patio area directly adjacent to the building. Common areas shall not be fenced.

4.3.7.5 Commercial Fences

Commercial fencing shall conform to the fencing guidelines of its respective neighborhood design and the Hidden Valley CC&Rs. "Highly visible area" is defined as along private or public open space areas, community parkway or collector streets.

4.3.7.6 Fences along Parkway and Open Spaces

Open rail fencing shall be used where residential lots abut trail corridors, parks and open space, community parkways and collector streets.



Open rail fencing may have pet mesh (hogwire) attached to the inside, but should otherwise remain visually open

4.3.8 Irrigation and Water Use

Automatic irrigation systems are required for all landscapes. It is recommended that homeowners create a complete landscape irrigation plan for their lot, preferably designed by a landscape irrigation specialist. All systems shall be designed to minimize overspray and water waste. The use of drip irrigation systems is encouraged to reduce water usage and evaporation.

4.3.8.1 *Spray irrigation*

A spray irrigation system is recommended for turf and lawn areas.

4.3.8.2 *Drip irrigation*

Drip irrigation is recommended to water annual and perennial flower beds, shrubs and trees.

4.3.9 Mulch and Landscape Edging

Weed barrier in areas with wood mulch is encouraged. A 3- to 4-inch depth of mulch is typically suitable to prevent most weed growth. An approved pre-emergent herbicide must be applied prior to all mulch applications.

Acceptable mulches are:

- Crushed gravel (+1 inch), river rock, or river cobble, in the tan, brown and gray color range
- Sandstone quarry tailings
- Wood mulch (pine/fir and other regionally produced products is preferred)

4.3.10 Xeriscaping

Xeriscape principles, including the appropriate selection of plants, amending the soil, mulching landscape planting beds, the use of semi-irrigated "native" turf, and drip irrigation may be utilized where practical.



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4.3.11 Landscape Maintenance

Well-maintained landscapes are critical to the overall image and appearance of the Hidden Valley community. However, maintenance practices need not negatively impact the environment or budget. The following landscape maintenance principles should be followed:

- Limit the use of pesticides and fertilizers to the minimum required to establish and sustain plants.
- Reduce the need for mowing by minimizing the amount of turf grass used in landscapes to areas that receive the heaviest use.
- The Hidden Valley Homeowners' Association shall maintain trees, lawns, sidewalks, and plantings along Hidden Valley Parkway, Mid-Valley Parkway and all other community parkways, and for common open space, parks and trailheads throughout the development. Maintenance of all other landscape areas that are not owned by the city is the responsibility of the adjacent property owner unless special arrangements are made with the Hidden Valley Homeowners' Association.

Homeowners must maintain their entire lot on a regular basis, including lawn cutting, tree and shrub pruning, removal of weeds and dead plant material, and general removal of trash and debris.

4.3.11.1 Snow Removal

Residents shall be responsible for snow removal and snow storage on single-family detached residential lots. The Hidden Valley Homeowners' Association, or appropriate sub-association, shall be responsible for snow removal and snow storage on each single-family attached and multifamily residential lot. Pushing snow into the street or street medians is not permitted.

4.3.12 Community Landscapes

An overall landscape plan that carries a consistent design and theme throughout the entire Hidden Valley Master Plan will be adopted and enforced by the Hidden Valley DRC.

4.3.12.1 Community Entries

All community and neighborhood entries will be required to incorporate distinctive landscape areas at entries, roundabouts and intersections. These community and neighborhood entries shall be of a consistent design throughout Hidden Valley and shall follow the community landscape designs approved by the Hidden Valley DRC. Plant species shall consist of specimens having a high degree of visual interest during all seasons. At neighborhood entrances, a planting bed with a mixture of shrubs, ornamental trees, flowers and/or groundcovers shall be planted.

4.3.12.2 Streetscapes

Streetscapes shall have a consistent design throughout the community.

The landscape along Hidden Valley Parkway and the Mid-Valley Parkway is inspired by the vegetation and land forms of the native hillsides that surround the community. Gentle earth mounding and native plant materials should be used along the parkways to transition and screen abutting neighborhoods. Native junipers shall be planted in sparsely located groves so as not to block views and to keep the natural planting concept intact.

Trees along residential streets shall be selected for a mature size that is compatible with the width of the adjacent street and on the Approved Plant List (See Appendix 6.3).



4.3.12.3 Parks

Parks and site furnishings, including picnic shelters and park benches, shall be designed in a consistent fashion, so as to provide continuity throughout the Hidden Valley community. All site furnishings and street furniture should be constructed of high-quality materials and installed by the developer.



4.3.12.4 Open Space and Trails

The large open spaces surrounding Hidden Valley are key components defining the landscape character of the Hidden Valley community. Generally, open space should be left in its native condition, preserving the rugged natural environment.

The development of recreational trail corridors with viewing platforms and/or resting areas with shade structures consistent with the Hidden Valley Master Plan will allow the native open space to be used as a recreational amenity. Trailheads shall be constructed to provide access to the open space from all parks and neighborhoods that are adjacent to open space.

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4.3.13 Residential Landscapes

Production builders are required to provide front yard landscapes for all residences to insure a quality streetscape.

Front and rear yard landscaping shall be in accordance with the Hidden Valley CC&Rs and the CC&Rs of the applicable development. All residential parcels are required to have a basic landscape package installed by the owner and/or builder. This landscape will define the edges of neighborhoods, the streetscapes within them, and become the base planting for the overall development parcel.

The front yard of a lot is defined as the area of the lot beginning at the back of the curb on any adjacent street or roadway to a distance at least to the front corner of the residence.

In single-family detached neighborhoods, a list of appropriate plant materials (See Appendix 6.3) shall be provided to homeowners to install additional plantings that are complementary to the plantings installed by the developer or builder in common landscaped areas.

Landscaping, executed in accordance with a previously approved landscape plan, shall be completed no later than one hundred twenty (120) calendar days following the completion of construction of any dwelling on any lot, or the occupancy of such dwelling, whichever occurs first. If completion of construction or occupancy occurs during winter months (October - March), landscaping must be completed by the next July 1st to occur.

All front yards and, in some cases, other areas shall be landscaped in accordance with plans approved by the Hidden Valley DRC and thereafter properly maintained.

The following requirements apply to all residential landscapes:

- Production builders are required to provide a front yard landscape and shall submit a typical landscape plan for review.
- The developer, builder or homeowner shall select plant materials from the approved plant list (See Appendix 6.3).
- Corner lot sightlines shall not have any year-round plant material exceeding 30 inches (30") in height at mature growth. Deciduous trees planted within sightlines shall be pruned up to a minimum of five feet (5') from grade.
- Irrigation systems for lawns and planting beds shall be required.
- Drought tolerant turf grass species such as improved fescues or buffalo grass are strongly encouraged.
- Street Trees:
 - Each lot shall have a minimum requirement of one (1) street tree per lot to be planted in the tree lawn/park strip (or just behind the walk if no tree lawn/park strip). Lots shall meet the following street tree requirement, according to lot size:
 - Over 5,000 square feet 2 Street Trees
 - Over 10,000 square feet 3 Street Trees

Over 15,000 square feet 4 Street Trees

Over 20,000 square feet 5 Street Trees

Corner lots shall have a minimum of 3 street trees; lots that exceed 5,000 square feet shall plant one (1) tree per additional 40 feet of combined street frontage.

When planted, all street trees shall be 2" caliper or greater (as measured 8" from the root ball).

- **Planting coverage:**

Front yards shall have a maximum turf coverage of 80 percent unless Xeriscape elements are used.

Corner lots may have up to 75 percent turf coverage

Planting beds shall be 50 percent covered by plant material at the time of installation. Seasonal flowers shall qualify as cover.

Planting beds shall include the two feet adjacent to the foundation of each home. Turf shall not be installed up to the foundation of the home.

- Improved open areas not covered with plants shall be covered with wood or rock mulch.

4.3.13.1 Pests and Plant Diseases

All lots shall be kept free from any plant materials infected with noxious insects or plant diseases which in the opinion of the Hidden Valley DRC are likely to spread to other property. The provisions of this section apply to all dwellings built on any lot whether sold or unsold. The builder or such other original property owner will be held responsible for the completion of landscaping within the time limit specified herein. Violation of the requirements specified herein will be subject to a daily fine as determined by the Hidden Valley DRC, calculated from the due date of completion, as specified herein, to the actual date of completion.

4.3.13.2 Shared Common Areas

Shared common areas in cluster developments, single-family attached and multifamily neighborhoods shall be installed by the builder/owner according to Hidden Valley DRC-approved landscape plans. These areas should be installed at the time of the first Certificate of Occupancy of a residence inside any such development.

4.3.13.3 Storage Sheds

Storage sheds shall be allowed in the rear yards of single-family detached and attached homes where a private back yard is provided. Such sheds should be integrated into the landscape and match the color palette of the primary residence with which they are associated. Sheds shall not extend more than 30 inches above the top of the privacy fence.

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4.3.13.4 Mailboxes

Mailboxes for single-family residences shall consist of either a single box or two boxes grouped together, subject to a design review by the Hidden Valley DRC. Individual neighborhoods are allowed only one style per neighborhood. Grouped mailboxes that accommodate a maximum of nine mail slots shall be considered. All single-family residence mailboxes must be U.S. Postal Service approved.

Mail delivery in the multi family neighborhoods of Hidden Valley shall be made to grouped mail box units supplied by the U.S. Postal Service. No individual mail boxes shall be permitted in multi-family neighborhoods. Clustering of mail box units is encouraged and placement should be sensitive in order to minimize the impacts to automobile circulation and the overall streetscape. Mailbox shelters are encouraged and shall be constructed in accordance with the approved design for each neighborhood.

4.3.13.5 Play Equipment

Play equipment will be allowed in private back yards and designated recreational areas in single-family attached and multifamily developments.

4.3.13.6 Satellite Dishes

The installation and placement of satellite dishes larger than 3' diameter shall be permitted in locations approved by the Hidden Valley DRC. Care should be taken to screen or otherwise minimize the visual impact of such features on neighbors and the community.

4.3.14 Commercial/Public/Community Building Landscapes

4.3.14.1 Building Perimeter Landscape

All commercial developments facing public streets, transportation corridors, public open space, entrance doors or residential neighborhoods shall provide perimeter-building landscaping.

- Provide one tree equivalent for each 40 linear feet of elevation (building face) length.
- Landscaping shall be planted within 20 feet of the building (unless prevented so by loading docks).
- Such building landscaping shall be installed in plant beds, raised planters or plant vaults covered by tree grates.
- Plant beds shall be a minimum of ten feet wide, planters a minimum of six feet wide, and tree grates four feet by four feet.



4.3.14.2 Landscape Screening/Buffers

Along parkways, where parking areas are located between the street and a commercial or public building, these parking areas must be screened from view. Where screening is not accomplished by an architectural element, a 2 ½ to 3-foot high earth berm with maximum 4:1 slope, in combination with shrubs and street trees, is required. At least 50% of the shrubs shall be flowering deciduous species.



4.3.14.3 Trash Receptacles and Enclosures

Trash receptacles should be fully enclosed by wood or decorative masonry walls consistent with project architecture and equipped with solid metal or wood gates. Enclosures should be softened with landscaping on their most visible sides. Recommended locations include parking courts or at the end of parking bays. Locations should be conveniently accessible for trash collection and maintenance.



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4.4 SIGNAGE AND WAYFINDING GUIDELINES

These signage guidelines are intended to create a strong image and reduce visual clutter, while allowing for signs that inform occupants, residents and visitors of the various amenities, services and products, and regulations within the Hidden Valley community.

The size, placement and design details of all signs are considered to be an integral part of the site development approval process. An overall signage package which includes all signs on the site or building exterior is required for each development site. All exterior signs and graphic systems are to be designed so that they are compatible with the character of Hidden Valley.

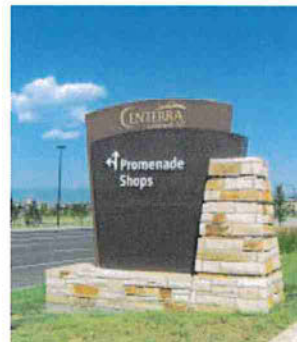
Signage proposals will be reviewed for appropriateness within the content of the proposed application. Adherence to the following minimum or maximum parameters does not necessarily assure Hidden Valley DRC approval. The Hidden Valley DRC reserves the right, at its sole discretion, as long as such waiver is not arbitrary and capricious, to waive any of the provisions outlined in the Guidelines at any particular time.

4.4.1 Regulations Applicable to All Signs

All proposed plans for signs, including details of design, materials, location, size, height, color, and lighting, must be approved in writing by the Hidden Valley DRC prior to obtaining a sign permit from the City and/or construction or installation of the sign.

4.4.2 Sign Area Calculation and Setbacks

Sign areas and setback locations are required to be in compliance with the City standards.



4.4.3 Prohibited Signs

The following signs are prohibited unless specifically approved in writing by the Hidden Valley DRC on a case-by-case basis:

- Animated, moving, rotating, or sound-emitting signs
- Billboards signs painted on building exteriors; signs in trees; signs on utility poles, traffic signs, traffic devices; or signs in the public right of way
- Signs affixed to or installed on benches, fences, recreation amenities, or trailhead structures, with the exception of wayfinding signage
- Formed plastic or injection-molded plastic signs
- Hand-lettered signs executed in the field
- Paper or cardboard signs attached to or temporarily placed within the windows of buildings and/or affixed to the exterior or interior of doors
- Plastic-faced sign cabinets with illuminated backgrounds, with the exception of convenience stores
- Portable signs which are not permanently affixed to any structure on the site or permanently mounted to the ground
- Roof-mounted signs or signs which project above the highest point of the roof line of the fascia of the building
- Signs attached to a building which project perpendicular a distance of more than 18 inches from the building
- Signs attached parallel to the wall of a building but mounted more than 18 inches from the wall
- Signs mounted, attached or painted on motor vehicles, trailers or boats when used as business advertising signs on or near the business premises

4.4.4 Construction and Installation Requirements

- Exposed conduits, raceways, ballast boxes, or transformers will not be allowed.
- No labels will be permitted on surfaces, except those required by ordinances. Where necessary, labels will be placed in inconspicuous locations.
- All metal surfaces shall be uniform and free from dents, warps and other defects. Painted surfaces shall be free of particles, drips and runs.
- Exposed screws, rivets or other fastening devices shall be flush with the surrounding surface and finished as to be unnoticeable.

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4.4.5 Community Entry Monuments and Neighborhood Entry Markers

Monumentation shall be located along Pony Express Parkway at the entries to Hidden Valley, announcing entrance to Hidden Valley. The community entry monumentation shall be substantial in size and of a consistent size and design as submitted by each developer builder and approved by the Hidden Valley DRC.

Individual neighborhoods located within Hidden Valley will be identified through the use of smaller, neighborhood markers of a consistent design that complements the community entry monumentation.

Project signage and monumentation will be installed in compliance with plans, agreements, City regulations, and as approved by the Hidden Valley DRC.



4.4.6 Commercial Signs

All signs shall be architecturally integrated with their surroundings in terms of size, shape, color texture, and lighting so that they are complementary to the overall design of the buildings. Signs should reflect the character of the building, its use and the immediate context of the building, as well as the overall character of Hidden Valley.

Commercial signs should comply with the following guidelines:

- Signs should be designed with the purpose of promoting retail and street activity, while enhancing the pedestrian experience, and should be limited in number to the fewest number necessary to clearly identify the businesses located within.
- Architectural features should be considered when determining the size of a sign.
- Signs will not be allowed to cover or obscure architectural features.
- Signs must comply with City regulations.



4.4.7 Real Estate Signs

Real estate signs are not allowed in the tree lawn/parkstrip area between the curb and sidewalk. These signs shall be located on the lot or in the front yard.

4.4.7.1 Vacant Land "For Sale/Lease"

Permissible sign elements are:

- One ground-mounted sign is allowed per direct street frontage.
- The maximum allowable size is 3'-0" x 6'-0" and 4'-0" above grade (single or double-faced).
- Permitted sign content includes:
 - Sales Entity name and/or logo (logo may not exceed 2'-0" x 3'-0", name may not exceed 6-inch letters)
 - Site Available (may not exceed 5-inch letters)
 - Contact Name (may not exceed 3-inch letters)
 - Telephone Number (may not exceed 5-inch letters)

4.4.7.2 Commercial/Retail "For Sale/Lease"

Permissible sign elements are:

- One ground-mounted sign is allowed per direct street frontage.
- The maximum allowable size is 2'-6" x 6'-0" and 3'-6" above grade (single or double-faced).
- Permitted sign content includes:
 - Sales Entity name and/or logo (logo may not exceed 1'-6" x 2'-0", name may not exceed 4-inch letters)
 - Site Available (may not exceed 5-inch letters)
 - Contact Name (may not exceed 3-inch letters)
 - Telephone Number (may not exceed 4-inch letters)
 - Sign may only be used when building occupancy is less than 90%.

4.4.7.3 Loft Units "For Sale/Lease"

Permissible sign elements are:

- One window-mounted temporary sign advertising individual loft unit property for sale or lease.
- The maximum allowable size is 4 square feet.
- Permitted sign content includes:
 - Sales Entity name and/or logo (logo may not exceed 1'-6" x 1'-6", name may not exceed 4-inch letters)
 - Site Available (may not exceed 5-inch letters)
 - Contact Name (may not exceed 3-inch letters)
 - Telephone Number (may not exceed 4-inch letters)



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4.4.8 Project Information Signs

Project information signs include construction signs, and signs and banners announcing special events of interest to the community. The design of these signs should be compatible with other Hidden Valley signage and is subject to Hidden Valley DRC approval.

4.4.8.1 *Special Event Signs and Banners*

- A banner or another approved concept with number and size as approved by the Hidden Valley DRC.
- When a banner is ground-mounted, it shall not be higher than 22 feet above grade.
- When a banner is building-mounted, it shall be below parapet.
- Banners shall be used for retail/commercial developments only, installed up to a 90-day period for initial opening of the development.



4.4.8.2 *Construction Signs*

- One temporary construction sign, not to exceed 24 square feet, shall be permitted on each construction site.
- The sign may be free standing or affixed to the construction trailer, but in all cases shall be located within the construction property boundary.
- In order to facilitate the delivery of construction materials, the construction sign should be visible from the adjacent right-of-ways.
- All construction signs must be approved by the Hidden Valley DRC prior to installation.
- The removal of construction signs shall be required prior to the issuance of a Temporary Certificate of Occupancy or Final Certificate of Occupancy.

4.5 LIGHTING GUIDELINES

Lighting provides a welcome dusk and nighttime atmosphere where entrances, destination points and features are highlighted. Outdoor gathering areas are inviting and travelled pathways are lighted to provide guidance and safety. The goal of the roadway lighting system is to provide low-glare lighting that provides excellent visibility for conflict zones like pedestrian crossings, parking lot entries and roadway intersections. The Guidelines establish sensitive lighting methods/styles that limit light encroachment onto adjacent property and light pollution.

A consistent selection of lighting fixtures should be followed throughout Hidden Valley, and coordinated throughout the various neighborhoods to ensure a long-lasting quality, low-maintenance amenity. Lighting for the paths and trails (where used) will incorporate uniform wayfinding navigational lighting. The lighting should be safe and should make the user aware of hazards that may be present, such as pavement or grade changes or obstacles on the path. Walkways, paths and trails are lighted with varying light intensities and methods. This technique creates a greater depth to the entire community and forms a unifying feature between different neighborhoods.

Parking lot lighting should provide low-glare, uniform lighting to ensure a secure parking environment. The lighting should be designed as a transitional element that leads to commercial or residential areas, and be compatible in design with the surrounding structures.



4.5.1 Sports field lighting

Guidelines for lighting sports fields include the following:

- Sports field or court lighting is prohibited in residential areas
- External floodlights should be equipped with both internal and external shielding
- Aiming angles above 60 degrees from vertical is not allowed
- Field or court lighting shall be controlled such that when fields are not in use, the lighting equipment is turned off. In no case shall sports field or court lighting be on after 11 p.m.

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Creative use of indirect lighting can provide abundant light for security and wayfinding without polluting the darkness of the night sky.

4.5.2 “Night Sky” Preservation

Environmentally sensitive lighting minimizes light encroachment and light pollution, and uses minimal energy through lighting equipment selection and operation. Light pollution is uncontrolled light that travels into the atmosphere, creating “sky glow.” Unshielded luminaires and excessively high lighting levels cause light pollution and should be avoided.

The key to quality exterior lighting is to place light only where it is needed, without causing glare. By not wasting light, smaller lamp wattages can be utilized to achieve superior effects. The most important result is improved visibility. Another benefit is reduced energy usage and improved maintenance. Design criteria include lighting levels, uniformity and brightness balance, as well as recommendations for reducing glare, light trespass and light pollution.

The following guidelines preserve the night sky:

- Use low wattage, shielded luminaires that are properly located and aimed
- High wattage luminaires with poor shielding are not permitted
- Excessive light levels with high amounts of reflected light are not permitted
- No lights shall negatively impact sensitive natural areas



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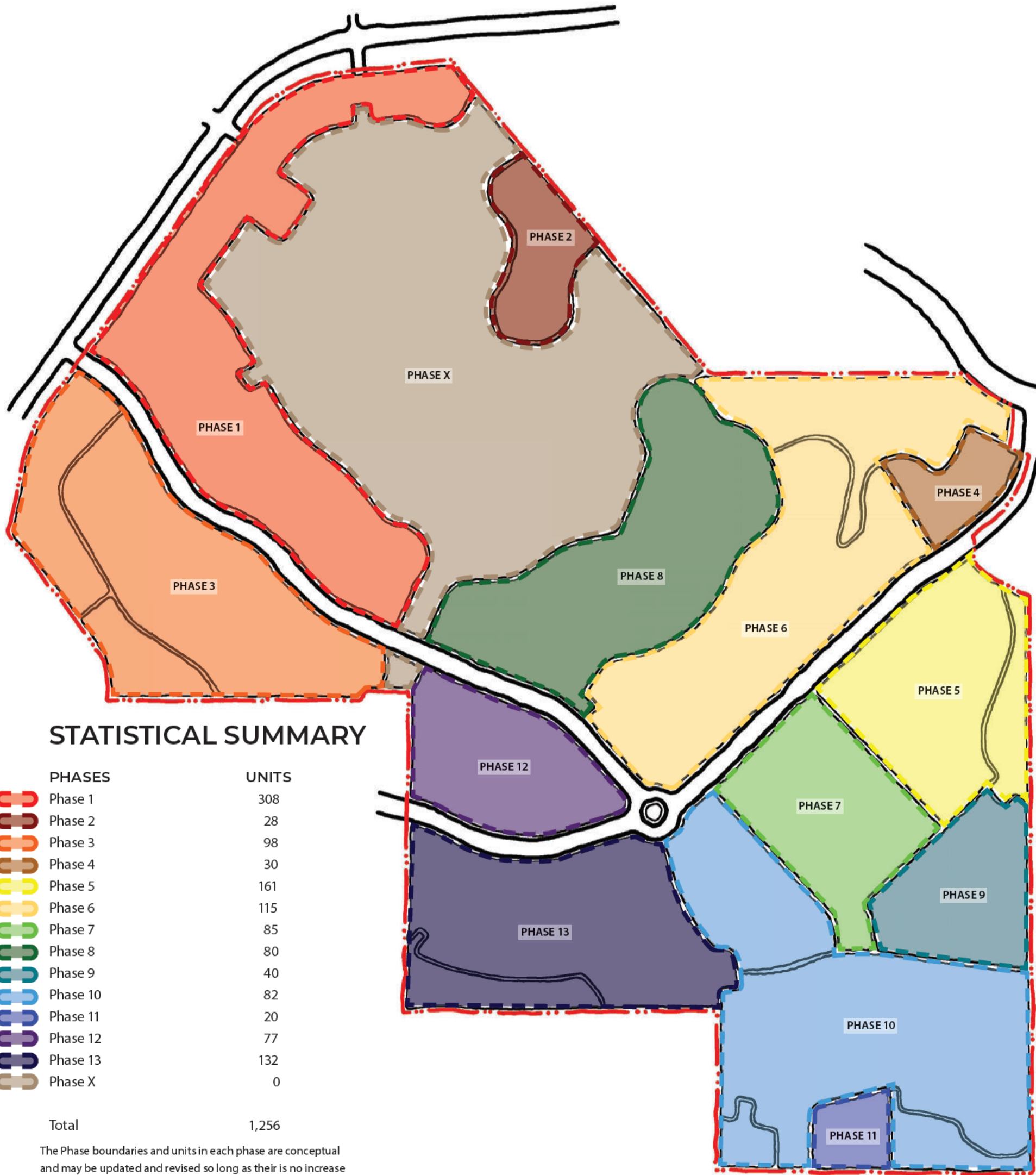
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CHAPTER 5 FIGURES

HIDDEN VALLEY

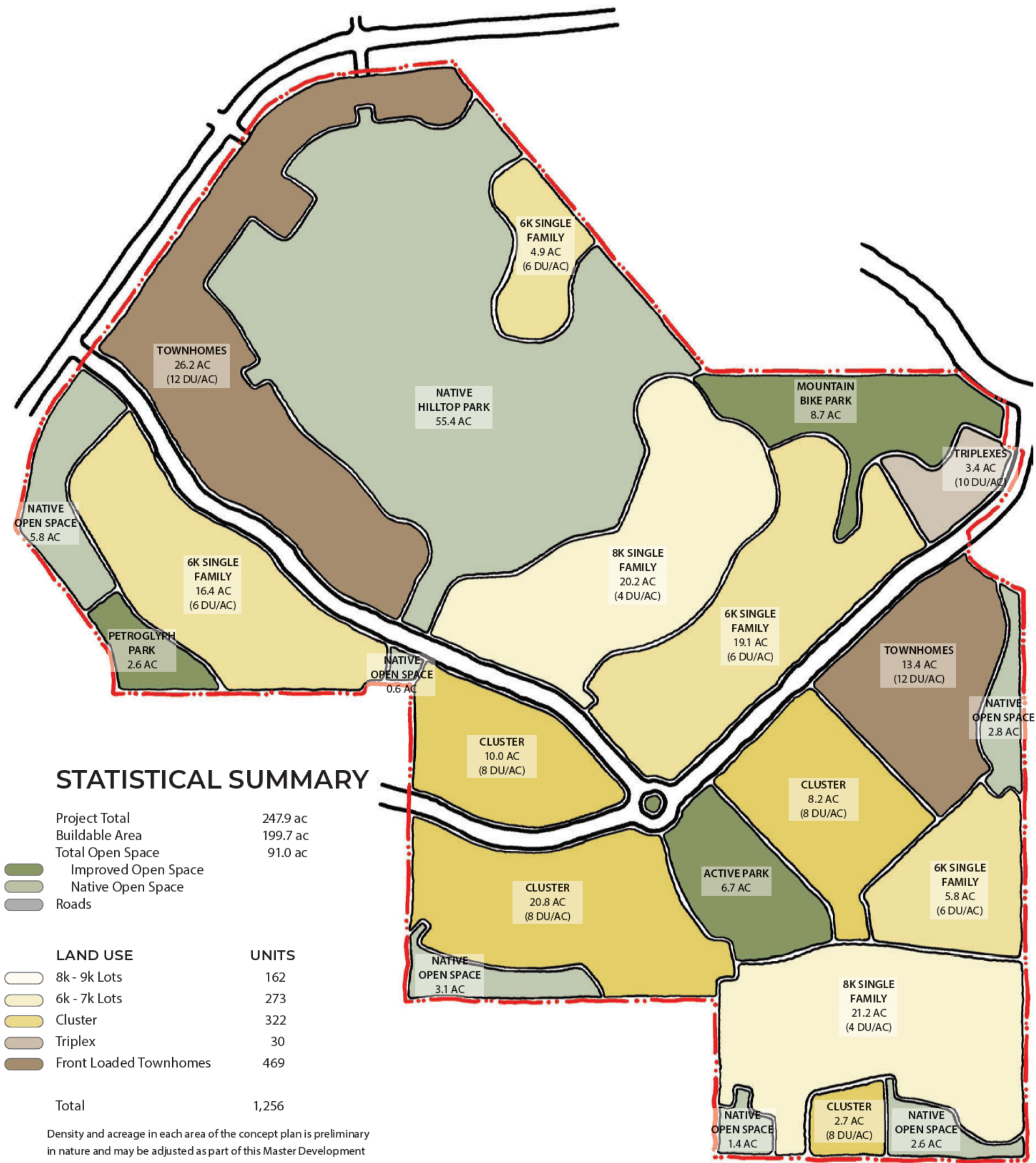
EXHIBIT C – PHASING PLAN
EAGLE MOUNTAIN, UT

November 2022

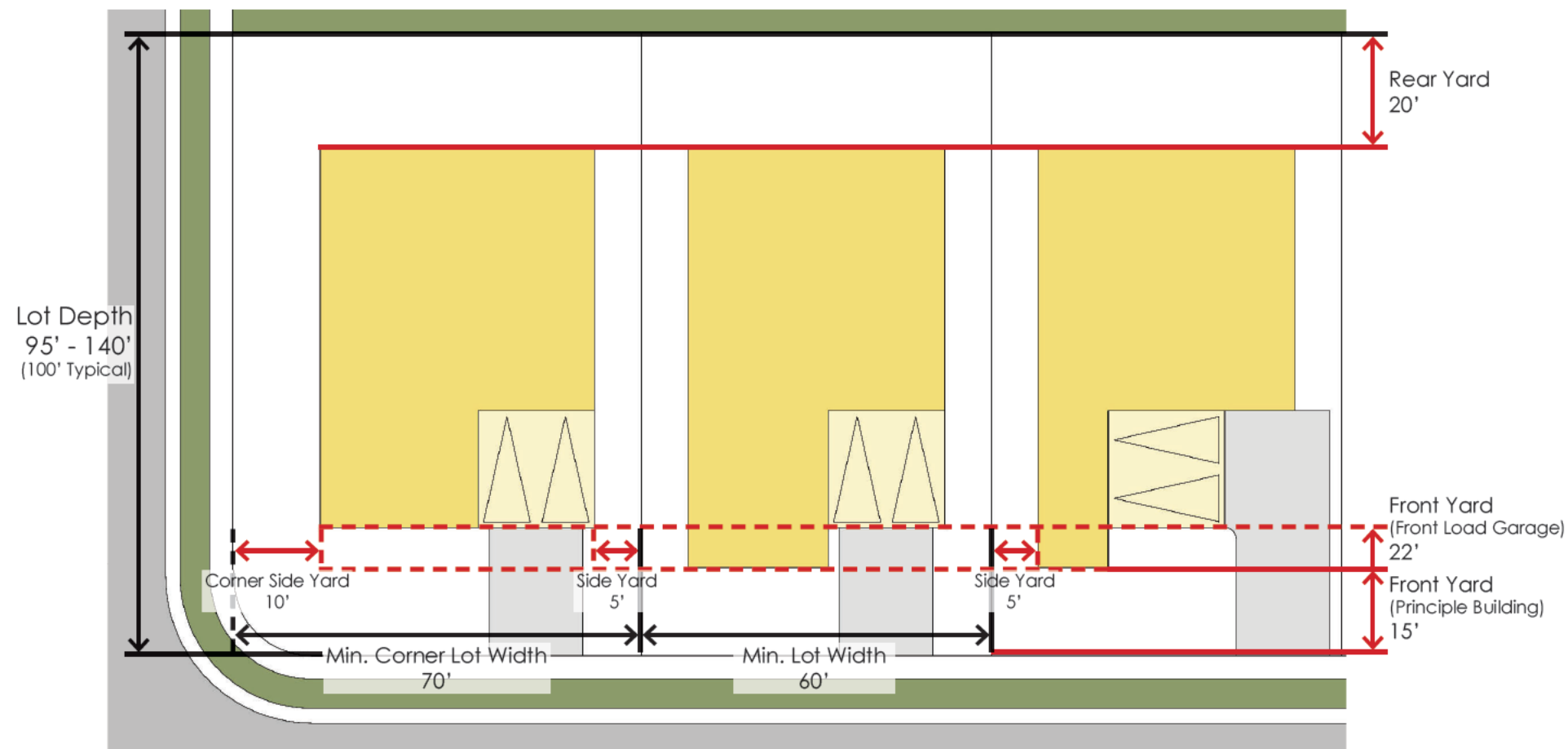


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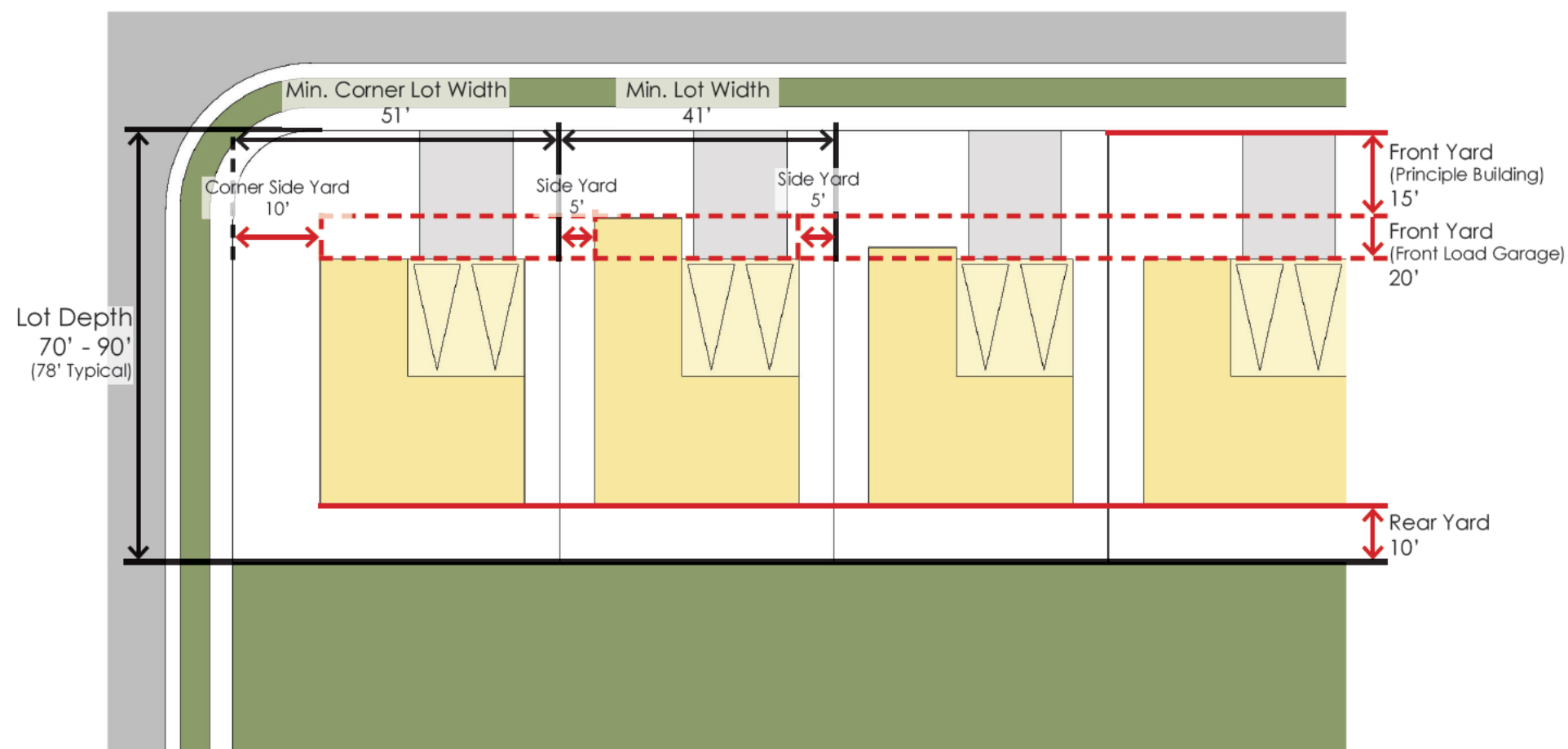
CONCEPT PLAN
EAGLE MOUNTAIN, UT
November 2022



Single Family Lot Dimensions & Averages



Cottage Lot Dimensions & Averages



November 2022

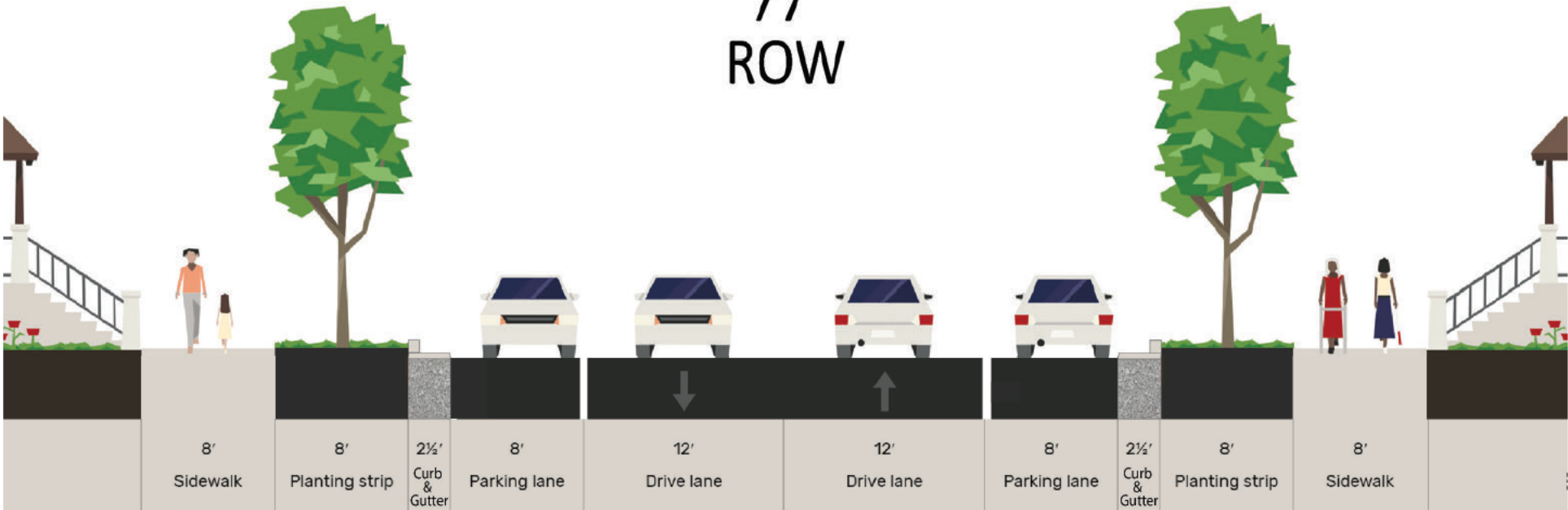
The diagram illustrates a lot layout with the following dimensions and setbacks:

- Min. Lot Width:** 40'
- Front Secondary:** 15'
- Front Yard (Front Load Garage):** <6' or >18'
- Rear Yard:** 10'
- Lot Depth:** 90' - 100' (98' Typical)

The diagrams illustrate two lot layout options for a 22-foot wide lot. Both diagrams show a lot with a depth of 70' to 85' (78' typical) and a 5-foot alley side setback. The lot is divided into a principal building area and a rear yard area. The top diagram shows a layout with a 20-foot front yard, a 10-foot rear yard, and a 15-foot front secondary setback. The bottom diagram shows a layout with a 15-foot front yard and a rear yard of less than 6 feet or greater than 18 feet. Both diagrams include setbacks of 5 feet on the alley side and a 10-foot PUE (Principal Use Easement) area.

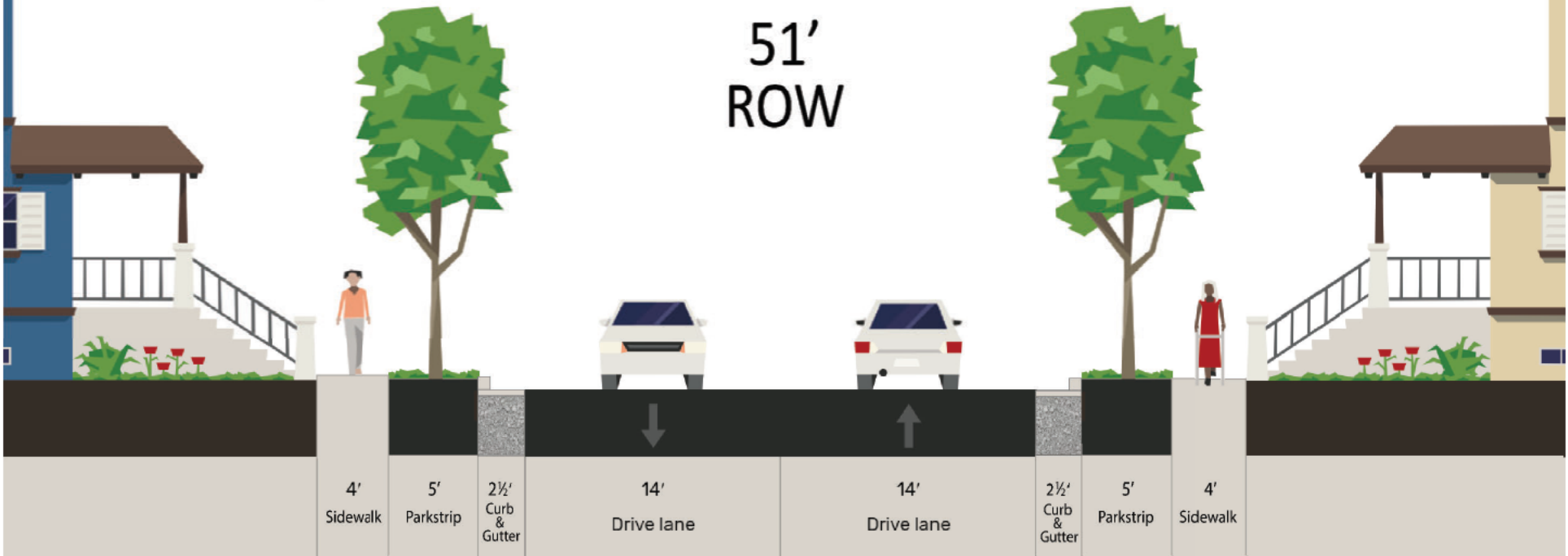
COLLECTOR

77'
ROW



LOCAL ROAD

51'
ROW



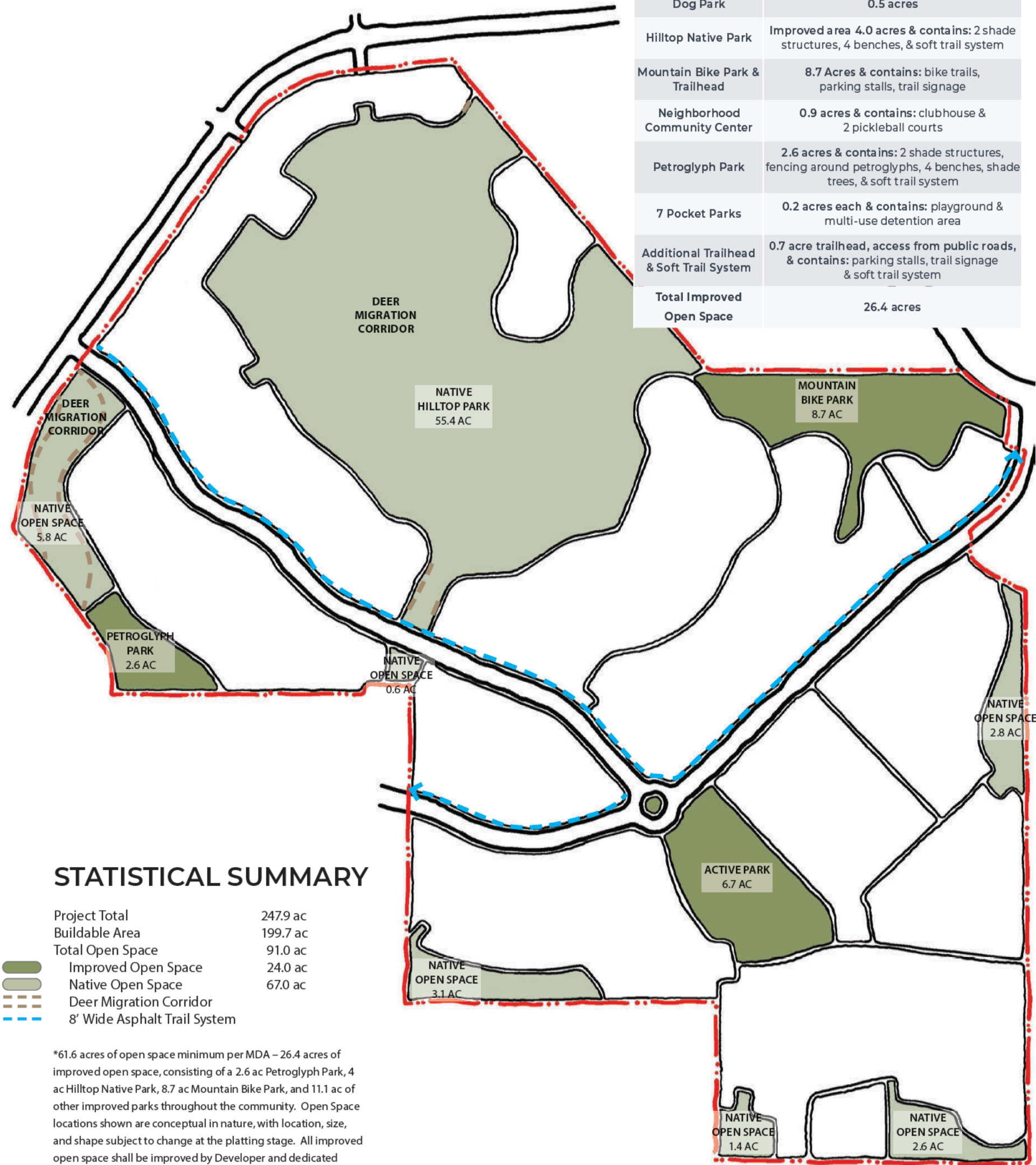
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EXHIBIT F – AMENDED PARK IMPROVEMENTS PLAN
EAGLE MOUNTAIN, UT

November 2022

Open Space Amenities Table

Amenity	Details
Active Park	4.6 acres & contains: 2 pickleball courts, basketball court, restrooms, playground, & multi use fields
Asphalt Trail System	6,000 linear feet of 8' asphalt trails min.
Community Center	3.0 acres & contains: clubhouse & pool
Deer Migration Corridor	Fenced by City & withing the larger Native Hilltop & 5.8 acre native open space area
Dog Park	0.5 acres
Hilltop Native Park	Improved area 4.0 acres & contains: 2 shade structures, 4 benches, & soft trail system
Mountain Bike Park & Trailhead	8.7 Acres & contains: bike trails, parking stalls, trail signage
Neighborhood Community Center	0.9 acres & contains: clubhouse & 2 pickleball courts
Petroglyph Park	2.6 acres & contains: 2 shade structures, fencing around petroglyphs, 4 benches, shade trees, & soft trail system
7 Pocket Parks	0.2 acres each & contains: playground & multi-use detention area
Additional Trailhead & Soft Trail System	0.7 acre trailhead, access from public roads, & contains: parking stalls, trail signage & soft trail system
Total Improved Open Space	26.4 acres



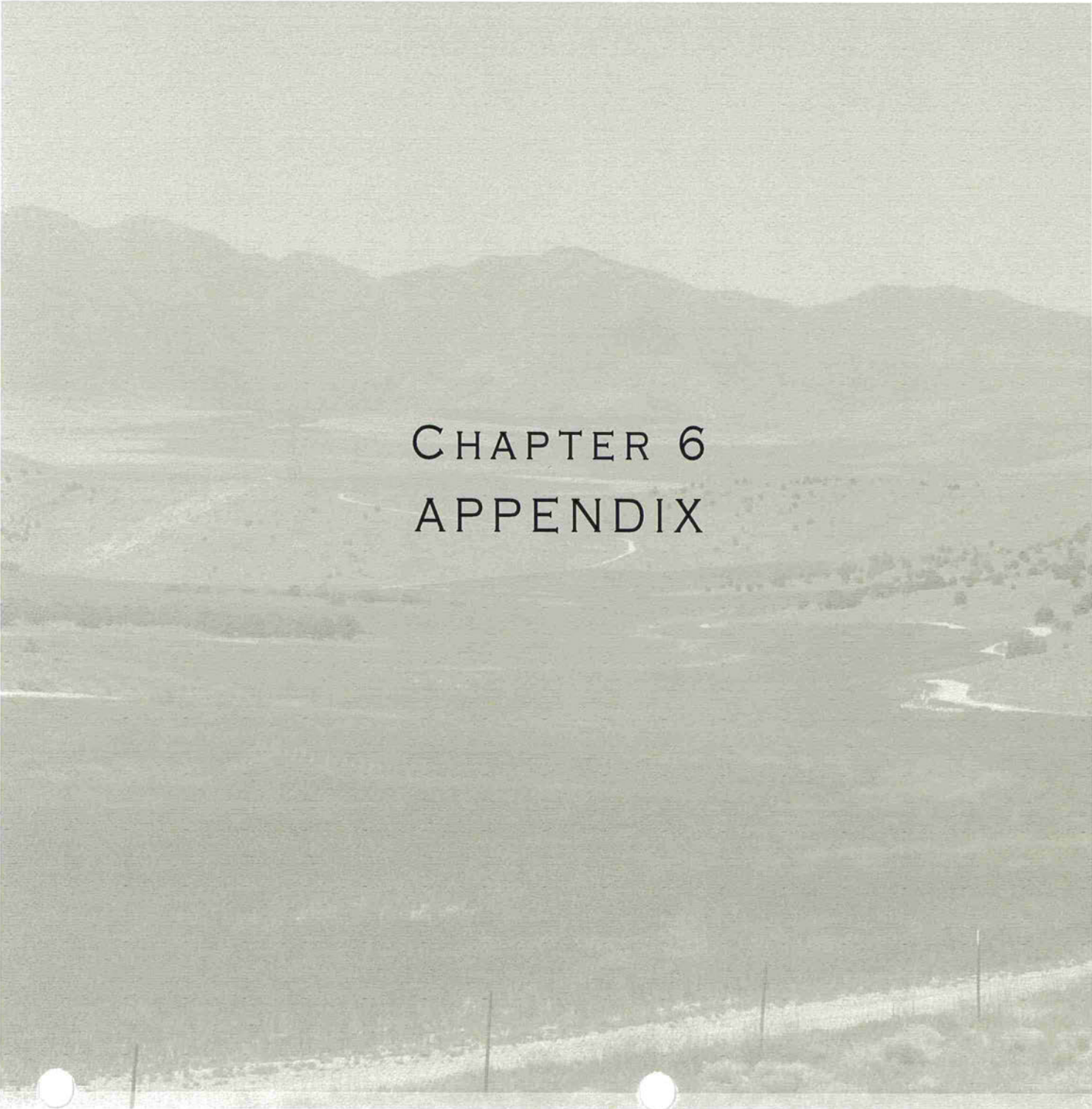
STATISTICAL SUMMARY

Project Total	247.9 ac
Buildable Area	199.7 ac
Total Open Space	91.0 ac
Improved Open Space	24.0 ac
Native Open Space	67.0 ac
Deer Migration Corridor	
8' Wide Asphalt Trail System	

*61.6 acres of open space minimum per MDA – 26.4 acres of improved open space, consisting of a 2.6 ac Petroglyph Park, 4 ac Hilltop Native Park, 8.7 ac Mountain Bike Park, and 11.1 ac of other improved parks throughout the community. Open Space locations shown are conceptual in nature, with location, size, and shape subject to change at the platting stage. All improved open space shall be improved by Developer and dedicated to and maintained by the City, except for the Community Center and Neighborhood Community Center, which shall be maintained by the HOA. All native open space, including the deer migration corridor, is to be dedicated to the City. Plan also includes a minimum of 37.6 acres of native open space and 6,000 linear feet of paved trails.



NOT DRAWN TO SCALE



CHAPTER 6 APPENDIX

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6.1 DEFINITIONS

The use of words or phrases in these Guidelines shall have the following defined meanings:

Applicant – Any Owner or designated representative submitting improvement plans to the Hidden Valley DRC.

City – Eagle Mountain City.

City Engineer – City engineer for Eagle Mountain City.

Hidden Valley CC&Rs – Hidden Valley Covenants, Conditions and Restrictions.

Discouraged – Not wanted and may not be approved; unlikely to be approved.

Encouraged – Preferred and most likely to be approved.

Guidelines – Hidden Valley Community Master Design Guidelines.

Hidden Valley DRC – Hidden Valley Design Review Committee.

Exception – The allowance of a practice or design that is consistent with the general intent of these Guidelines, but inconsistent with a specific provision of the Guidelines. Granting an exception does not establish a precedent for future development.

May – Compliance with a Guideline using this term is important to the Hidden Valley DRC, but IS NOT required.

Owner – Each person or entity that holds record title to a Unit or Lot.

Shall – Compliance with a Guideline using this term IS required.

Should – Compliance with a Guideline using this term is important to the Hidden Valley DRC, but IS NOT required.

Will – Compliance with a Guideline using this term IS required.

6.2 EXPLANATION OF TERMS

The use of words or phrases in these Guidelines shall mean:

AASHTO – The American Association of State Highway and Transportation Officials. A non-profit association that fosters the development and maintenance of transportation systems and establishes roadway design guidelines and criteria.

ABS – A type of plastic pipe commonly used in construction in non-pressurized applications (i.e. sewer systems).

Accent color – A contrasting color used sparingly for special emphasis on items such as the front door or, in some cases, shutters.

Alley load garage – A garage design in which the garage is accessed from the alley side (or rear) of the lot.

Approval Notice – Notice of approval of an application by the Hidden Valley DRC.

Arbor – A framework or lattice used as a shade structure or landscape bower.

Architect – A design professional licensed by the State of Utah to practice architecture.

Articulation – An architectural design characteristic that distinctly varies an otherwise flat plane of a building. This may include repetitive architectural elements stepping in or out of the building plane, intersections of building elements, or other architectural devices meant to divide a large unbroken building plane.

Applicant – Any Owner or designated representative submitting improvement plans to the reviewer.

Balcony – A projecting platform on an upper level of a building's exterior cantilevered from the building structure or supported by columns.

Balustrade – A handrail or guardrail system along a stair, porch, deck, balcony, or terrace that consists of a top-rail, bottom-rail and balusters.

Banner – A hanging sign that is attached to a pole or structure on one or two ends. Banners are typically made of fabric.

Bay – A section of room projecting outward from the exterior wall. The projecting room area must contain at least one window, but may also be composed of wall surface.

Block face – One side of a street between two consecutive intersections. (i.e. a block face can be one side of a city block).

Body color – The dominant color of the building used for the primary cladding material.

Bracket – A member that projects from a structure that is designed to support, or visually give the impression of supporting, a vertical load.

Builder – The professional entity that constructs the improvements on a given lot.

Building elements – Building components used to refine building facades to a smaller scale; building elements include covered entries and porches, columns, railings, bays, doors, windows, roof forms, dormers, eaves, chimneys, decks, balconies, stairs, and exterior fencing and walls.

Building envelope – The portion of a home site which encompasses the area within which building may occur subject to the Guidelines and as delineated on the plat.

Cementitious material – A durable cement-based synthetic building material used for siding and trim applications, such as products manufactured by the James Hardie Corp. or equivalent.

CMU – Concrete masonry units.

Clapboard – A traditional type of horizontal siding for stick framed buildings. This may be produced from natural wood, fiber-cement or composition hardboard materials.

Column – A vertical structural member that carries the principal loads of building elements. A column is typically expressed architecturally with a base anchoring it to the ground or foundation, and a capital that transitions the load to a horizontal, overhead framing member.

Covered entry – A covered area adjoining an entrance to a building and usually having a separate roof. Within these Guidelines, a covered entry pertains to all such areas less than eighty (80) square feet in size or those having a clear dimension of less than six feet (6'-0").

Cul-de-sac – A street, lane, etc., closed at one end; a dead-end street.

Deck – An open, unroofed outdoor space usually constructed of light framing above grade, and attached to the building.

Detail – Individual elements of architectural expression that can be either functional, ornamental or both that enhance the overall character of the improvement.

Dormer – An architectural element projecting from a roof form usually accommodating a window, ventilating louver or other opening in the vertical plane.

E.I.F.S. – Exterior Insulating Finish System, commonly referred to as "synthetic stucco" and not to be confused with Stucco.

EA Ratio – Elevation Articulation Ratio (See Chapter 4 for a detailed explanation).

Eaves – The overhanging lower edge of a roof.

Enhanced EA Ratio – EA Ratio for structures within development parcels at or above an elevation of 5,280'.

EPDM – Ethylene-propylene-diene terpolymer, a thermoset polymer-based waterproof roofing membrane suitable for flat roofs.

Excavation – Any disturbance of the land (except to the extent reasonably necessary for planting of approved vegetation), including any trenching which results in the removal of earth, rock, or other substance from a depth of more than 12 inches below the natural surface of the land or any grading of the surface.

Exposed Elevation – Facades that face streets, open spaces or hillside locations, or are visible from surrounding streets, regardless of whether or not they gain access from those streets.

Facade – Any face of a building.

Fascia – Any broad, flat horizontal surface at the outer edge of a cornice or roof.

Fenestration – The design proportioning and distribution of windows, doors, and other exterior openings of a building.

Flush front load garage – A street load garage design in which the face of the garage door is parallel to the street and is set flush with the front plane of the house (or porch) or set back less than 10 feet (10'-0") behind the front plane of the house (or porch).

French door – A door, usually one of a pair, of light construction with glass panes extending for most of its length.

Front load garage – A garage that is accessed from the primary street on which a residence is located and whose door is generally parallel with that street.

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Gable – The generally triangular section of wall at the end of a pitched roof, occupying the space between the two slopes of the roof.

Hip roof – A roof that slopes upward from all sides of a structure, having no vertical ends.

HVAC – Heating, ventilation and air conditioning system.

Home site – A parcel of land, together with any appurtenances, described as lots on the subdivision plat.

Lap Siding – A traditional type of horizontal siding for stick framed buildings. This may be produced from natural wood, fiber-cement or composition hardboard materials.

Lot – Land platted as a home site that is held in private ownership.

Masonry – Stone, brick or other vitreous clay bonded by cementitious mortar for use in the construction of site and building elements.

Massing – An architectural design characteristic that refers to the overall three dimensional form of a building on its site. Massing encompasses the length, width, height, volume and overall shape of a building.

Mile High Elevation – A mile high building is one that has its lowest level finished floor elevation set 5,280 feet or greater above sea level. A Mile High Elevation is an elevation on a mile high building that is visible from the valley floor.

Mullion – The dominant vertical or horizontal framing member that is between the sashes or lights of a window unit.

Muntin – A vertical or horizontal glazing device which visually divides a larger window pane into smaller sections.

Open Space – Vacant land that may be subject to future development is not considered open space. There is no specified size range for open space, other than the minimum area needed to conserve a significant natural feature or encompass an amenity. Open space areas include all landscaped areas as well as sidewalks and other paved pedestrian areas, pools, and pool decks, recreational buildings and accessory structures associated with community amenities and associated improvements and all utility easements included therein.

Paneling – Smooth or wood textured flat cementitious or composite sheet good material applied with decorative battens, recessed channels, or double layered with finished edges.

Parcel – An area of land that will be further subdivided into lots.

Passive Side Elevation – When a cross-use easement or other mechanism is present, the side of house that faces an adjacent house's active exterior living space. Passive Side Elevation EA Ratio requirements allow for less building articulation on such facades due to the presence of a cross-use easement and the design of houses having specific active and passive sides.

Patio – An outdoor semi-private space often paved, that is immediately adjacent to a home. It may be further defined by a low privacy wall.

Pitch – The degree of slope of a roof. Defined as a ratio of the vertical (rise) in inches of the slope to the horizontal (run) of one foot. EG: 12:12 pitch equals 45 degrees.

Plate – A double horizontal member in light frame construction that connects and terminates studs, columns or wall planes.

Porch – An architectural element attached to the exterior of a building that provides various degrees of shelter and enclosure as well as providing semi-public space at the building entry. Porches must have a minimum size of eighty (80) square feet and a minimum clear dimension of six feet (6'-0") in both directions to be recognized as a porch within these guidelines.

Rake – The inclined, roof overhang on a pitched roof.

Residence – The building or buildings, including any garage, or other accessory building, used for residential purposes constructed on a home site, and any improvements constructed in connection therewith.

ROW – Right of way.

Side load garage – A street load garage design in which the face of the garage door is perpendicular to the street. Houses with three garage bays are considered side load if two or more garage bays have doors perpendicular to the street. Corner lot houses are considered side load if the garage door does not face either street.

Street load garage – A garage design in which the garage is accessed from the street side (either front or side) of the lot.

Streetscape – An environment consisting of streets, sidewalks, buildings, and the landscaping that generally defines that street.

Stucco – A traditional exterior building material which consists of a layered cementitious veneer plaster. Not to be confused with E.I.F.S.

Terrace – A raised outdoor space or earthen platform adjacent to a building used to transition between areas of steep grade.

Trellis – An open framework or lattice on which plants will grow.

TPO – Thermoplastic polyolefin, a thermoplastic polymer-based waterproof roofing membrane suitable for flat roofs.

Unit – An individual residence or dwelling place.

Xeriscape – A method of landscaping, specifically utilizing native, drought tolerant, low maintenance plants and shrubs that once established, will thrive with local rainfall amounts.

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6.3 APPROVED PLANT LIST

These plants are approved for use within Hidden Valley:

Canopy Trees

<i>Acer x freemanii</i>	Autumn Blaze Maple	
<i>Acer platanoides hybrids</i>	Norway Maple	Plant sterile hybrids
<i>Acer pseudoplatanus</i>	Sycamore Maple	Drought tolerant
<i>Aesculus hippocastanum</i>	Common Horsechestnut	
<i>Albizia julibrissin</i>	Silk Tree	Drought tolerant
<i>Catalpa speciosa</i>	Catalpa / Umbrella Tree	Drought tolerant
<i>Fagus grandifolia</i>	American Beech	
<i>Fraxinus americana</i>	Autumn Purple Ash	
<i>Fraxinus anomala</i>	Single-leaf Ash	Utah's Choice selection
<i>Fraxinus pennsylvanica</i>	Green Ash	
<i>Fraxinus velutina</i>	Modesto Ash	
<i>Ginkgo biloba</i>	Ginkgo / Maidenhair	Plant male variety
<i>Gleditsia triacanthos</i>	Thornless Honeylocust	Drought tolerant
<i>Gymnocladus dioica</i>	Kentucky Coffeetree	Drought tolerant
<i>Liriodendron tulipifera</i>	Tulip Poplar / Tulip Tree	
<i>Morus alba</i>	Fruitless White Mulberry	
<i>Platanus x acerifolia</i>	London Planetree / Sycamore	Drought tolerant
<i>Populus simonii</i>	Simon Polar	
<i>Ptelea trifoliata</i>	Hop Tree	
<i>Quercus macrocarpa</i>	Bur Oak	Drought tolerant
<i>Quercus robur</i>	English / Crimson Spire Oak	Drought tolerant
<i>Quercus rubra</i>	Red Oak	
<i>Robinia neomexicana</i>	New Mexico Locust	
<i>Tilia americana</i>	American Linden	
<i>Tilia cordata</i>	Littleleaf Linden	Drought tolerant
<i>Tilia euchlora</i>	Crimean Linden	
<i>Tilia tomentosa</i>	Silver Linden	Drought tolerant
<i>Ulmus parviflora</i>	Lacebark / Chinese Elm	Drought tolerant
<i>Zelkova serrata</i>	Japanese Zelkova	Drought tolerant

Evergreen Trees

(Most not suitable for parkstrips)

<i>Abies concolor</i>	White Fir	Utah's Choice selection
<i>Calocedrus decurrens</i>	Incense Cedar	
<i>Cedrus atlantica glauca</i>	Blue Atlas Cedar	
<i>Cedrus libani</i>	Lebanese Cedar	
<i>Cupressus arizonica</i>	Arizona Cypress	
<i>Juniperus osteosperma</i>	Utah Juniper	
<i>Juniperus scopulorum</i>	Rocky Mtn Juniper	
<i>Picea abies</i>	Norway Spruce	Dwarf varieties recommended
<i>Picea pungens</i>	Colorado Spruce	Dwarf varieties recommended
<i>Pinus aristata</i>	Bristlecone Pine	
<i>Pinus edulis</i>	Pinyon Pine	Utah's Choice selection
<i>Pinus flexilis</i>	Limber Pine	
<i>Pinus nigra</i>	Austrian Black Pine	Grows quickly
<i>Pinus ponderosa</i>	Ponderosa Pine	Needs room to grow
<i>Pinus strobes</i>	White Pine	Dwarf varieties recommended
<i>Pinus sylvestris</i>	Scotch Pine	Dwarf varieties recommended
<i>Pseudotsuga menziesii</i>	Douglas Fir	
<i>Thuja species</i>	Arborvitae	

Ornamental Trees

<i>Acer buergerianum</i>	Trident Maple	Drought tolerant
<i>Acer campestre</i>	Hedge Maple	
<i>Acer ginnala</i>	Amur Maple	Drought tolerant
<i>Acer grandidentatum</i>	Bigtooth Maple	Utah's Choice selection
<i>Acer griseum</i>	Paperbark Maple	
<i>Acer nigrum</i>	Black Maple	Drought tolerant
<i>Acer palmatum</i>	Japanese Maple	
<i>Acer tataricum</i>	Tatarian Maple	Drought tolerant
<i>Acer truncatum</i>	Shantung Maple	
<i>Amelanchier alnifolia</i>	Serviceberry	
<i>Betula x avalzam</i>	Avalanche Birch	
<i>Betula occidentalis</i>	Western Water Birch	Moderate water needs
<i>Celtis reticulata</i>	Netleaf Hackberry	
<i>Cercis canadensis</i>	Eastern Redbud	Drought tolerant
<i>Corylus colurna</i>	Turkish Filbert	
<i>Cotinus obovatus</i>	American Smokebush	
<i>Crataegus douglasii</i>	Black Hawthorn	
<i>Crataegus laevigata</i>	English Hawthorn	Few thorns
<i>Crataegus lavallei</i>	Lavalle Hawthorn	Drought tolerant
<i>Crataegus phaenopyrum</i>	Washington Hawthorn	
<i>Koeleruteria paniculata</i>	Golden Raintree	Drought tolerant
<i>Laburnum watereri</i>	Golden Chaintree	
<i>Malus hybrids</i>	Crabapple	New varieties recommended
<i>Persica Parrotia</i>	Persian Ironwood	
<i>Prunus x blireiana</i>	Flowering Plum	
<i>Prunus padus commutata</i>	Mayday Tree	Fruit stains concrete
<i>Prunus serrulata</i>	Flowering/Kwanzan Cherry	Drought tolerant
<i>Prunus virginiana</i>	"Canada Red" Chokecherry	
<i>Pyrus hybrids</i>	Flowering Pear	New varieties recommended
<i>Quercus gambelii</i>	Gambel Oak	Utah's Choice selection
<i>Sophora japonica</i>	Japanese Pagodatree	Messy; late summer flower
<i>Sorbus americana</i>	Mountain Ash	
<i>Syringa reticulata</i>	Japanese Tree Lilac	

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Deciduous Shrubs

Full Sun

<i>Amelanchier utahensis</i>	Utah Serviceberry
<i>Amorpha canescens</i>	Lead Plant
<i>Amorpha nana</i>	Dwarf Lead Plant
<i>Artemisia tridentata vaseyana</i>	Mountain Big Sagebrush
<i>Atriplex confertifolia</i>	Shadscale
<i>Berberis species</i>	Barberry
<i>Buddleia davidii</i>	Butterfly Bush
<i>Caragana species</i>	Siberian Peashrub
<i>Caryopteris x clandonensis</i>	Blue Mist Spirea
<i>Ceratoides lanata</i>	Winterfat
<i>Cercocarpus species</i>	Mountain Mahogany
<i>Chamaebatiaria millefolium</i>	Fernbush
<i>Chrysothamnus nauseosus</i>	Rabbitbrush
<i>Cornus stolonifera</i>	Red-twig Dogwood
<i>Cotinus coggygria</i>	Smokebush
<i>Cowania mexicana</i>	Cliffrose
<i>Cytisus scoparius</i>	Scotch Broom
<i>Ephedra viridis</i>	Green Mormon Tea
<i>Euonymus alatus</i>	Burning Bush
recommended	
<i>Fallugia paradoxa</i>	Apache Plume
<i>Foresteria neomexicana</i>	New Mexico Privet
<i>Forsythia species</i>	Forsythia
<i>Genista species</i>	Spanish Broom
<i>Kolkwitzia amabilis</i>	Beauty Bush
<i>Ligustrum species</i>	Privet
<i>Peraphyllum ramosissimum</i>	Squaw Apple
<i>Philadelphus microphyllus</i>	Littleleaf Mockorange
<i>Physocarpus species</i>	Ninebark
<i>Potentilla fruticosa</i>	Potentilla
<i>Prunus besseyi</i>	Western Sand Cherry
<i>Prunus x cistena</i>	Purple-leaf Sand Cherry
<i>Prunus virginiana</i>	Common Chokecherry
<i>Purshia mexicana</i>	Cliffrose
<i>Quercus turbinella</i>	Shrub Live Oak
<i>Rhus trilobata</i>	Oakleaf Sumac
<i>Ribes aureum</i>	Golden Currant
<i>Rosa woodsii</i>	Woods Rose
<i>Salvia dorrii</i>	Desert Sage
<i>Sambucus nigra cerulean</i>	Blue Elderberry
<i>Shepherdia argentea</i>	Silver Buffaloberry

Utah's Choice selection
Utah's Choice selection
Utah's Choice selection
Thorns

Very low water needs
Utah's Choice selection
Utah's Choice selection
Very low water needs
Moderate water needs

Very low water needs
Very low water needs
Utah's Choice selection
Recommend compact var

Utah's Choice selection
Low water needs
Low water needs
Good for hedges
Low water needs
Utah's Choice selection
Low water needs
Low water needs

Utah's Choice selection
Low water needs
Utah's Choice selection
Utah's Choice selection
Low water needs
Utah's Choice selection

Very low water needs

Sorbaria sorbifolia
Spiraea species
Syringa vulgaris
Viburnum lantana
Yucca harrimaniae

Shade

Holodiscus dumosus
Kerria japonica
Symphoricarpos species
Viburnum rhytidophyllum
Viburnum x rhytidophylloides

False Spirea
Spirea
Lilac
Wayfaring Tree
Dwarf Yucca
Low water needs
Utah's Choice selection

Mountain Spray
Japanese Kerria
Snowberry
Leather-leaf Viburnum
Blackhaw

Evergreen Shrubs

<i>Cotoneaster species</i>	Cotoneaster	
<i>Juniperus species</i>	Juniper	Very low water needs
<i>Mahonia fremontii</i>	Utah Holly	Very low water needs
<i>Mahonia aquifolium</i>	Oregon Grape	Prefers shade
<i>Pinus mugo</i>	Mugo Pine	Low water needs
<i>Euonymus fortunei 'Coloratus'</i>	Purpleleaf Wintercreeper	

Perennials

Sun

<i>Achillea species</i>	Yarrow	Very low water needs	<i>Gallardia species</i>	Blanket Flower	
<i>Aethionema schistosum</i>	Stonecress		<i>Gaura lindheimeri</i>	Gaura	
<i>Agastache species</i>	Hyssop	Very low water needs (except <i>A. foeniculum</i>)	<i>Geranium viscosissimum</i>	Sticky Geranium	Utah's Choice selection
		Low water needs	<i>Geum species</i>	Geum	
<i>Allium species</i>	Ornamental Allium		<i>Gypsophila paniculata</i>	Baby's Breath	
<i>Amsonia tabernaemontana</i>	Blue Star		<i>Hedysarum boreale</i>	Utah Sweetvetch	Utah's Choice selection
<i>Anacyclus depressus</i>	Mount Atlas Daisy		<i>Helenium hoopesii</i>	Helen's Flower / Sneezeweed	
<i>Anaphalis margaritacea</i>	Pearl Everlasting		<i>Helianthemum nummularium</i>	Sunrose	
<i>Antennaria species</i>	Pussy Toes		<i>Hemerocallis x species</i>	Daylilies	
<i>Arabis caucasica</i>	Rock Cress		<i>Hesperaloe parviflora</i>	Red Yucca	
<i>Arenaria macradenia</i>	Showy Sandwort	Utah's Choice selection	<i>Hymenoxys acaulis</i>	Sundancer Daisy / Perky Sue	Utah's Choice selection
<i>Armeria maritime</i>	Sea Pinks / Sea Thrift		<i>Iberis sempervirens</i>	Candytuft	
<i>Asclepias tuberosa</i>	Butterfly Weed		<i>Iliamna rivularis</i>	Maple Mallow	Utah's Choice selection
<i>Aster species</i>	Aster		<i>Iris, Bearded hybrids</i>	Bearded Iris	Low water needs
<i>Astragalus utahensis</i>	Utah Lady Finger	Utah's Choice selection	<i>Kniphofia uvaria</i>	Red Hot Poker	
<i>Aurinia saxatilis</i>	Basket of Gold		<i>Lavandula angustifolia</i>	Lavender	
<i>Baileya multiradiata</i>	Desert Marigold	Low water needs	<i>Leucanthemum x superbum</i>	Shasta Daisy	
<i>Ballota pseudodictamnus</i>	Horehound		<i>Leucosium aestivum</i>	Snowflake	
<i>Berlandiera lyrata</i>	Chocolate Flower		<i>Liatris spicata</i>	Liatris / Gayfeather	
<i>Brodiaea species</i>	Brodiaea		<i>Limonium latifolium</i>	Sea Lavender	
<i>Callirhoe involucrata</i>	Poppy Mallow / Wine Cups	Low water needs	<i>Linum species</i>	Flax	
<i>Calylophus species</i>	Sundrops		<i>Melampodium leucanthum</i>	Blackfoot Daisy	
<i>Campanula species</i>	Bell Flower		<i>Mirabilis multiflora</i>	Desert Four O'Clock	Utah's Choice selection
<i>Castilleja chromosa</i>	Indian Paintbrush	Utah's Choice selection	<i>Monardella odoratissima</i>	Little Beebalm	Utah's Choice selection
<i>Catananche caerulea</i>	Cupid's Dart		<i>Narcissus species</i>	Daffodils / Narcissus	
<i>Centranthus ruber</i>	Jupiter's Beard / Red Valerian	Low water needs	<i>Nepeta x faassenii</i>	Catmint	
<i>Colchicum autumnale</i>	Autumn Crocus		<i>Oenothera marcocarpa</i>	Evening Primrose	Low water needs
<i>Coreopsis verticillata</i>	Thread-leaf Coreopsis		<i>Oenothera pallida</i>	Evening Primrose	Low water needs
<i>Crocus species</i>	Crocus		<i>Oenothera caespitosa</i>	Fragrant Evening Primrose	Utah's Choice selection
<i>Dianthus x allwoodii</i>	Dianthus / Pinks		<i>Origanum species</i>	Oregano	
<i>Dianthus deltoids</i>	Dianthus / Pinks		<i>Papaver orientale</i>	Oriental Poppy	Low water needs
<i>Dianthus gratianopolitanus</i>	Dianthus / Pinks		<i>Penstemon cyananthus</i>	Firecracker Penstemon	Utah's Choice selection
<i>Dianthus plumaris</i>	Dianthus / Pinks		<i>Penstemon palmeri</i>	Palmer Penstemon	Utah's Choice selection
<i>Diascia integerrima</i>	Twinspurs		<i>Penstemon utahensis</i>	Utah Penstemon	Utah's Choice selection
<i>Dicamus albus</i>	Gas Plant		<i>Penstemon whippleanus</i>	Whipple Penstemon	Utah's Choice selection
<i>Echinacea species</i>	Cone Flower		<i>Perovskia atriplicifolia</i>	Russian Sage	Low water needs
<i>Echinops ritro</i>	Globe Thistle		<i>Phlomis species</i>	Jerusalem Sage	
<i>Erigeron species</i>	Fleabane		<i>Potentilla species</i>	Cinquefoil	
<i>Eriogonum species</i>	Buckwheat	Low water needs	<i>Psilostrophe tagetina</i>	Paper Flower	
<i>Eriogonum umbellatum</i>	Sulfurflower Buckwheat	Utah's Choice selection	<i>Pulsatilla vulgaris</i>	Pasque Flower	
<i>Erygium amethystinum</i>	Sea Holly		<i>Ratibida columnifera</i>	Mexican Hat	

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<i>Rudbeckia species</i>	<i>Black-eyed Susan</i>	
<i>Salvia species</i>	<i>Salvia / Sage</i>	
<i>Salvia x sylvestris 'May Night'</i>	<i>May Night Salvia</i>	
<i>Santolina species</i>	<i>Santolina / Lavender Cotton</i>	
<i>Scabiosa caucasica</i>	<i>Pincushion Flower</i>	
<i>Sedum species</i>	<i>Sedum / Stonecrop</i>	Low water needs
<i>Sempervivum tectorum</i>	<i>Hens and Chicks</i>	
<i>Sphaeralcea species</i>	<i>Globemallow</i>	
<i>Sphaeralcea grossulariifolia</i>	<i>Gooseberry-leaf Globemallow</i>	Utah's Choice
<i>Teucrium chamaedrys</i>	<i>Germander</i>	
<i>Thymus species</i>	<i>Thyme</i>	
<i>Tithonia rotundifolia</i>	<i>Mexican Sunflower</i>	
<i>Tulipa species</i>	<i>Tulips</i>	
<i>Veronica spicata</i>	<i>Spike Speedwell Veronica</i>	
<i>Viguiera multiflora</i>	<i>Showy Goldeneye</i>	Low water needs
<i>Yucca filamentosa</i>	<i>Yucca / Adam's Needle</i>	Low water needs
<i>Zauschneria latifolia</i>	<i>Firechalice</i>	Utah's Choice
<i>Zinnia grandiflora</i>	<i>Desert Zinnia</i>	Low water needs
<i>Zizophora clinopodioides</i>	<i>Blue Mist Bush</i>	

Shade

<i>Aquilegia species</i>	<i>Columbine</i>
<i>Bergenia cordifolia</i>	<i>Bergenia</i>
<i>Corydalis lutea</i>	<i>Yellow Corydalis</i>
<i>Epimedium species</i>	<i>Barrenwort / Epimedium</i>
<i>Geranium endressii</i>	<i>Cranesbill</i>
<i>Geranium sanguineum</i>	<i>Cranesbill</i>
<i>Geranium viscosissimum</i>	<i>Cranesbill</i>
<i>Heuchera species</i>	<i>Coral Bells</i>
<i>Smilacina racemosa</i>	<i>False Solomon Seal</i>

Ornamental Grasses

Full Sun

<i>Andropogon gerardii</i>	<i>Big Bluestem</i>	
<i>Aristida purpurea</i>	<i>Three Awn Grass</i>	
<i>Bouteloua curtipendula</i>	<i>Side Oats Grama Grass</i>	Utah's Choice
<i>Bouteloua gracilis</i>	<i>Blue Grama Grass</i>	
<i>Calamagrostis acutiflora</i>	<i>Feather Reed Grass</i>	
<i>Erianthus ravennae</i>	<i>Ravenna Grass / Hardy Plume Grass</i>	
<i>Festuca ovina glauca</i>	<i>Blue Fescue</i>	
<i>Rudbeckia species</i>	<i>Black-eyed Susan</i>	
<i>Salvia species</i>	<i>Salvia / Sage</i>	
<i>Helictotrichon sempervirens</i>	<i>Blue Oat Grass / Blue Avena</i>	
<i>Leymus cinereus</i>	<i>Great Basin Wildrye</i>	Utah's Choice
<i>Miscanthus sinensis</i>	<i>Maiden Grass</i>	
<i>Panicum species</i>	<i>Switch Grass</i>	
<i>Schizachyrium scoparium</i>	<i>Little Bluestem</i>	Utah's Choice
<i>Sorghastrum nutans</i>	<i>Indian Grass</i>	
<i>Sporobolus airoides</i>	<i>Alkali Sacaton Grass</i>	Utah's Choice
<i>Stipa comata</i>	<i>Needle and Thread Grass</i>	
<i>Stipa hymenoides</i>	<i>Indian Rice Grass</i>	Utah's Choice
<i>Stipa tenuissima</i>	<i>Mexican Grass</i>	

Shade

<i>Dechampsia caespitosa</i>	<i>Tufted Hair Grass</i>
<i>Molina caerulea</i>	<i>Purple Moor Grass</i>

Groundcovers

<i>Antennaria species</i>	<i>Pussy Toes</i>	
<i>Arctostaphylos uva-ursi</i>	<i>Kinnikinnick</i>	
<i>Buchloe dactyloides</i>	<i>Buffalograss</i>	Low water needs
<i>Cerastium tomentosum</i>	<i>Snow-in-Summer</i>	
<i>Delosperma species</i>	<i>Ice Plant</i>	Low water needs
<i>Helianthemum nummularium</i>	<i>Sun Rose</i>	
<i>Hypericum calycinum/reptans</i>	<i>St. Johnswort</i>	
<i>Juniperus horizontalis</i>	<i>Horizontal Juniper</i>	Low water needs
<i>Mahonia repens</i>	<i>Creeping Mahonia</i>	Utah's Choice
<i>Phlox subulata</i>	<i>Creeping Phlox</i>	
<i>Sedum species</i>	<i>Sedum</i>	Low water needs
<i>Stachys byzantine</i>	<i>Lamb's Ear</i>	Low water needs
<i>Teucrium chamaedrys</i>	<i>Germander</i>	
<i>Thymus species</i>	<i>Thyme</i>	Low water needs
<i>Veronica liwanensis</i>	<i>Turkish Veronica</i>	
<i>Veronica rupestris</i>	<i>Creeping Veronica</i>	

Vines

<i>Campsis radicans</i>	<i>Trumpet Vine</i>	Extremely vigorous
<i>Clematis tangutica</i>	<i>Clematis</i>	
<i>Polygonum aubertii</i>	<i>Silverlace Vine</i>	
<i>Wisteria species</i>	<i>Wisteria</i>	

Trees to be planted in naturalized areas

<i>Acer glabrum</i>	<i>Rocky Mountain Maple</i>	Plant at higher elevations
<i>Acer grandidentatum</i>	<i>Bigtooth Maple</i>	
<i>Chilopsis linearis</i>	<i>Desert Willow</i>	
<i>Juniperus osteosperma</i>	<i>Utah Juniper</i>	
<i>Juniperus scopulorum</i>	<i>Rocky Mtn Juniper</i>	Plant at higher elevations
<i>Pinus aristata</i>	<i>Bristlecone Pine</i>	
<i>Pinus edulis</i>	<i>Pinyon Pine</i>	
<i>Pinus flexilis</i>	<i>Limber Pine</i>	
<i>Populus</i>	<i>Poplar</i>	
<i>Populus fremonti</i>	<i>Cottonwood</i>	
<i>Quercus gambelii</i>	<i>Gambel Oak</i>	

Unacceptable Trees and Shrubs

<i>Acer negundo</i>	<i>Box Elder</i>	Volunteers easily; messy
<i>Acer saccharinum</i>	<i>Silver Maple</i>	Needs too much water
<i>Ailanthus</i>	<i>Tree of Heaven</i>	Volunteers easily; messy
<i>Betula species</i>	<i>White Birch</i>	Disease prone
<i>Celtis occidentalis</i>	<i>Common Hackberry</i>	Invasive on Wasatch Front
<i>Elaeagnaceae angustifolia</i>	<i>Russian Olive</i>	Volunteers easily; messy
<i>Populus tremloides</i>	<i>Quaking Aspen</i>	Disease prone
<i>Pyracantha</i>	<i>Firethorn Shrub</i>	Grows aggressively
<i>Robinia pseudoacacia</i>	<i>Black Locust</i>	Volunteers easily; messy
<i>Salix species</i>	<i>Willow</i>	Needs too much water
<i>Ulmus Americana</i>	<i>American Elm</i>	Disease prone
<i>Ulmus pumilla</i>	<i>Siberian Elm</i>	Volunteers easily; messy

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6.4 DESIGN REVIEW CHECKLIST

Use for submission of plans to Hidden Valley DRC:

Step 1: Pre-Design Meeting

To initiate the review and approval process prior to preparing any detailed drawings for a proposed improvement, the owner and architect or builder shall meet with the Hidden Valley DRC to present and discuss the proposed project and to explore and resolve any questions regarding construction requirements or the interpretation of the Guidelines or the design review process. This informal review will offer guidance prior to the Preliminary Plans submittal.

Plans are not required at the pre-design meeting, however, the following items are recommended in order to maximize the effectiveness of this meeting with the Hidden Valley DRC:

- ☐ Site plan of entire area of proposed improvement, showing property boundary and topography (11"x17" or larger size recommended)
- ☐ Plans, photographs and/or drawings of proposed building prototypes and styles
- ☐ Narrative letter describing the improvements, including the proposed land use, number of units/square feet of commercial space, density/FAR, vehicular and pedestrian access, building finishes, treatment of open space and common areas, etc.

Step 2: Preliminary Plan Submittal

This review covers conceptual site planning and architecture, and preliminary landscape architecture for any proposed development or improvement in Hidden Valley. At this stage, site planning is particularly important and should be developed with sufficient detail to indicate the general layout and arrangement of streets, buildings, and open spaces. Three (3) paper sets and one electronic set of Preliminary Plans are to be submitted to the Hidden Valley DRC for review. Plans should include the following information:

Site Survey

- ☐ Parcel boundaries, dimensions and legal description
- ☐ Existing contours at 2-foot intervals
- ☐ Major existing terrain features or historical features

Site Plans (at a scale of no less than 1" = 100')

- ☐ Name of owner or developer, consultants and date of submittal
- ☐ Property boundary and site coverage data (e.g., total planning area acreage, number of dwelling units, dwelling units per acre, typical lot sizes, and open space acreage)
- ☐ Proposed lots, building envelopes and setbacks (SFD neighborhoods)
- ☐ Proposed building footprints and building setbacks (SFA, multifamily, mixed-use and commercial developments)
- ☐ Maximum building height/number of stories
- ☐ Streets and Rights-of-Way (ROW) widths
- ☐ Parking lot layout, where applicable, including the location of handicapped spaces, and numerical data for parking
- ☐ Sidewalks, off-street trails, and bicycle lanes
- ☐ Community areas, such as courtyards and plazas
- ☐ Parks, open spaces and amenity areas
- ☐ Existing utility easements
- ☐ North arrow and scale

Schematic Architectural Plans (at a scale of no less than 1/8" = 1'-0")

- ☐ Floor plan(s)
- ☐ Elevation(s) (See Architecture Guidelines for Elevation Articulation Ratio calculation in Section 4.2)
- ☐ Typical exterior materials, colors, and finishes under consideration

Preliminary Landscape Architecture Plans (at a scale of no less than 1" = 100')

- ☐ Conceptual landscape plan showing locations of lawns, trees, shrubs, and planting beds
- ☐ Conceptual fence and/or wall plan
- ☐ Plant materials under consideration (See Appendix 6.3 for Approved Plant List)

In addition to the above plans, submit the following:

- ☐ Narrative letter describing the improvements, including the proposed land use, number of units/square feet of commercial space, density/FAR, vehicular and pedestrian access, building finishes, treatment of open space and common areas, etc.

HIDDEN VALLEY

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Chapter 3 - Site Planning Guidelines

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6.1 Definitions

6.2 Explanation of Terms

6.3 Approved Plant List

6.4 Design Review Checklist

6.5 Enhanced EA Ratio Requirements

Step 3: Final Plan Submittal

This review covers specific designs for site planning, architecture, landscape architecture, signage, and exterior lighting. After preliminary approval is obtained, Final Plans shall be submitted to the Hidden Valley DRC. The Final Plan drawings should further elaborate upon the approved Preliminary Plans. This review should include resolution of the conditions placed on the prior Preliminary Plan approval. Three (3) complete paper sets and one (1) electronic set of design drawings are to be submitted to the Hidden Valley DRC for review. Plans should include the following information:

Site Plans (at a scale of no less than 1" = 100')

- ☐ Property boundary and site coverage data (e.g., total planning area acreage, number of dwelling units, dwelling units per acre, lot sizes, and open space acreage)
- ☐ Dwelling/footprint location and setbacks (front, rear, sides)
- ☐ Dwelling heights/number of stories
- ☐ Street width and Right-of-Way (ROW)
- ☐ Parking lot layout, where applicable, including the location of standard, compact, and handicapped spaces and numerical data for each type of parking
- ☐ Sidewalks, off-street trails, bicycle lanes, and paths
- ☐ Community areas such as courtyards and plazas
- ☐ Parks, open space and amenity areas (with acreage)
- ☐ Development phasing concept (if applicable)
- ☐ Locations and finished floor elevations of homes
- ☐ Utility easements and locations (sewer, water, gas, power, and telecommunications)
- ☐ Conceptual grading plan with existing and proposed grades and limits of construction
- ☐ Location of on-site exterior lighting
- ☐ Location of accessory structures, decks, driveways, etc.
- ☐ North arrow and scale

Covenants, Conditions and Restrictions ("Hidden Valley CC&Rs"), including but not limited to the following:

- ☐ EAR requirements
- ☐ Size of proposed dwellings, including minimum square feet of dwelling
- ☐ Exterior material and color requirements
- ☐ Minimum setbacks for building envelope
- ☐ Other thematic elements

Architecture Plans (at the same scale as site plans)

- ☐ Floor plan(s) (including the square footage of each residence)
- ☐ Elevations: three (3) elevations for each floor plan with full graphic representation of exterior treatments
- ☐ Calculation of Elevation Articulation Ratio (EAR) (See Architecture Standards for EA Ratio calculation - Section 4.2)
- ☐ Roof Plan
- ☐ Sample board of exterior materials (e.g., cladding, roof materials), colors and finishes for building body and trim
- ☐ Location of wall-mounted lights
- ☐ Method of screening of exterior utility boxes and mechanical and communications equipment (for multifamily and commercial)

Landscape Architecture Plans (at a scale of no less than 1" = 100')

- ☐ Location, size, quantity, and types of plant materials (See Appendix 6.3 for Approved Plant List)
- ☐ Location and dimensions of berms and other grading elements
- ☐ Location and type of hardscape materials
- ☐ Location and description of site furnishings
- ☐ Description of type(s) of irrigation proposed
- ☐ Location, type and materials of fencing and/or walls

In addition to the above plans, submit the following:

- ☐ Narrative letter describing the improvements, including the proposed land use, number of units/square feet of commercial space, density/FAR, vehicular and pedestrian access, building finishes, treatment of open space and common areas, etc.

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6.5 Enhanced EA Ratio Requirements

6.5 ENHANCED EA RATIO REQUIREMENTS

Enhanced EA Ratio requirements have been established in order to promote a higher level of exterior finishing for buildings that are located in “high visibility” areas within Hidden Valley. The following enhanced EA Ratios apply to all residential structures whose finished floor elevation is above the 5,280-foot contour line, otherwise known as the “Mile High Elevation”, as depicted in Figure 5.5.

6.5.1 Enhanced EA Ratio for Single-Family Detached Buildings

The Enhanced EA Ratio for single-family detached homes has the following requirements based on house size:

Full or partial credit areas may not be re-counted, with two exceptions—masonry and fenestration beneath a porch or deck roof.

	Single-family Detached House Area				
	Under 1,700 SF	1,701-2,100 SF	2,101-2,500 SF	2,501-3,100 SF	3,101 and up
Enhanced EA Ratio Requirements:					
Front and Exposed Elevation EA Ratio minimum*	0.40	0.44	0.46	0.52	0.58
Side Elevation(s) EA Ratio minimum	0.28	0.30	0.32	0.34	0.36
Passive Side Elevation EA Ratio minimum **	0.22	0.24	0.24	0.26	0.26
Rear Elevation EA Ratio minimum - Street Loac	0.32	0.34	0.36	0.38	0.44
Rear Elevation EA Ratio minimum - Alley Loac	0.16	0.20	0.23	0.26	0.32
Materials:					
Exposed foundation at 2:12 or shallower slopes:	Up to 20"				
Exposed foundation at slopes greater than 2:12:	Up to 24"				
Minimum Fenestration Area per elevation (SF) ***	60	75	90	105	120
Roofing requirements:	Architectural Grade				
Window Materials:					
Allowable	Vinyl, Wood				
Prohibited	Aluminum				

* “Exposed Elevations” are those elevations that face streets, open spaces or hillside locations that are visible from surrounding streets, including street-side elevations of houses that are on a corner lot.

** A “Passive Side Elevation” is the inactive, or blank wall side of a building that is using a cross-use easement, zero-lot line, or another mechanism in order to integrate active areas of the lot with the architecture. These elevations are often characterized by the use of clerestory windows on the passive side. Houses that are not designed to share or bias outdoor spaces with the neighboring home will not be able to use the Passive Side EA Ratio requirement.

*** Depending on the proposed building style, Hidden Valley DRC may, but is not required to, grant a waiver for the minimum fenestration area.

6.5.2 Enhanced EA Ratio for Other Residential Buildings

The Enhanced EA Ratio for single-family attached and multifamily buildings has the following requirements based on building type and size:

	Building Type									
	Twinhomes		Townhomes						Multifamily	Community Buildings & Clubhouses
	Front Load	Rear Load	Street Load		Attached Alley Load		Detached Alley Load			
			< 1,700 SF	≥ 1,700 SF	< 1,700 SF	≥ 1,700 SF	< 1,700 SF	≥ 1,700 SF		
Enhanced EA Ratio Requirements										
Front and Exposed Elevation EA Ratio minimum	0.43	0.52	0.40	0.48	0.54	0.61	0.58	0.60	0.64	
Side Elevation(s) EA Ratio minimum		0.34	0.32	0.34	0.32	0.34	0.34	0.34	0.36	0.54
Hidden Side Elevation EA Ratio minimum		0.24	0.24	0.25	0.25	0.25	0.25	0.25	0.30	n/a
Rear Elevation EA Ratio minimum	0.40	0.34	0.37	0.40	0.30	0.36	0.18	0.18	0.44	0.54
Materials										
Exposed foundation at 2:12 or shallower slopes	Up to 8"		Up to 12"							
Exposed foundation at slopes greater than 2:12	Up to 16"		Up to 24"							
Minimum Fenestration Area per elevation (SF)	105									
Roofing requirements	Architectural Grade									
Window Materials										
Allowable	Vinyl, Wood									
Prohibited	Aluminum									

HIDDEN VALLEY

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6.5 Enhanced EA Ratio Requirements

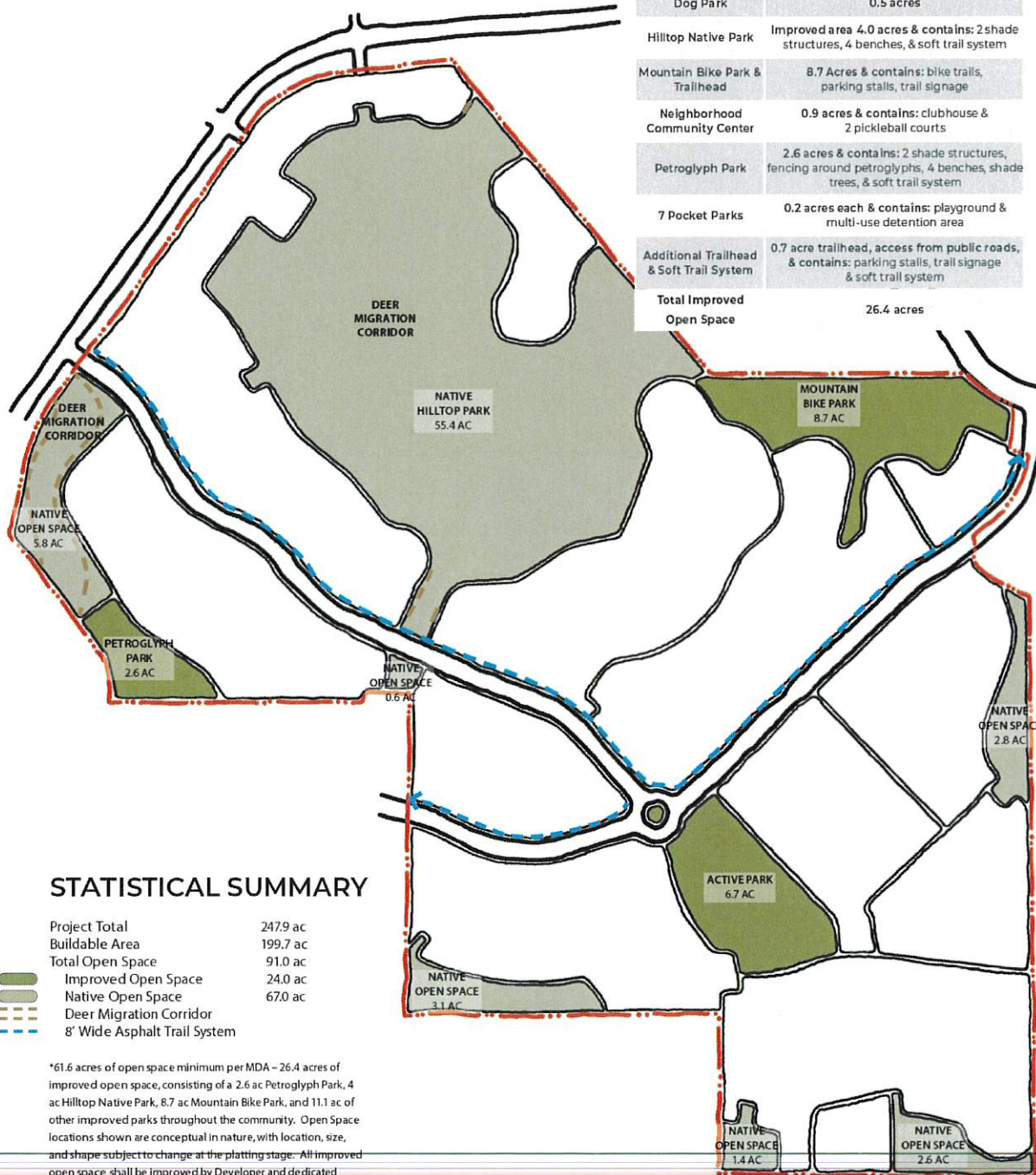
HIDDEN VALLEY

EXHIBIT F – AMENDED PARK IMPROVEMENTS PLAN
EAGLE MOUNTAIN, UT

November 2022

Open Space Amenities Table

Amenity	Details
Active Park	4.6 acres & contains: 2 pickleball courts, basketball court, restrooms, playground, & multi use fields
Asphalt Trail System	6,000 linear feet of 8' asphalt trails min.
Community Center	3.0 acres & contains: clubhouse & pool
Deer Migration Corridor	Fenced by City & withing the larger Native Hilltop & 5.8 acre native open space area
Dog Park	0.5 acres
Hilltop Native Park	Improved area 4.0 acres & contains: 2 shade structures, 4 benches, & soft trail system
Mountain Bike Park & Trailhead	8.7 Acres & contains: bike trails, parking stalls, trail signage
Neighborhood Community Center	0.9 acres & contains: clubhouse & 2 pickleball courts
Petroglyph Park	2.6 acres & contains: 2 shade structures, fencing around petroglyphs, 4 benches, shade trees, & soft trail system
7 Pocket Parks	0.2 acres each & contains: playground & multi-use detention area
Additional Trailhead & Soft Trail System	0.7 acre trailhead, access from public roads, & contains: parking stalls, trail signage & soft trail system
Total Improved Open Space	26.4 acres



PERRY HOMES



NOT DRAWN TO SCALE

Exhibit F

[Parks and Open Space Plan]

OLD

Sage Communities



Parks, Trails, and Open Space Plan

February 4, 2008



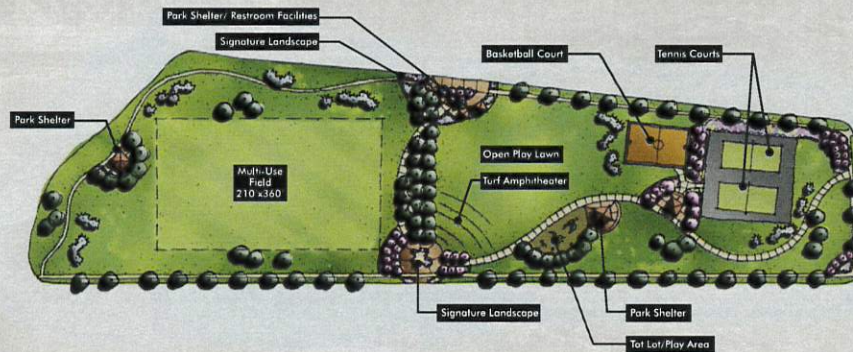
NORTH



HUESTER KOPATZ
PLANNING & DESIGN



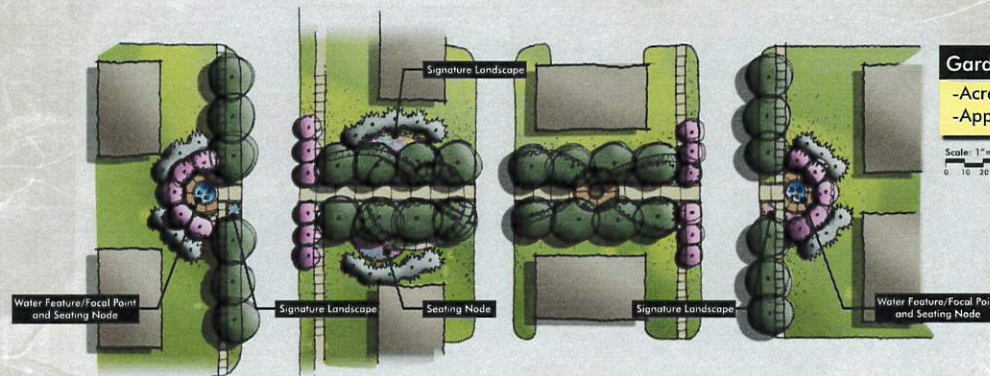
Sage Communities



Active Park-\$5.00/sf:

- Acreage: 7.6
- Approx. cost: \$1,655,000
- Amphitheater
- Tennis courts
- Basketball court

Scale: 1"=50'-0"
0 25 50 100 (feet)



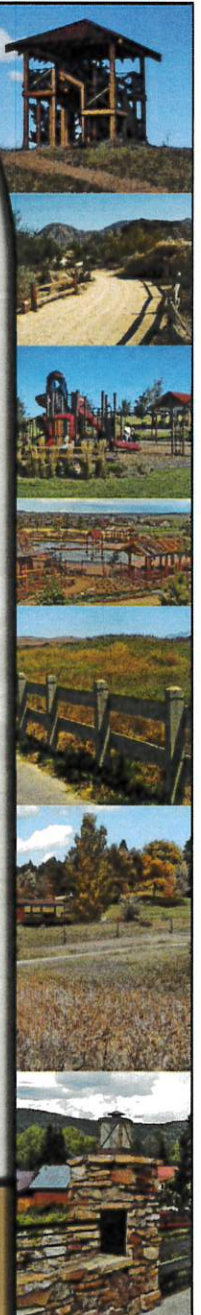
Garden Park TYP-\$4.50/sf:

- Acreage: 2.7
- Approx. cost: \$430,000

Scale: 1"=20'-0"
0 10 20 40 (feet)

Parks, Trails, and Open Space Plan - Active Park and Typical Garden Park

February 4, 2008



Sage Communities



Neighborhood Community Center A-\$500,000 ea:

- Acreage:0.4
- Approx. cost: \$500,000
- Pedestrian Pass-Through

Primary Trailhead A-\$2.50/sf:

- Acreage: 0.6
- Approx. cost: \$65,000
- Tot lot

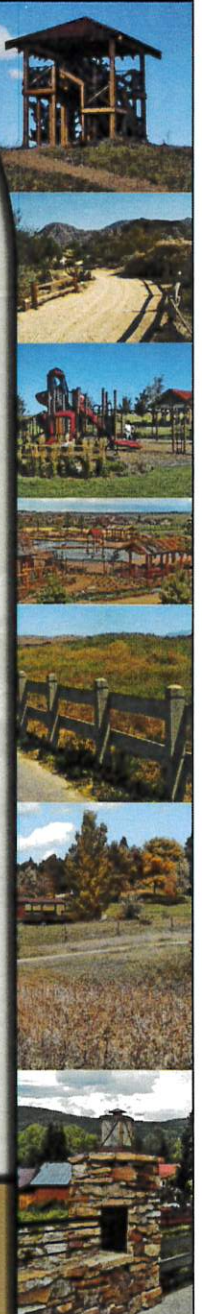
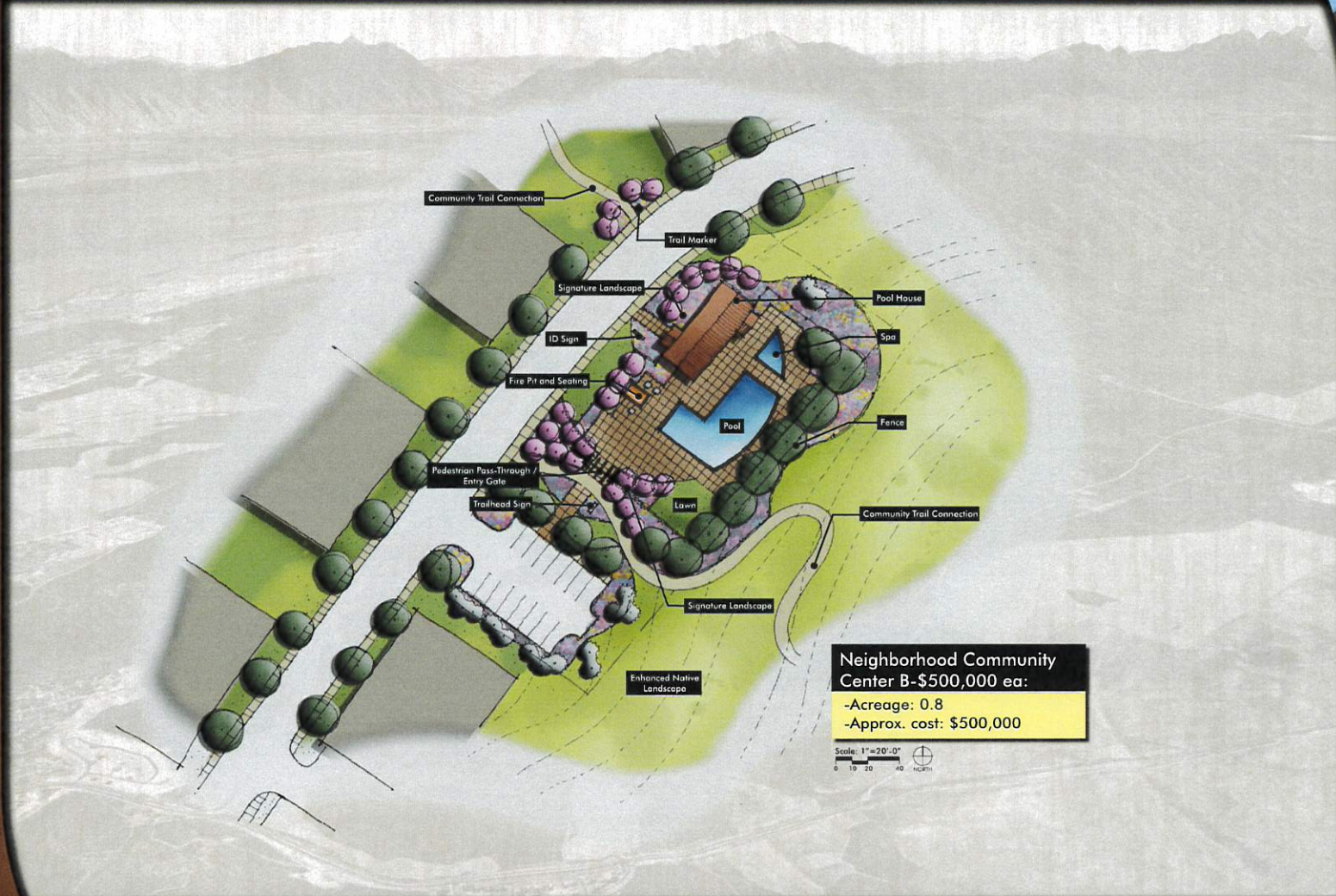
Scale: 1"=20'-0"

0 10 20 40 100ft

Parks, Trails, and Open Space Plan - Neighborhood Community Center A
February 4, 2008 and Primary Trailhead A



Sage Communities

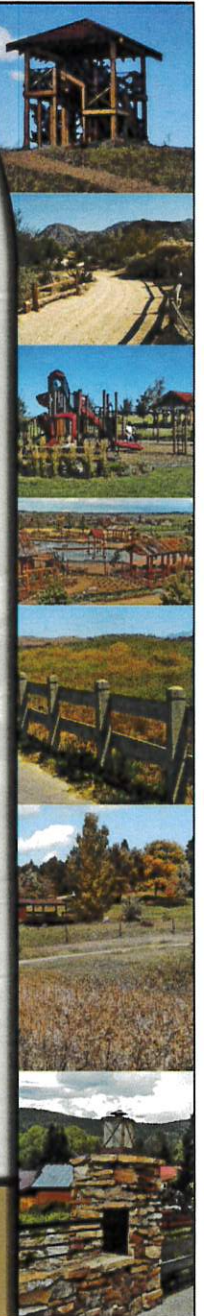


Parks, Trails, and Open Space Plan - Neighborhood Community Center B

February 4, 2008



Sage Communities

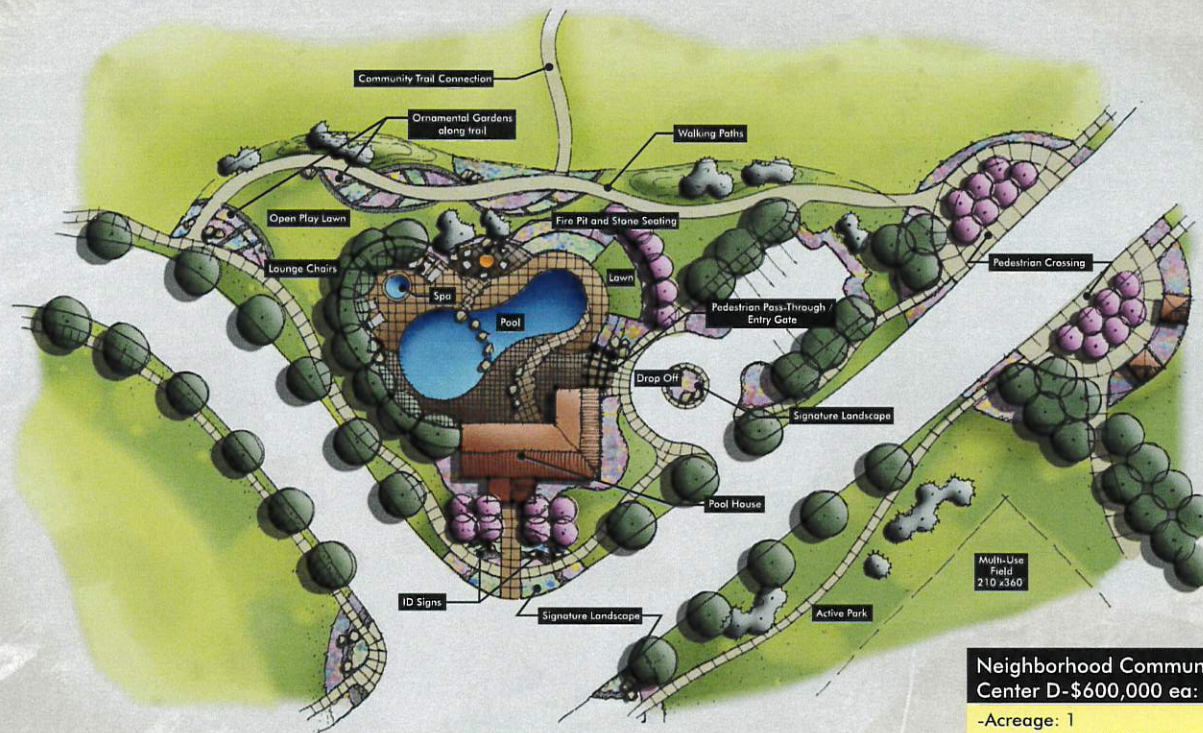


Parks, Trails, and Open Space Plan - Neighborhood Community Center C

February 4, 2008



Sage Communities



Neighborhood Community
Center D-\$600,000 ea:

-Acreage: 1

-Approx. cost: \$600,000

Scale: 1"=20'-0"

0 10 20 40 NORTH

Parks, Trails, and Open Space Plan - Neighborhood Community Center D

February 4, 2008



Sage Communities



Neighborhood Community Center E-\$500,000 ea:

-Acreage: 3.2

-Approx. cost: \$500,000

Scale: 1"=30'-0"

0 15 30 60 NORTH

Parks, Trails, and Open Space Plan - Neighborhood Community Center E

February 4, 2008



Sage Communities

Neighborhood Park A-\$4.50/sf:

- Acreage: 2.3
- Approx. cost: \$455,000
- Berm seating
- Restroom facility
- Multi-Use Field

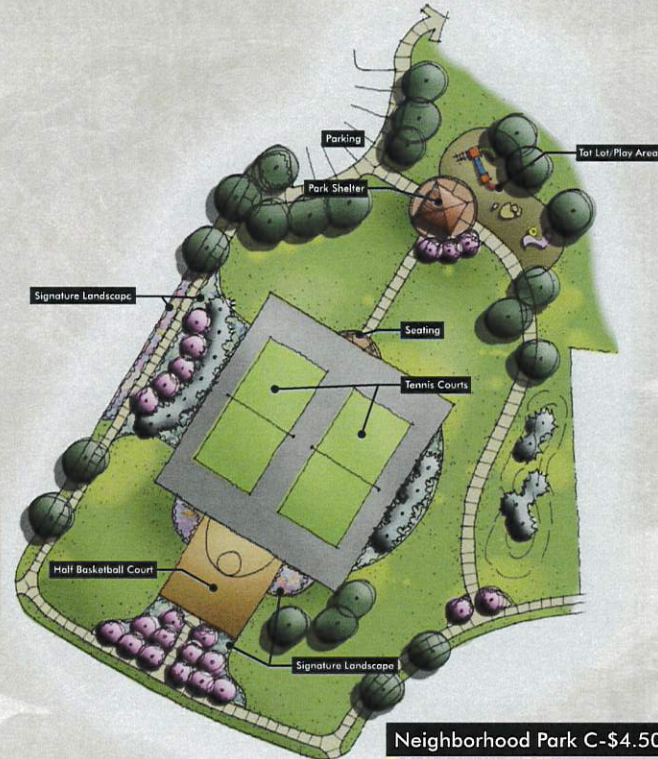
Scale: 1"=20'-0"



Neighborhood Park B-\$4.50/sf:

- Acreage: 0.5
- Approx. cost: \$100,000
- Passive
- Boulder garden

Scale: 1"=30'-0"

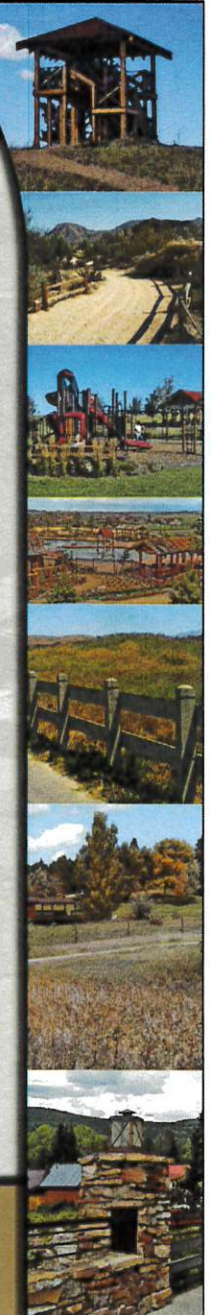


Neighborhood Park C-\$4.50/sf:

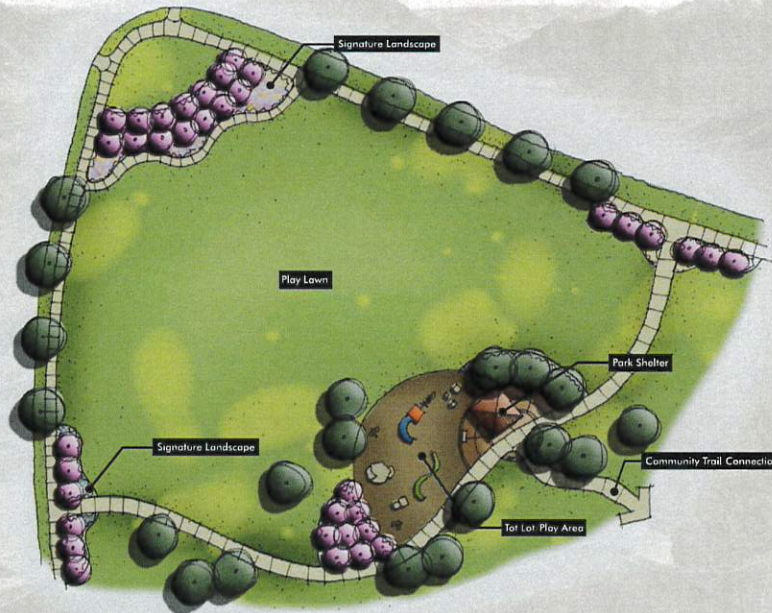
- Acreage: 1.3
- Approx. cost: \$255,000
- Tennis courts
- Half-basketball court
- Parking

Scale: 1"=20'-0"

Parks, Trails, and Open Space Plan - Neighborhood Park A,
February 4, 2008 Neighborhood Park B and
Neighborhood Park C



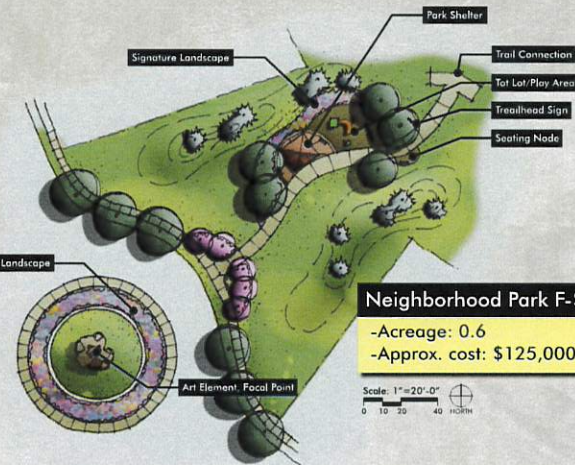
Sage Communities



Neighborhood Park D-\$4.50/sf:

- Acreage: 1.7
- Approx. cost: \$335,000
- Detention Pond

Scale: 1"=20'-0"
0 10 20 40 NORTH



Neighborhood Park F-\$4.50/sf:

- Acreage: 0.6
- Approx. cost: \$125,000

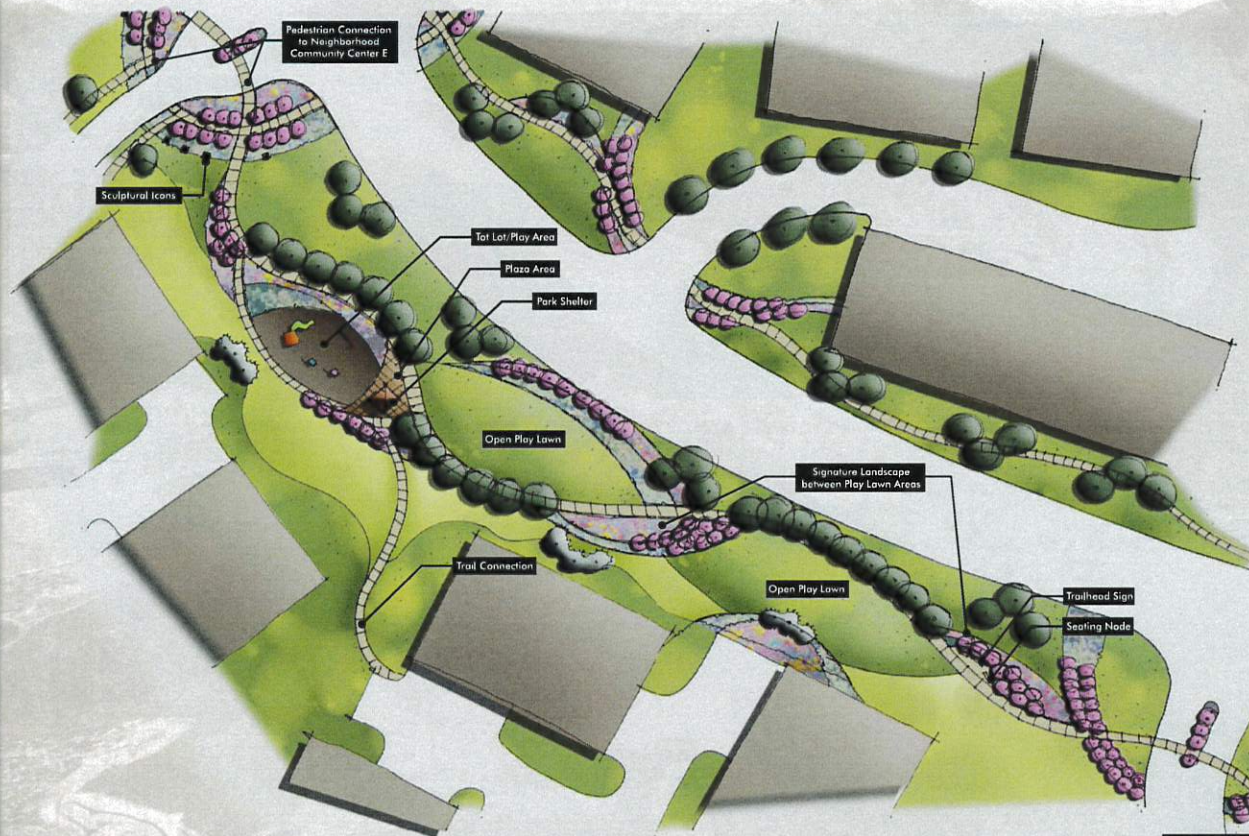
Scale: 1"=20'-0"
0 10 20 40 NORTH



Parks, Trails, and Open Space Plan - Neighborhood Park D and
February 4, 2008 Neighborhood Park F



Sage Communities



Neighborhood Park E-\$4.50/sf:

-Acreage: 1.4

-Approx. cost: \$275,000

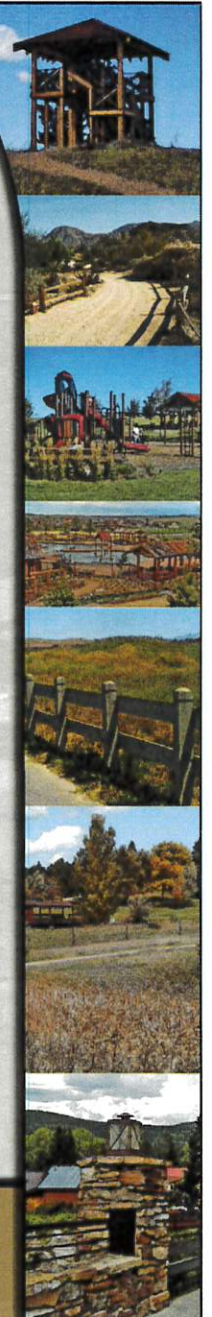
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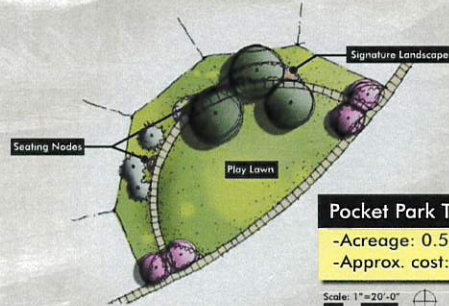


Parks, Trails, and Open Space Plan - Neighborhood Park E

February 4, 2008



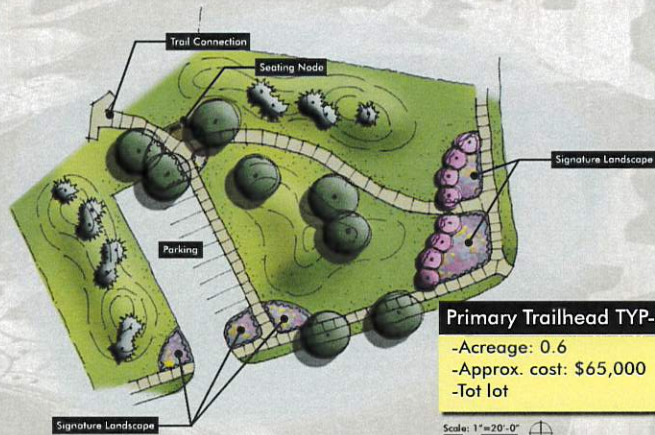
Sage Communities



Pocket Park TYP - \$3.50/sf:

-Acreage: 0.5
-Approx. cost: \$80,000

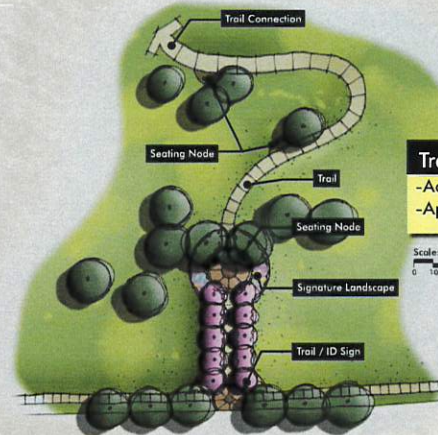
Scale: 1"=20'-0"
0 10 20 40 NORTH



Primary Trailhead TYP - \$2.50/sf:

-Acreage: 0.6
-Approx. cost: \$65,000
-Tot lot

Scale: 1"=20'-0"
0 10 20 40 NORTH



Trailhead Park TYP - \$2.75/sf:

-Acreage: 0.3
-Approx. cost: \$35,000

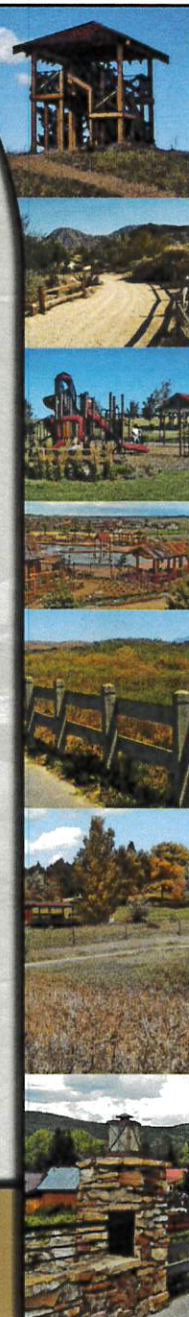
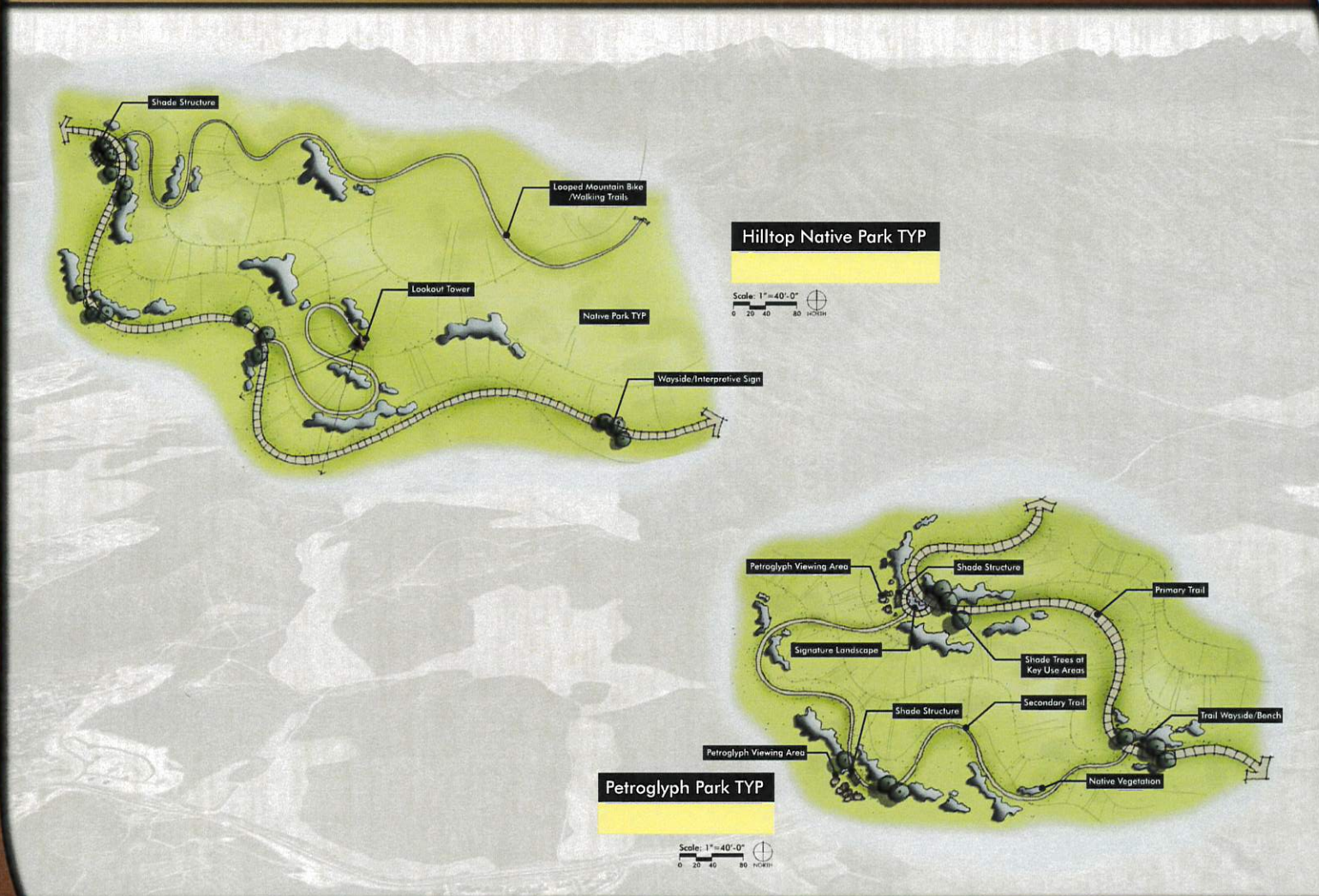
Scale: 1"=20'-0"
0 10 20 40 NORTH

Parks, Trails, and Open Space Plan - Typical Pocket Park, Primary Trailhead, and Trailhead Park

February 4, 2008



Sage Communities



Parks, Trails, and Open Space Plan - Hilltop Native Park Typical and Petroglyph Park Typical

February 4, 2008



Eagle Mountain City
Amendment No. 1 to the Master Development Agreement
For the Lower Hidden Valley Master Development Planned Area

This Amendment No. 1 (“Amendment No.1”) to the Master Development Agreement for the Lower Hidden Valley Master Development Planned Area (the “Master Development Agreement”) is entered into between Eagle Mountain City, a municipal corporation of the state of Utah (the “City”) and Perry Development, LLC a Utah limited liability company (“Perry”).

RECITALS

WHEREAS, the City and certain entities known as the Developer under the Master Development Agreement, entered into the Master Development Agreement as of June 23, 2011;

WHEREAS, Perry has since acquired all of the real property that was the subject of and encumbered by the Master Development Agreement;

WHEREAS, since Perry acquisition and with the passage of time, certain events have transpired that have made it advisable to amend the Master Development Agreement;

WHEREAS, the Master Development Agreement was deemed to be amendable by its express terms by all Parties thereto pursuant to its express terms;

WHEREAS, the City and Perry acknowledge that Perry is the successor in interest to the original Developer and is thereby empowered to execute the Amendment No. 1 as the required Developer party and that the same will be binding on both the City and Perry in accordance with the Master Development Agreement (and specifically with reference to Paragraph 35, thereof) and that Perry is now considered the Developer of the Project;

WHEREAS, the Project consists of approximately 274.92 acres of land (the “Property”) located southeast of Pony Express Parkway. An amended legal description of the Property is attached as Exhibit A;

NOW THEREFORE, for good and valuable consideration, the same as is hereby acknowledged by the Parties hereto, the City and Perry agree as follows:

1. Paragraph 2 of the Master Development Agreement is hereby amended and restated in its entirety as follows:
 - a. 2. Zoning Density and Land Use Standards. The Project will be zoned as residential in accordance with Chapter 17.25 of the City’s Municipal Code. The residential zone must be a predominately residential use, but certain commercial and mixed-use developments are allowed as a conditional use with the Project permitted for a total of (not to exceed) 1,256 residential dwelling units (the “Maximum Density”). The Amended Land Use Map (Exhibit B) is the zoning Map for the Property.

- 2.1 Phases and Densities. The total Project densities are as follows:

Total Land Area: 274.92 acres
Total Buildable Area: 199.7 acres
Total Residential Units: 1,256 units
Improved Open Space: not less than 24.29 acres

2.2 In addition, the Property is divided into thirteen (13) phases (individually a "Phase" and collectively "Phases") which permit certain numbers of dwelling units to be constructed in each Phase. The Location of each Phase is depicted on Exhibit C, attached hereto (the "Amended Phasing Map"). The number of dwelling units provided for in each Phase is a maximum, and dwelling units may not be transferred between Phases or between areas of the Amended Land Use Map unless the transfer is specifically related to the preservation of open space, trails, or the wildlife corridor, or provides for better traffic flow or the moving of a roadway to better align with neighboring or planned roads. Such transfer is only permitted if approved by the City's approval authority and Perry along with a site plan or preliminary plat. agree as evidenced by final plat approvals for dwelling units that may alter the total number of dwelling units permitted in a certain Phase. In no event shall the total number of dwelling units constructed in all Phases of the Project exceed the Maximum Density. Notwithstanding anything herein to the contrary, any City ordinance, amendment to the Municipal 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 unreasonably restricting Developer's ability to develop the vested densities set forth herein shall be inapplicable to 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. The City makes no warranty or guarantee that the entitled Maximum Density can be achieved, and the Parties acknowledge that as the development progresses that certain market, infrastructure, and/or other similar constraints beyond the control of the Parties may be presented which could prevent the practical use of all vested densities.

2. Paragraph 4 of the Master Development Agreement is hereby amended and restated in its entirety as follows:

4. Design Guidelines: In order to provide for a higher standard of architectural and visual appeal for the Project, Developer has proposed design guidelines to be enforced by the HOA. A copy of the design guidelines are attached hereto as Exhibit E (the "Amended Design Guidelines"). The design guidelines are an integral part of the approvals of the Project and are hereby adopted. In the event of a conflict between ~~the Tier II, Tier III, Tier IV or other the~~ City ordinances or requirements and the Amended Design Guidelines, the ~~Amended Design Guidelines requirements~~ City ordinances shall control.

3. Paragraph 5 of the Master Development Agreement is hereby amended and restated in its entirety as follows:

5. Improved Open Space and Trails. Developer's plan includes 24.0 acres of improved open space, 67.0 acres of native open space and 6,000 linear feet of paved community trails. A map and conceptual drawing depicting the general size and location of the Park Improvements are attached hereto as Exhibit F (the "Amended Park Improvements" or "Park Improvements"). Developer shall comply with section 16.30.070 of the City's Municipal Code which requires a separate cash bond for all parks, trails and open space improvements in each Phase of the Project. The Amended Park Improvements as described and detailed on

Exhibit F shall control where Exhibit F is mentioned in any other provisions of the Development Agreement. The Exhibit F attached hereto amends and replaces the Exhibit F set forth in the original Development Agreement. In the event of a conflict between the Amended Park Improvements Exhibit F and the Amended Design Guidelines, the Exhibit F Amended Park Improvements Exhibit F shall control.

4. Paragraph 7 of the Development Agreement is hereby amended and restated as follows:

7. Ownership and Maintenance of Park Improvements. All Park Improvements less than 2 acres shall be dedicated to and maintained by the HOA. The HOA shall at all times provide access to all HOA-owned Park Improvements for emergency services, including fire and police services. All Park Improvements 2 acres or greater along with any native open space shall be dedicated to and maintained by the City.

5. Paragraph 9 of the Development Agreement is hereby rescinded and is no longer a part of the Development Agreement applicable to the Project.

- ~~6. Paragraph 10 of the Development Agreement is hereby amended and restated as follows:~~

~~10. Transitioning and Setback Requirements. Developer agrees to comply with all transitioning and setback requirements set forth in the Amended Design Guidelines.~~

- ~~7.6.~~ Paragraph 16.1 of the Development Agreement is hereby deleted in its entirety.

- ~~8.7.~~ Paragraph 16.2 of the Development Agreement is hereby amended and restated as follows:

~~16.2 — Hidden Valley Parkway. The proposed Hidden Valley Parkway ("Hidden Valley Parkway") is not included in the City's current Capital Facilities Plan. Therefore, it shall be the sole responsibility of Perry to install the section of Hidden Valley Parkway between Pony Express Parkway and Sage Road (aka Cross-Valley Parkway) as a 77' collector road. Perry shall be required to complete this work in phases and any final subdivision plat that Perry or any other developer in the Project records that touches any boundary of Hidden Valley Parkway shall be required to complete that portion of Hidden Valley Parkway that is adjacent to or a part of any portion of the Project that is covered by any recorded final Plat. Such portion of Hidden Valley Parkway shall be required to be included in any such final plat.~~ 16.2 Project Collector Roads. The main collector roads that provide access to and through the project (from Pony Express Parkway at northwest to Hidden Valley Parkway at the east, including stubbing the collector road to the west in accordance with the City's Master Transportation Plan) shall be constructed by Perry to the City's collector road standard.

END OF AMENDMENTS

- ~~9.8.~~ Any portion of the Master Development Agreement that is not amended hereby shall continue in full force and effect. In the event of a conflict between this Amendment No. 1 and the Master Development Agreement, the provisions of this Amendment No. 1 shall govern in all respects.

- ~~10.9.~~ This Amendment No. 1 shall be recorded against the Property and shall be deemed to run with the land and shall be binding on Developer and all successors and assigns that own any portion of the Property.

(Signature Page Follows)

DATED this _____ day of _____, 20__

PERRY DEVELOPMENT, LLC

By: _____

Print Name: _____

Title: _____

STATE OF UTAH)

:ss

COUNT OF _____)

On the _____ day of _____, 20__, personally appeared before me
_____, who being by me duly sworn, did say that he/she is the
_____ of **PERRY DEVELOPMENT, LLC**, and that the foregoing
instrument was duly authorized by the company and signed on behalf of said company.

NOTARY PUBLIC

DATED this ____ day of _____, 20__.

EAGLE MOUNTAIN CITY

By: _____

Print Name: _____

Title: _____

APPROVED AS TO FORM:

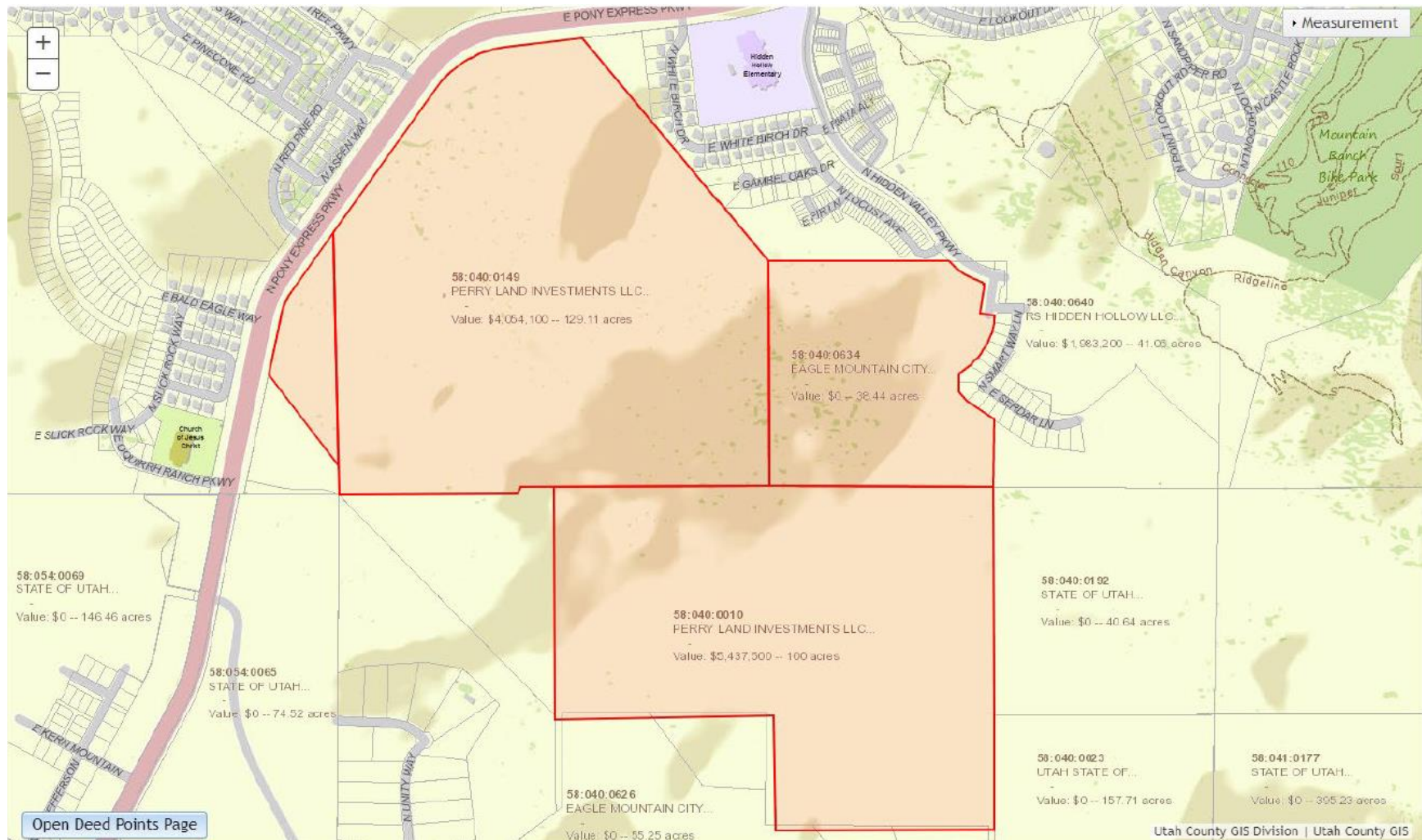
ATTEST:

City Attorney

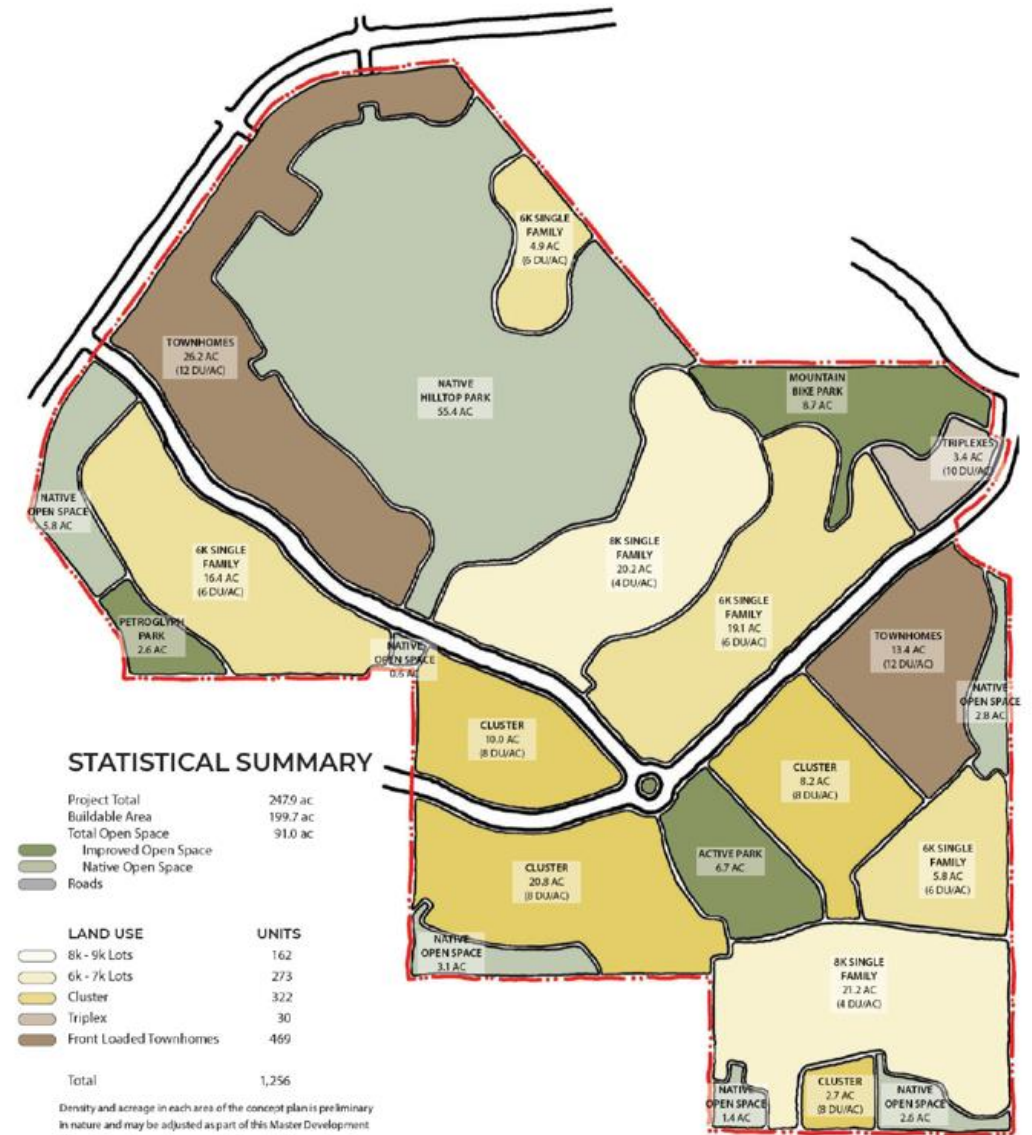
City Recorder

VICINITY MAP

LOWER HIDDEN VALLEY DEVELOPMENT



LOWER HIDDEN VALLEY EXISTING/VESTED PLAN AND [NEW] DEVELOPER PROPOSED PLAN



LOWER HIDDEN VALLEY

PROJECT STATS AT A GLANCE

(Numbers Taken from Existing and Proposed Master Development Plans and Development Agreements)

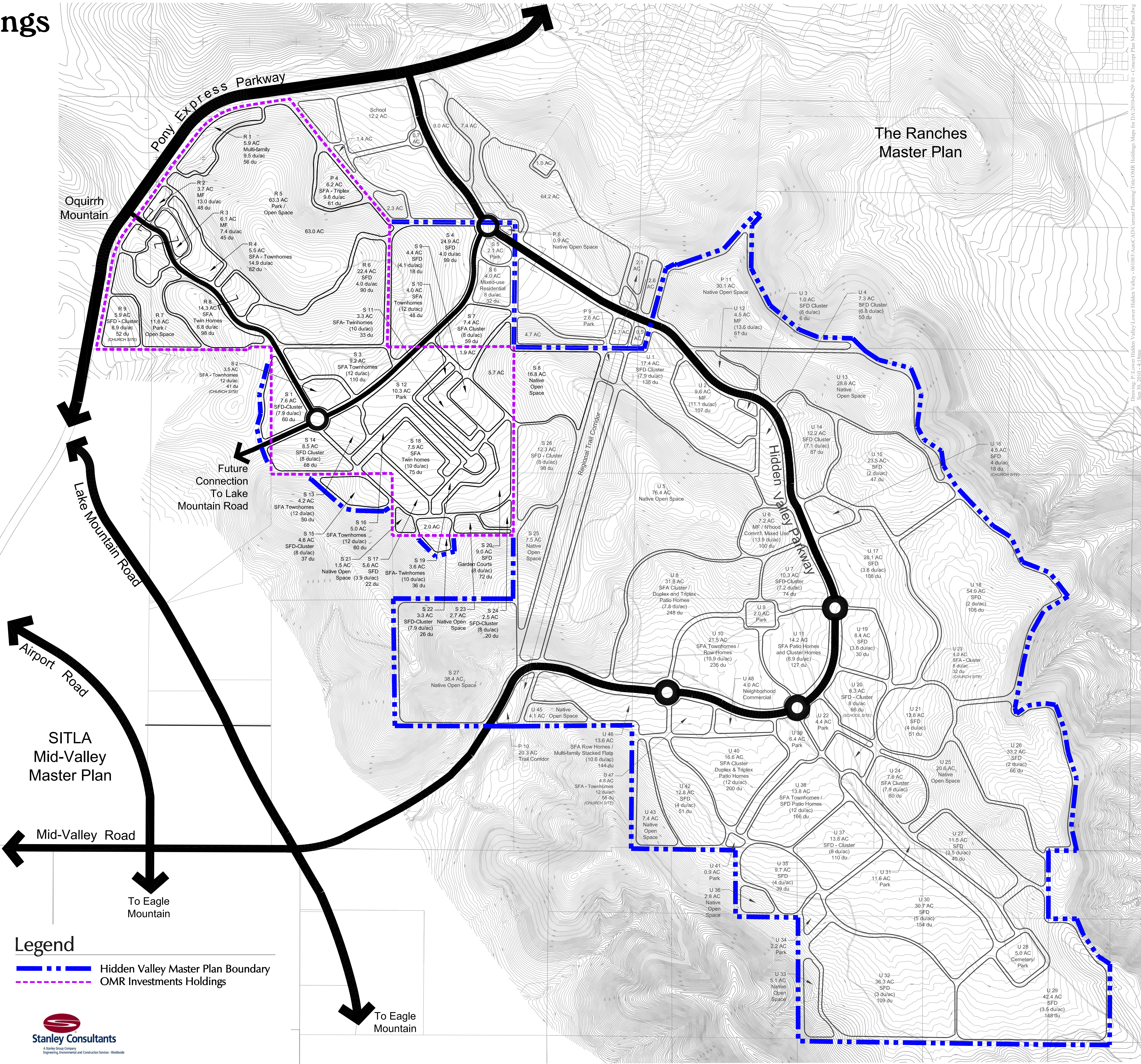
Gross Acres of Property Slated for Development	Existing Approved Plan	Developer Proposal (Including City's 38.44-Acre Parcel)
	244.60	274.92 (else 236.48 or other)
Total Buildable Acres	Vested	Developer Proposal (Including City's 38.44-Acre Parcel)
	205.10	199.70 (else 161.26 or other)
Unit Tally by Building Type	Existing Approved Plan	Developer Proposal By Type (#s from developer)
Total of 1,256 Residential Units		
Single-Family Detached (SFD) "cluster"	271	322
SFD ("traditional")	127	435
Single-Family Attached (SFA) ("twin-home, tri-plex, townhome")	709	499
Multi-Family Condos/Apartments	149	0
Totals:	1,256	1,256
Open Space Acreage(s) 1,2, 3	Existing Approved Plan (53.9 acres)	Developer Proposal
Improved Open Space (per MDA Language)	Not less than 24.20	24.0 (Developer is okay to go to 24.20)
Improved Open Space Acreage (Per Agreement Exhibit & Proposed Exhibit)	24.20	26.40 (17.7 acres w/o existing 8.7 acres of City property)
Unimproved Open Space	85.60	67 (per MDA language)/64.60 per exhibit)
Total Open Space (Improved and Native)	109.8	Approx. 91 acres
Setbacks by Unit Type 4,5	Vested	Newly Proposed (f/s/s/corner side/r)
SFD Detached	[Old Residential Zone tier system] 15' (22' to garage)/15' combined sides (5' min.)/20' rear	22'/5'/5'/10' (corner side)/20'
Single-Family Attached (twin-home, tri-plex, multi-unit townhomes)	"	18'-20'/5'/15'/10'
Cluster (cottage)	"	20'/5'/5'/10' (corner side)/10'

OMR Investments Holdings

LOWER HIDDEN VALLEY

Master Development Plan

Land Use Data					
PARCEL	LAND USE	AREA (AC)	DENSITY (DU/AC)	RES 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	64.9	6.1	398	
	MULTI-FAMILY	68.2	10.4	709	
TOTAL MULTI-FAMILY		15.7	9.5	149	
		83.9	10.2	858	7.5%
TOTAL RESIDENTIAL		148.8	8.4	1,256	13.3%
TOTAL PARKS (includes 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%



HIDDEN VALLEY

PERRY INTERNAL CONCEPT PLAN
EAGLE MOUNTAIN, UT

February 2023



STATISTICAL SUMMARY

Project Total	247.9 ac
Buildable Area	199.7 ac
Total Open Space	90.0 ac

- Improved Open Space
- Native Open Space
- Roads

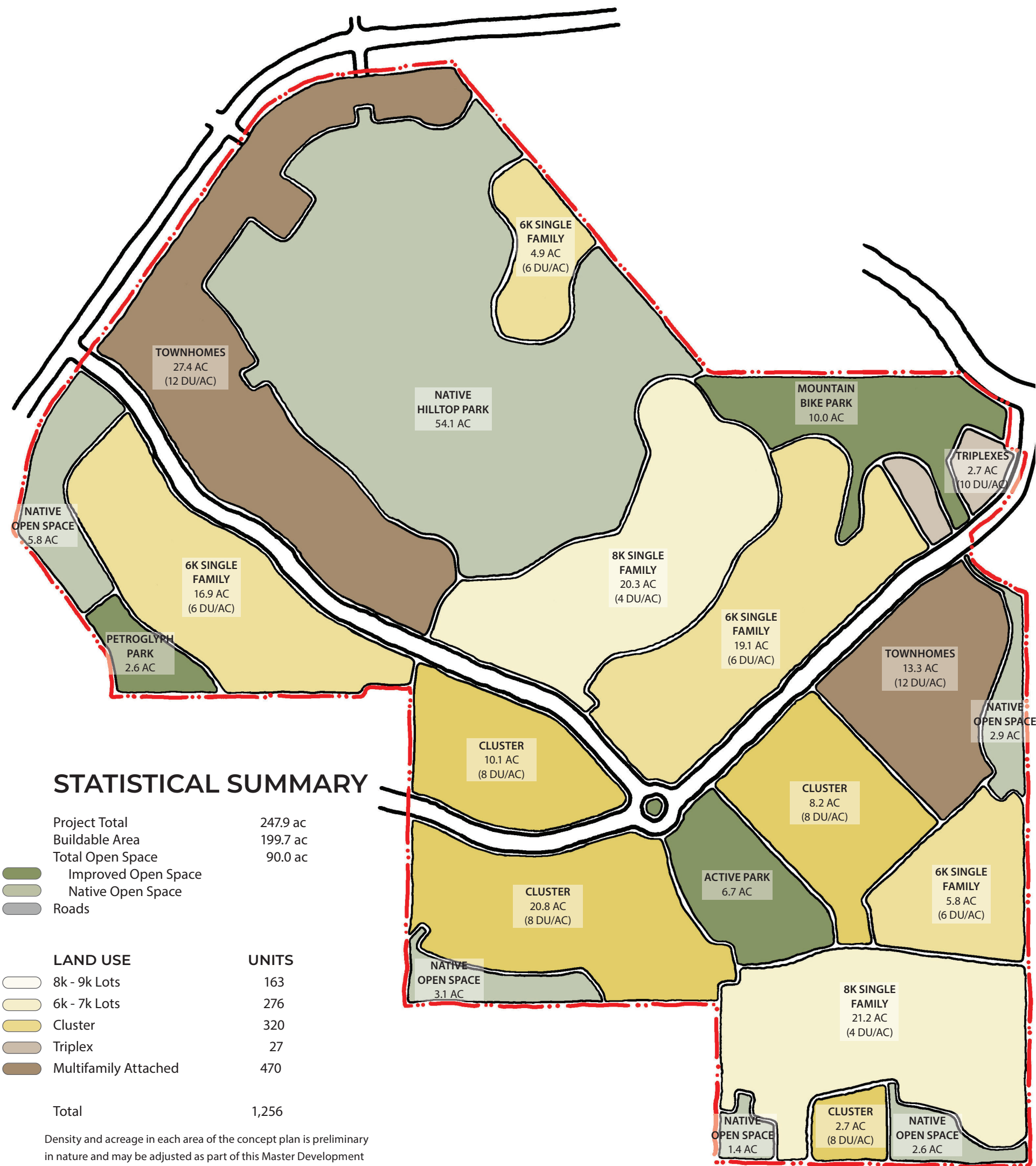
LAND USE	UNITS
8k - 9k Lots	163
6k - 7k Lots	276
Cluster	320
Triplex	27
Multifamily Attached	470

Total 1,256

Density and acreage in each area of the concept plan is preliminary in nature and may be adjusted as part of this Master Development Plan update so long as the overall density and unit count remains the same.

HIDDEN VALLEY

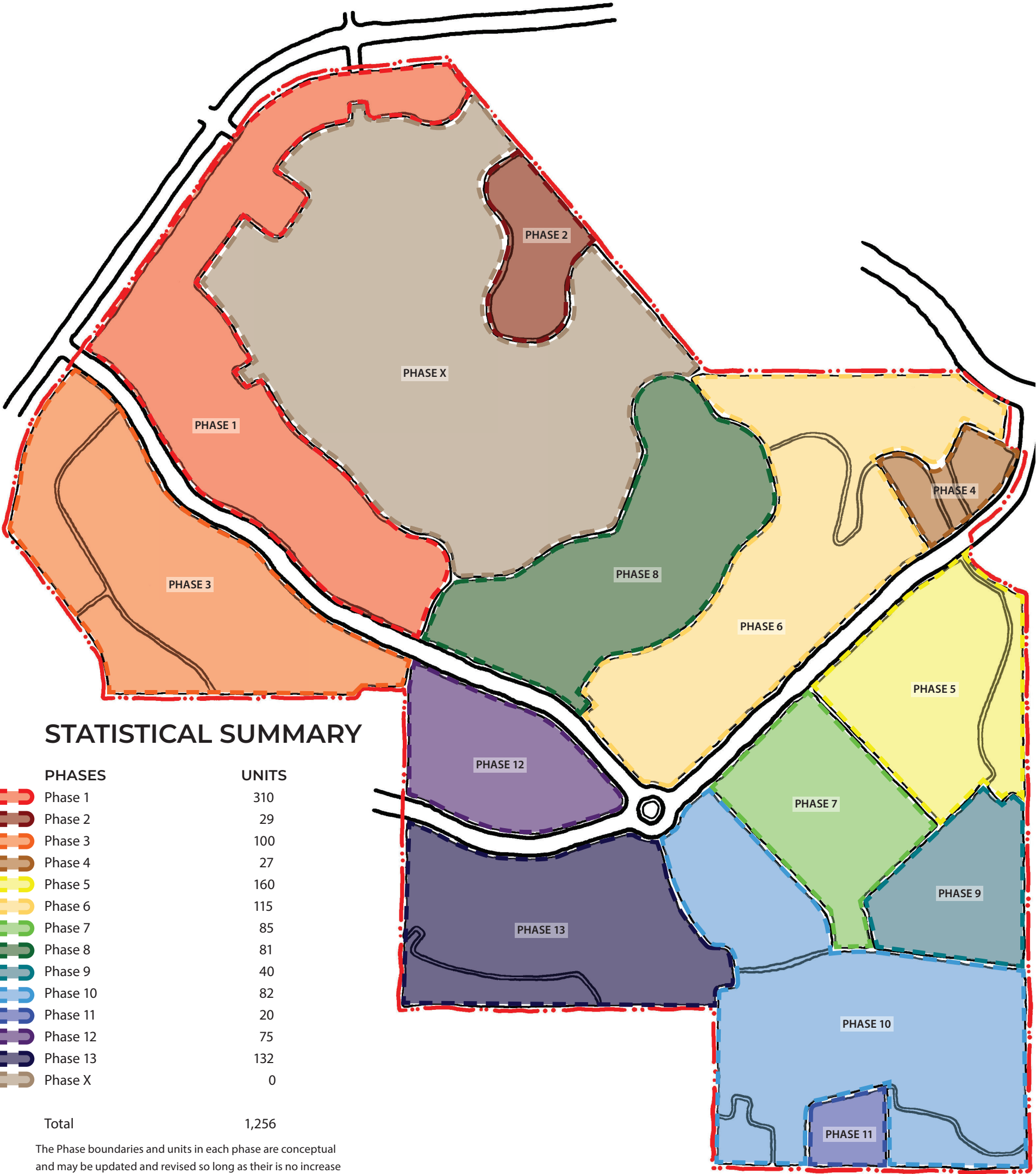
CONCEPT PLAN
EAGLE MOUNTAIN, UT
February 2023



HIDDEN VALLEY

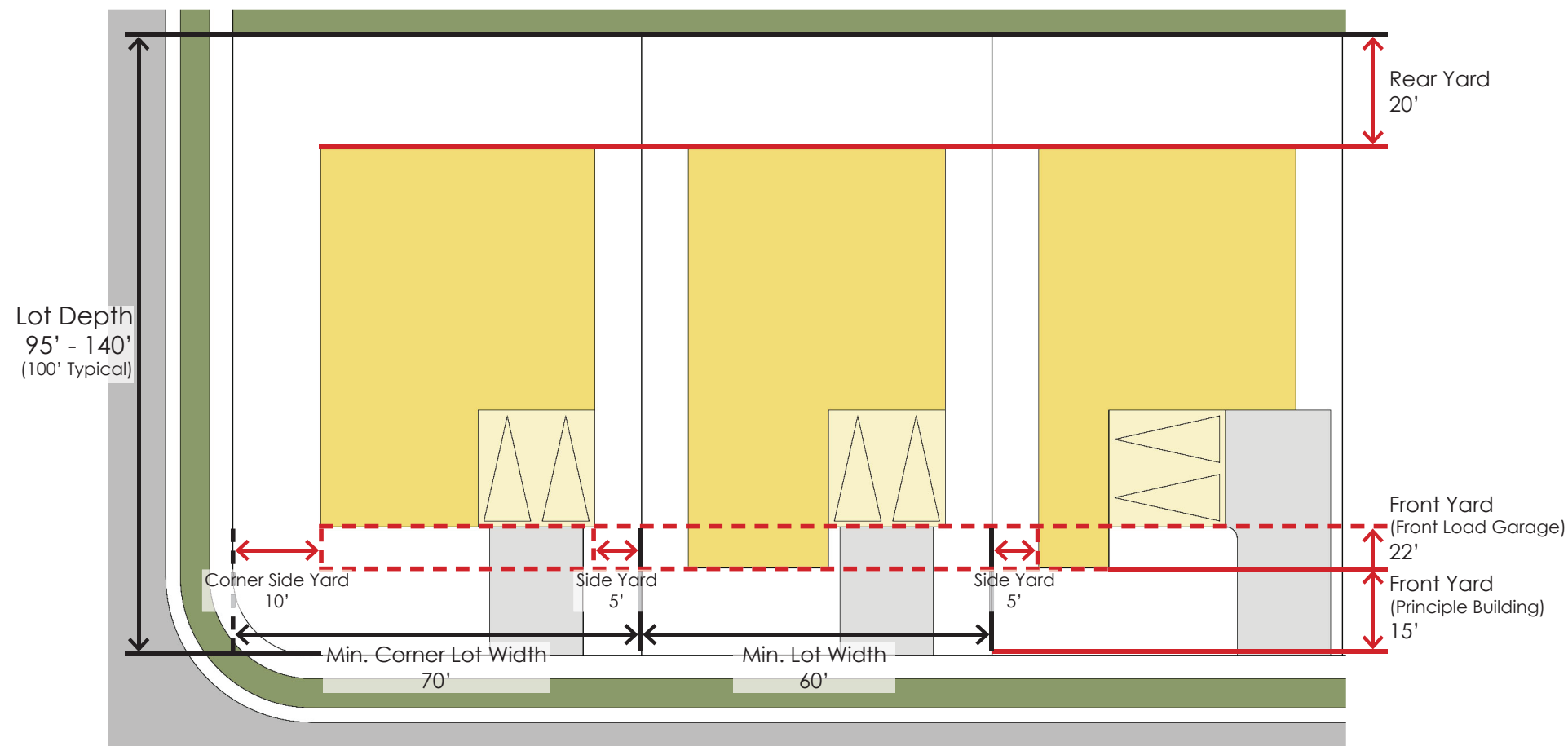
EXHIBIT C – PHASING PLAN
EAGLE MOUNTAIN, UT

February 2023

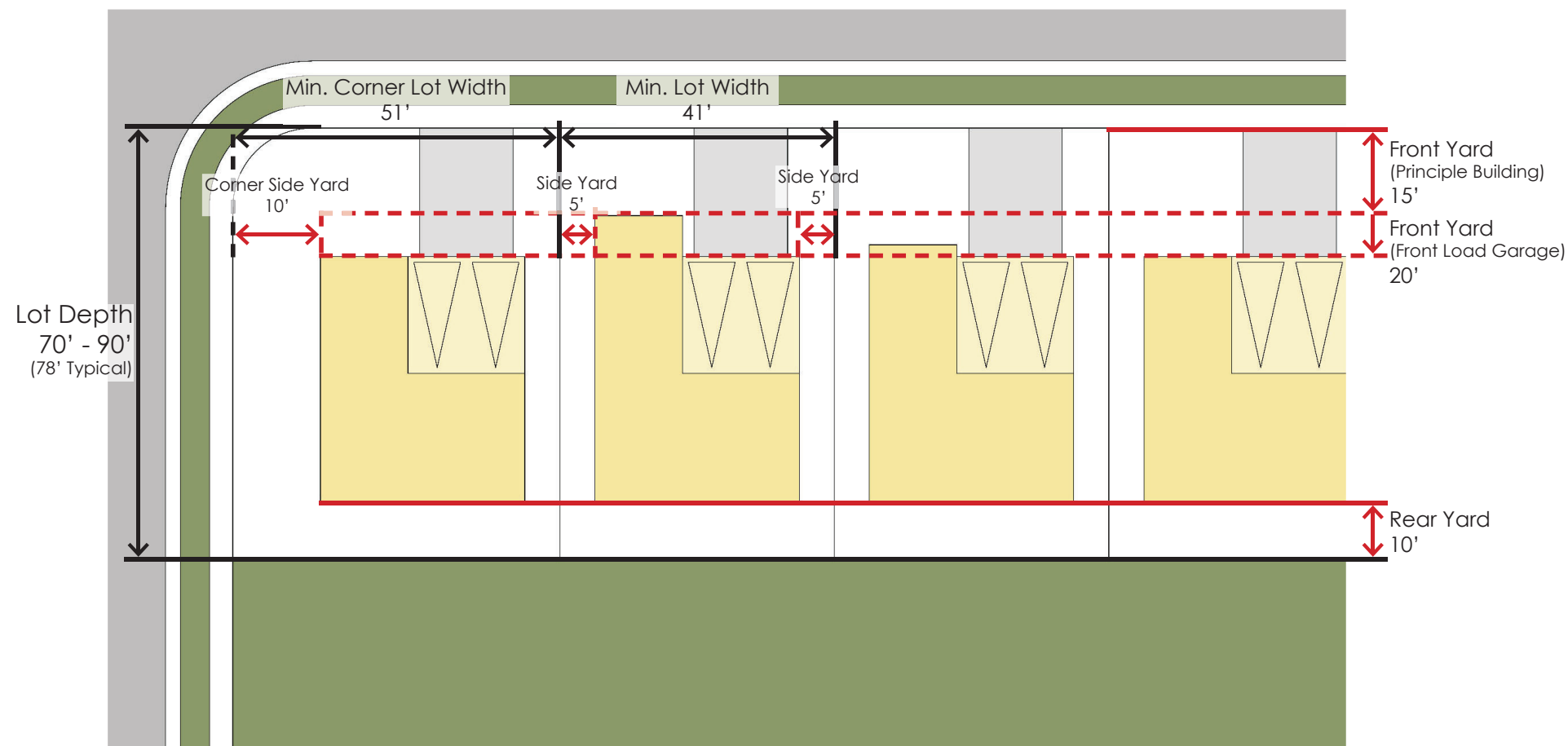


The Phase boundaries and units in each phase are conceptual and may be updated and revised so long as there is no increase in overall density or unit count. Units may be shifted to different phases during the future submittals based on this stipulation.

Single Family Lot Dimensions & Averages



Cottage Lot Dimensions & Averages



February 2023

The diagram illustrates a rectangular residential lot with various setbacks and dimensions. The lot is divided into a front yard (light green), a central building area (brown), and a rear yard (light green). The front yard is further divided into a front secondary area (light green) and a front primary area (light green). The lot is bounded by a street on the left and a street on the right. The lot is divided into three sections by two vertical green lines. The dimensions are as follows:

- Min. Lot Width:** 40' (indicated by a horizontal double-headed arrow at the top).
- Front Secondary:** 15' (indicated by a horizontal double-headed arrow on the left side of the front yard).
- Front Yard (Front Load Garage):** <6' or >18' (indicated by a vertical double-headed arrow on the right side of the front yard).
- Lot Depth:** 90' - 100' (98' Typical) (indicated by a vertical double-headed arrow on the left side of the lot).
- Rear Yard:** 10' (indicated by a vertical double-headed arrow on the right side of the rear yard).

The diagrams illustrate two lot layout options for a 22-foot wide lot. Both diagrams show a lot with a depth of 70' to 85' (78' typical) and a 5-foot alley side setback. The lot is divided into a front yard (principal building) and a rear yard. The front yard is 20 feet deep, and the rear yard is 10 feet deep. The front secondary setback is 15 feet. The lot is also divided into a 10-foot PUE (Permitted Use Easement) and a 10-foot PUE. The minimum lot width is 22 feet.

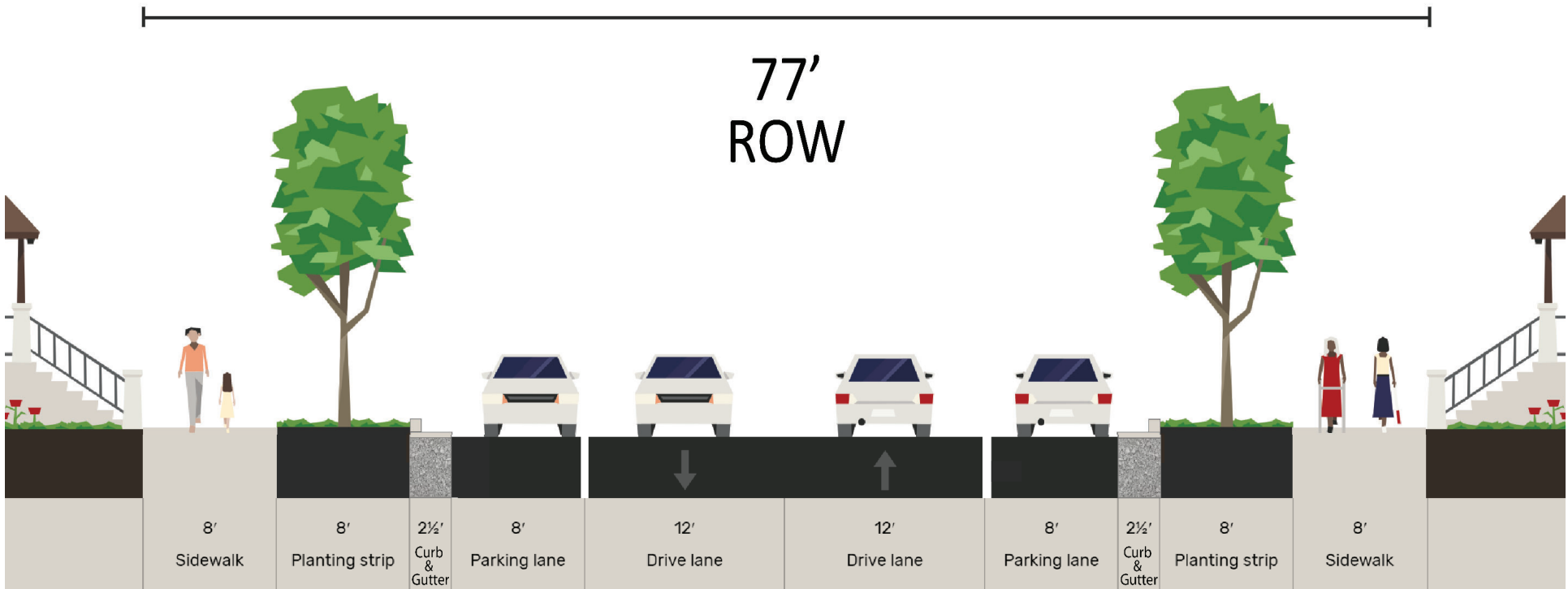
Top Diagram:

- Alley Side Setback 5'
- Min. Lot Width 22'
- 10' PUE
- Front Secondary 15'
- Front Yard (Principal Building) 20'
- 10' PUE
- Rear Yard 10'
- Alley Side Setback 5'
- Lot Depth 70' - 85' (78' Typical)

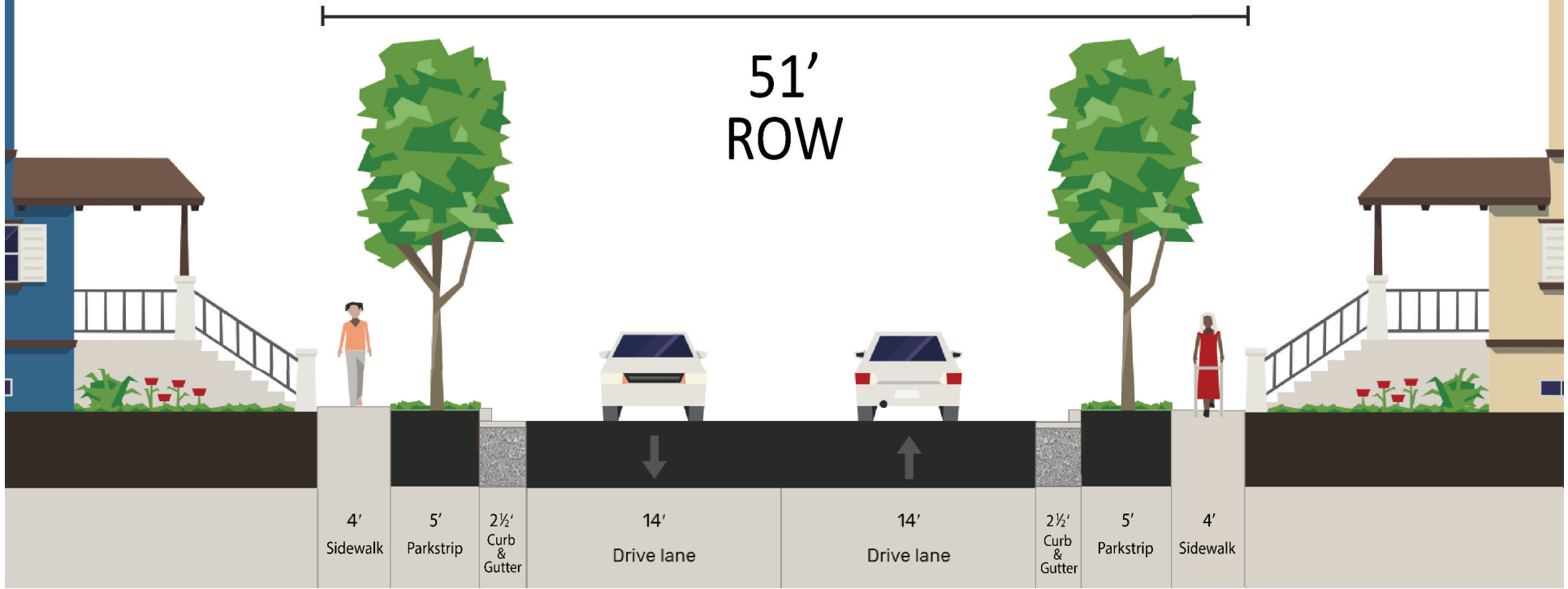
Bottom Diagram:

- Alley Side Setback 5'
- Min. Lot Width 22'
- 10' PUE
- Front Secondary 15'
- Front Yard (Principal Building) 15'
- 10' PUE
- Rear Yard <6' or >18'
- R.O.W.
- Alley Side Setback 5'
- Lot Depth 70' - 85' (78' Typical)

COLLECTOR



LOCAL ROAD



HIDDEN VALLEY

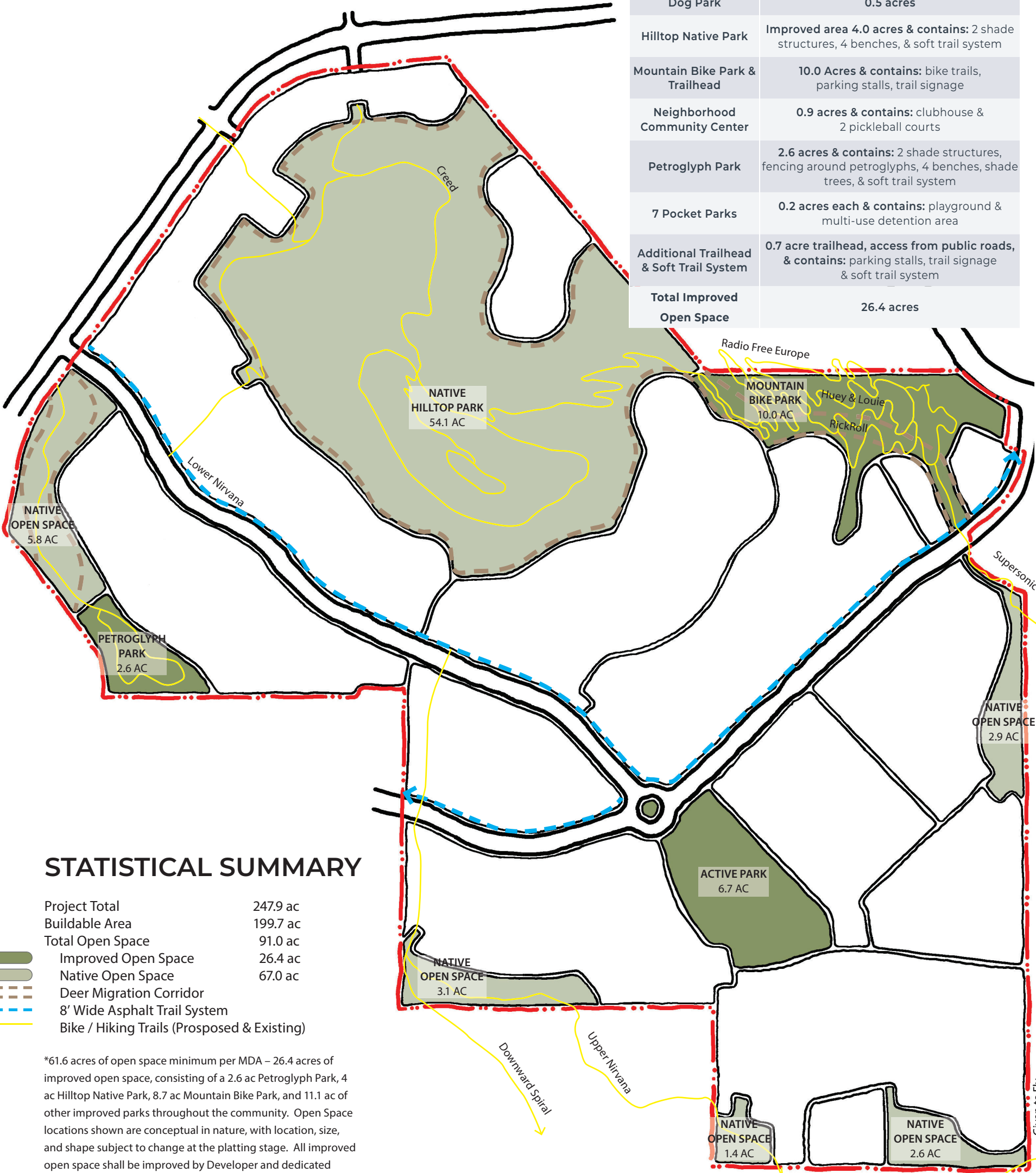
EXHIBIT F – AMENDED PARK IMPROVEMENTS PLAN

EAGLE MOUNTAIN, UT

February 2023

Open Space Amenities Table

Amenity	Details
Active Park	4.6 acres & contains: 2 pickleball courts, basketball court, restrooms, playground, & multi use fields
Asphalt Trail System	6,000 linear feet of 8' asphalt trails min.
Community Center	3.0 acres & contains: clubhouse & pool
Deer Migration Corridor	Fenced by City & withing the larger Native Hilltop & 5.8 acre native open space area
Dog Park	0.5 acres
Hilltop Native Park	Improved area 4.0 acres & contains: 2 shade structures, 4 benches, & soft trail system
Mountain Bike Park & Trailhead	10.0 Acres & contains: bike trails, parking stalls, trail signage
Neighborhood Community Center	0.9 acres & contains: clubhouse & 2 pickleball courts
Petroglyph Park	2.6 acres & contains: 2 shade structures, fencing around petroglyphs, 4 benches, shade trees, & soft trail system
7 Pocket Parks	0.2 acres each & contains: playground & multi-use detention area
Additional Trailhead & Soft Trail System	0.7 acre trailhead, access from public roads, & contains: parking stalls, trail signage & soft trail system
Total Improved Open Space	26.4 acres



STATISTICAL SUMMARY

Project Total	247.9 ac
Buildable Area	199.7 ac
Total Open Space	91.0 ac
Improved Open Space	26.4 ac
Native Open Space	67.0 ac
Deer Migration Corridor	
8' Wide Asphalt Trail System	
Bike / Hiking Trails (Prosposed & Existing)	

*61.6 acres of open space minimum per MDA – 26.4 acres of improved open space, consisting of a 2.6 ac Petroglyph Park, 4 ac Hilltop Native Park, 8.7 ac Mountain Bike Park, and 11.1 ac of other improved parks throughout the community. Open Space locations shown are conceptual in nature, with location, size, and shape subject to change at the platting stage. All improved open space shall be improved by Developer and dedicated to and maintained by the City, except for the Community Center and Neighborhood Community Center, which shall be maintained by the HOA. All native open space, including the deer migration corridor, is to be dedicated to the City. Plan also includes a minimum of 37.6 acres of native open space and 6,000 linear feet of paved trails.

RESOLUTION NO. R- -2023

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING
THE LOWER HIDDEN VALLEY MASTER DEVELOPMENT AGREEMENT**

PREAMBLE

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

NOW THEREFORE, BE IT RESOLVED 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 amendment to the Lower Hidden Valley Master Development Agreement, as set forth in Exhibit A.

2. The amendment to the Lower Hidden Valley 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 7th day of February, 2023.

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 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	MOTION/PUBLIC HEARING - Request for the Waiver of the Master Development Approval Requirement for the McLachlan Industrial Park.		
ITEM TYPE:	Motion		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
No

PREPARED BY:
David Stroud, Planning

PRESENTED BY:

RECOMMENDATION:

BACKGROUND:
For information regarding the waiver request, please see the Rezone staff report.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[Waiver Request for Master Development Approval](#)

November 2, 2022

Steve Mumford
Community Development Director
2565 N. Pony Express Pkwy
Eagle Mountain, UT 84005

Re: Master Development Waiver for the McLachlan Industrial Subdivision.

Steve,

The purpose of this memo is to request a waiver from the master development requirements for the McLachlan Industrial Subdivision. The master development requirements appear to be more applicable to residential development. The following will address each of the items in more detail along with an explanation on why a waiver from these standards is requested.

1. **Traffic Plan** – The McLachlan project will contain a total of 14-industrial lots averaging 4.9-acres in size. The master development requirements seem to be more pertinent to residential development where the traffic and trip generation is significantly greater due to higher densities within the same project footprint. Due to the proposed use of this development, the right-of-ways will be larger to accommodate the traffic circulation necessary for larger vehicles to access to commercial and industrial properties. The preparation of a traffic plan may not be applicable due to the minimal impact of the project to the area.
2. **Park, Open Space, and Trails Plan** – Due to the nature of the proposed uses, there are no anticipated parks or trails to be included in this project. This requirement of the master development plan is more applicable to residential areas with higher densities and a need for public recreation. There is one open space parcel that will be used for storm drain detention. The individual industrial lots will conform with City standards and provide the necessary landscaping requirements as per City Code.
3. **Grading, Drainage, and Erosion Plan** – Each of the items discussed within this section will be addressed during the subdivision and final plat approval process. The natural topography is generally flat and all drainage from roadways will be captured and conveyed to the proposed detention basin. Each of the proposed industrial lots will capture their own storm water with each lot having its own drainage and grading plan. A more detailed plan for the project is not warranted due to the minimal grading and topography on the site.
4. **Infrastructure Map** – Due to the minimal number of proposed lots, there is no need to increase utility sizing beyond the City standard minimum for sanitary sewer, drinking and secondary water. Studying this in further detail is not necessary as typically required within a residential master development plan.

5. **Proposed Land Use and Zoning Map** – This development will only consist of industrial zoning and will not have additional land uses like open space, parks, or trails. The layout of the McLachlan project is simple enough to not require a land use and zoning map.
6. **Environmental Impact Report** – The proposed site is located in an existing agricultural area of Eagle Mountain with minimal development in the area. The proposed industrial land uses are similar to those adjacent to the project and will have little to no impact on the surrounding environment.

The Master Development requirements request details that are not applicable to an industrial subdivision of 14-lots. For the reasons provided within this memo, a waiver for the McLachlan Industrial Subdivision is requested from the master development requirements of Eagle Mountain City.

We appreciate your comments and recommendations. Let us know if there are any further comments or concerns.

Sincerely,

A handwritten signature in black ink, reading "Scott McLachlan". The signature is fluid and cursive, with the first name "Scott" being more prominent and the last name "McLachlan" following in a similar style.

Scott McLachlan



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Rezoning Certain Lands Known As the McLachlan Industrial Park.		
ITEM TYPE:	Rezone		
FISCAL IMPACT:	None		
APPLICANT:	Nate Walter, LEI Engineering, agent of Scott McLachlan		
GENERAL PLAN DESIGNATION Business Park/Light Industry	CURRENT ZONE Agriculture	ACREAGE 81.53	COMMUNITY Tech Campus

PUBLIC HEARING:
Yes

PREPARED BY:
David Stroud, Planning

PRESENTED BY:
David Stroud

RECOMMENDATION:

BACKGROUND:

The applicant requests the City amend the zoning map from Agriculture to Light Manufacturing/Distribution. The General Plan land use map identifies the subject property as Business Park/Light Industry. The request encompasses approximately 82 acres and is located on the west side of Virtual Drive and just west of the Facebook campus.

The applicant has submitted a concept plan of the potential use as multiple 4-5 acre lots. EMMC 16.10.020 states that projects in excess of 50 acres requires master development approval. However, EMMC 16.10.050 does provide an option to waive the master development plan requirement.

Rezone and waiver standards are contained in the Items for Consideration section.

ITEMS FOR CONSIDERATION:

The extent of the applicant's request is to rezone to the LMD zone, waive the master development plan requirement, and then market to TBD users. A concept plan of the subdivision was reviewed by staff

and this is included as an attachment to the staff report.

EMMC 17.90.060 Criteria for (rezone) approval

There is no minimum parcel size or diversity of ownership required for rezoning of property. Rezoning of property shall be evaluated using the following criteria, and may be approved if the requirements below are met:

A. Compliance with General Plan. The requested zones are consistent with the land uses shown on the general plan's future land use and transportation corridor map, and comply with the policies and provisions of the city general plan. *The land use map identifies this property as Business Park/Light Industry. The requested zone of LMD is compatible with the Business Park/Light Industry land use.*

B. Compatibility Determination. The proposed uses and densities will be reasonably compatible with adjacent land uses and the pattern of proposed uses and densities will appropriately buffer potentially incompatible uses from others based on the assumption that the proposed uses and densities will comply with this title, including the performance standards designed to help ensure land compatibility. *Five-acre lots proposed are compatible with adjacent uses of Facebook, agriculture, or vacant land.*

C. City Services. The proposed use can be accommodated with public services and will not overburden the city's service capacity. *Public Works and Engineering do not identify any issues.*

D. Traffic Generation. Traffic generation by the proposed use is within capabilities of streets serving the property. *Complies.*

E. Property Values. The proposed use is not expected to have a significant negative impact on surrounding property values. *Complies.*

The City Council may approve a request for waiver of either elements of the application or master development plan requirement if finding one or more of the following:

1. The project's concept plan review (pursuant to Chapter 16.15 EMMC) received feedback from the planning

commission and/or city council in regards to reduced master development application requirements;

2. The project will not require modification or additions to existing conditions (zoning designation, land use designation, roadways);

3. The project involves limited development requirements for infrastructure; or

4. The strict application of this chapter would result in peculiar or exceptional difficulties, or exceptional and undue hardship, or the buildable area of the property is significantly reduced by topography or preexisting easement restrictions.

The applicant has submitted a request based on #3 and part of #4. Infrastructure is in place via Virtual Drive and the future installation with this plat of the north/south and east/west roads. A more detailed explanation is included as an exhibit to this staff report. Future access to all adjacent properties will be provided.

REQUIRED FINDINGS:

That the requested zone of Light Manufacturing/Distribution is compatible with the General Plan Land Use of Business Park/Light Industry.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommends (5-0) approval to the City Council of the rezone of approximately 82 acres from Agriculture to Light Manufacturing/Distribution and recommends waiver of the Master Development Agreement as the project involves limited development requirements of infrastructure.

ATTACHMENTS:

[ORD--McLachlan Industrial Park Rezone](#)

[EXHIBIT--McLachlan Industrial Park Rezone](#)

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, REZONING
CERTAIN LANDS KNOWN AS THE MCLACHLAN INDUSTRIAL PARK**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to rezone certain lands known as the McLachlan Industrial Park, 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 the rezone of certain lands known as the McLachlan Industrial Park, 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 7th day of February, 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 this 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

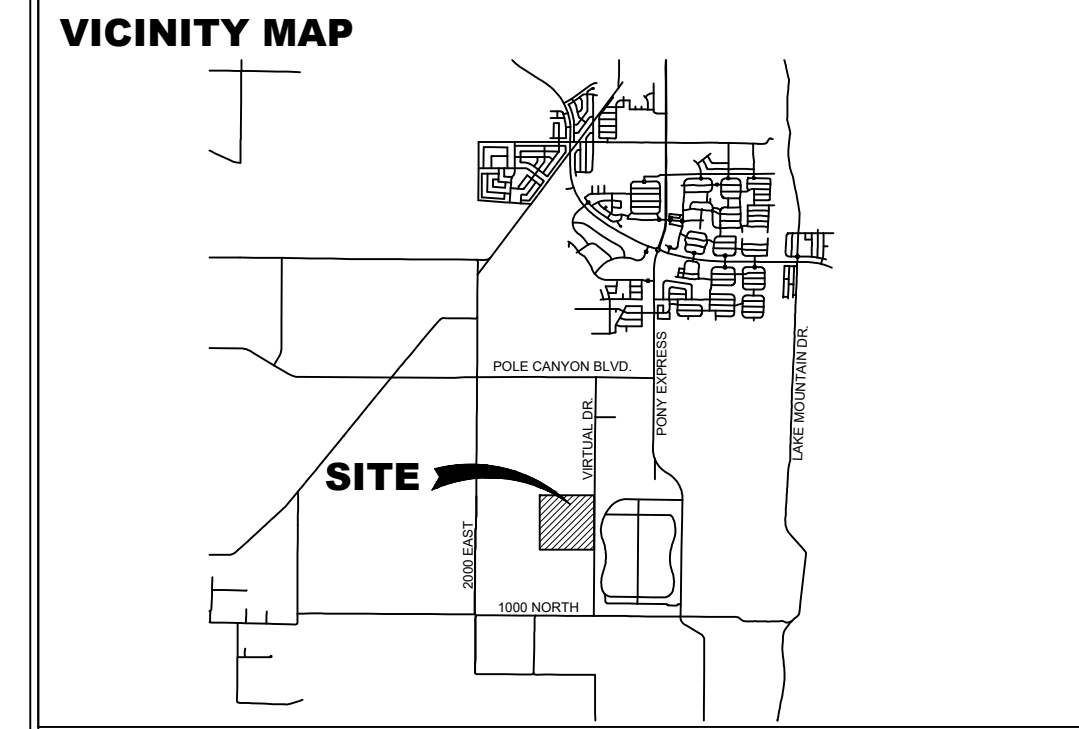
☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____ .

Exhibit A

U:\0_LEI PROJECTS\2022\2022-0018 FEASIBILITY STUDY (160 AC) - EM\CAD\22-0018 MCLACHLAN COMMERCIAL WORKING.DWG 10/27/2022 1:11 PM

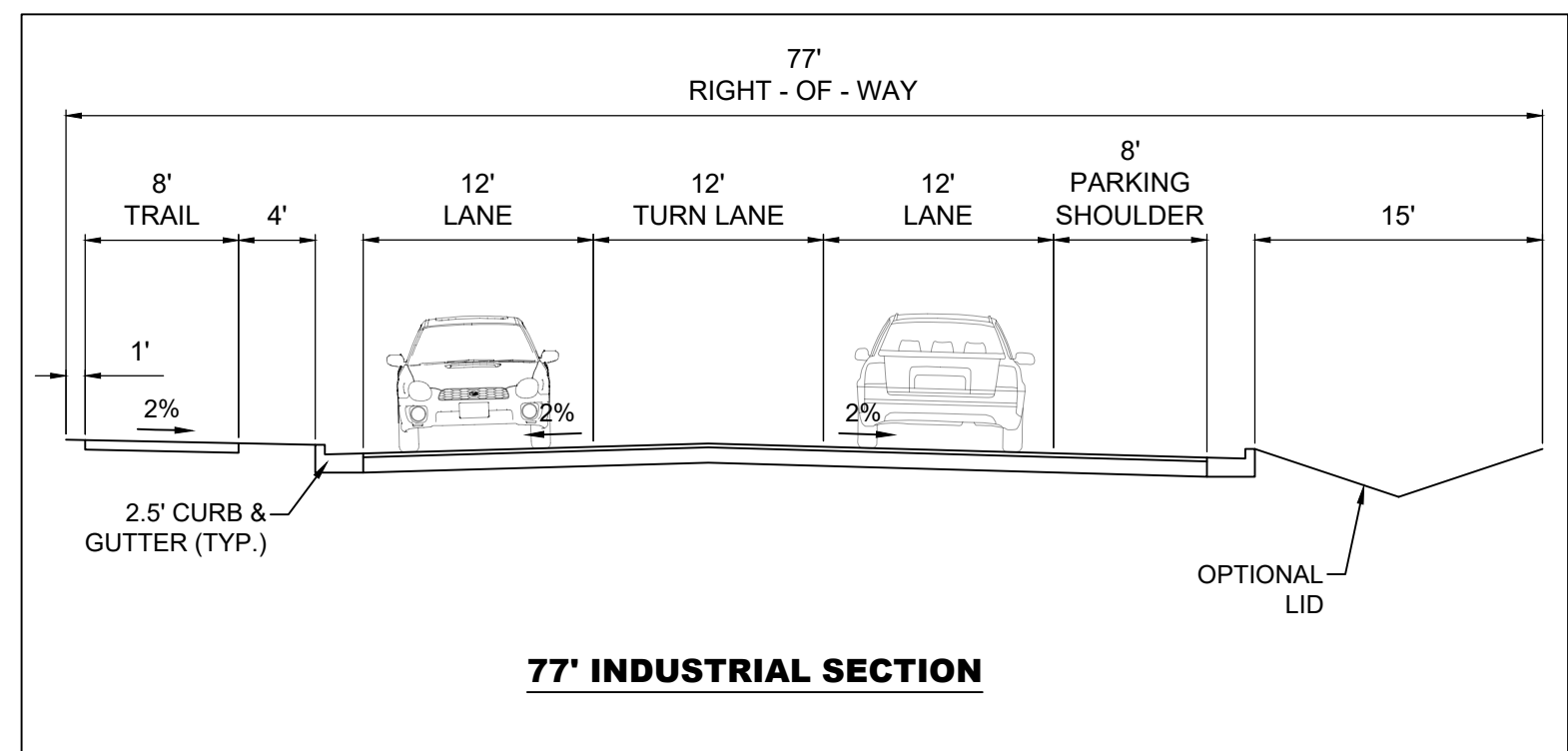
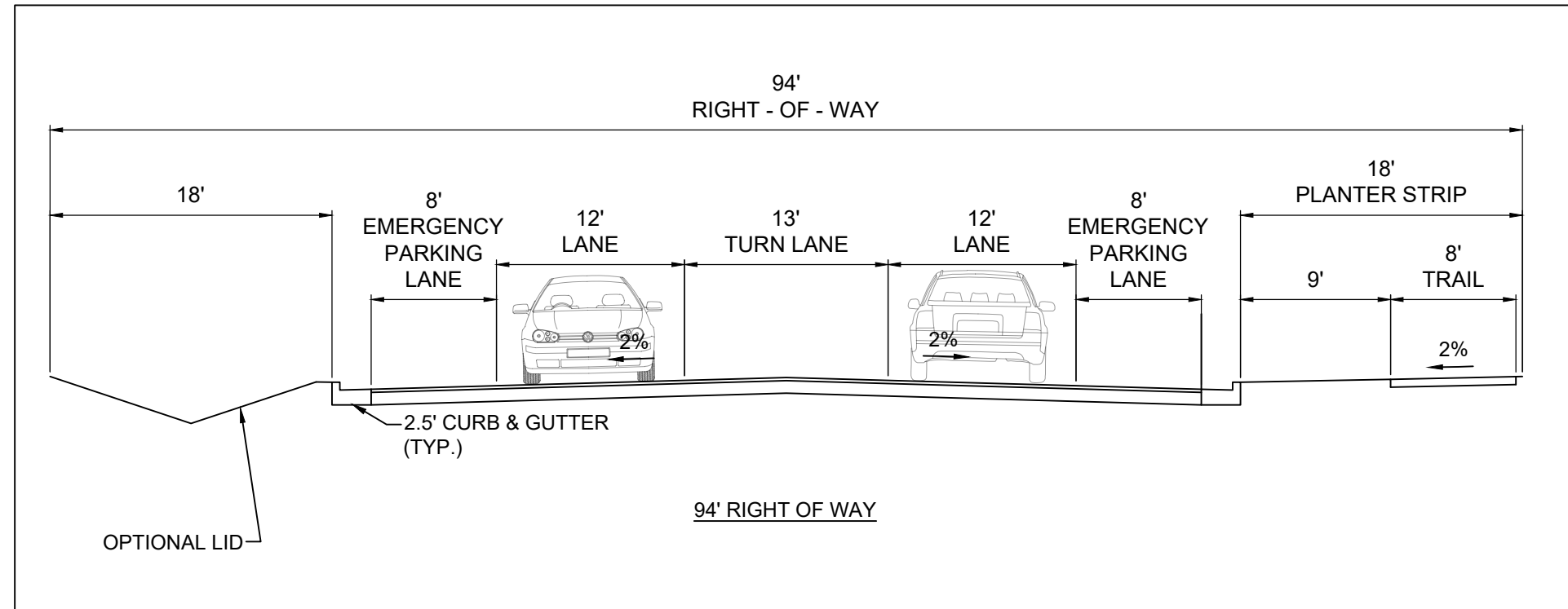


TABULATIONS

EXISTING ZONE:	AGRICULTURAL
PROPOSED ZONE:	INDUSTRIAL
OVERALL AREA	81.53 ACRES
# OF UNITS	14 LOTS

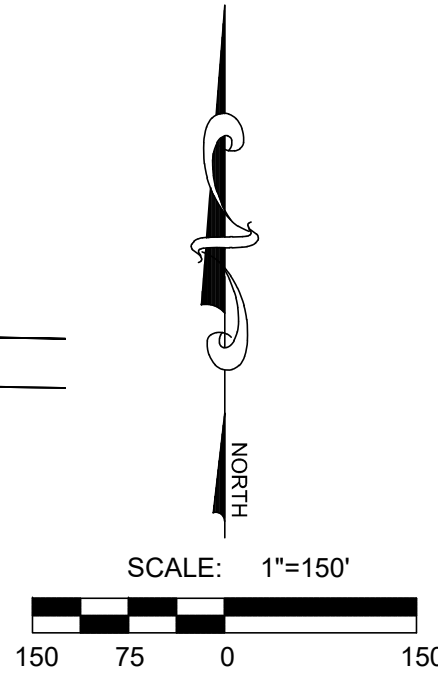
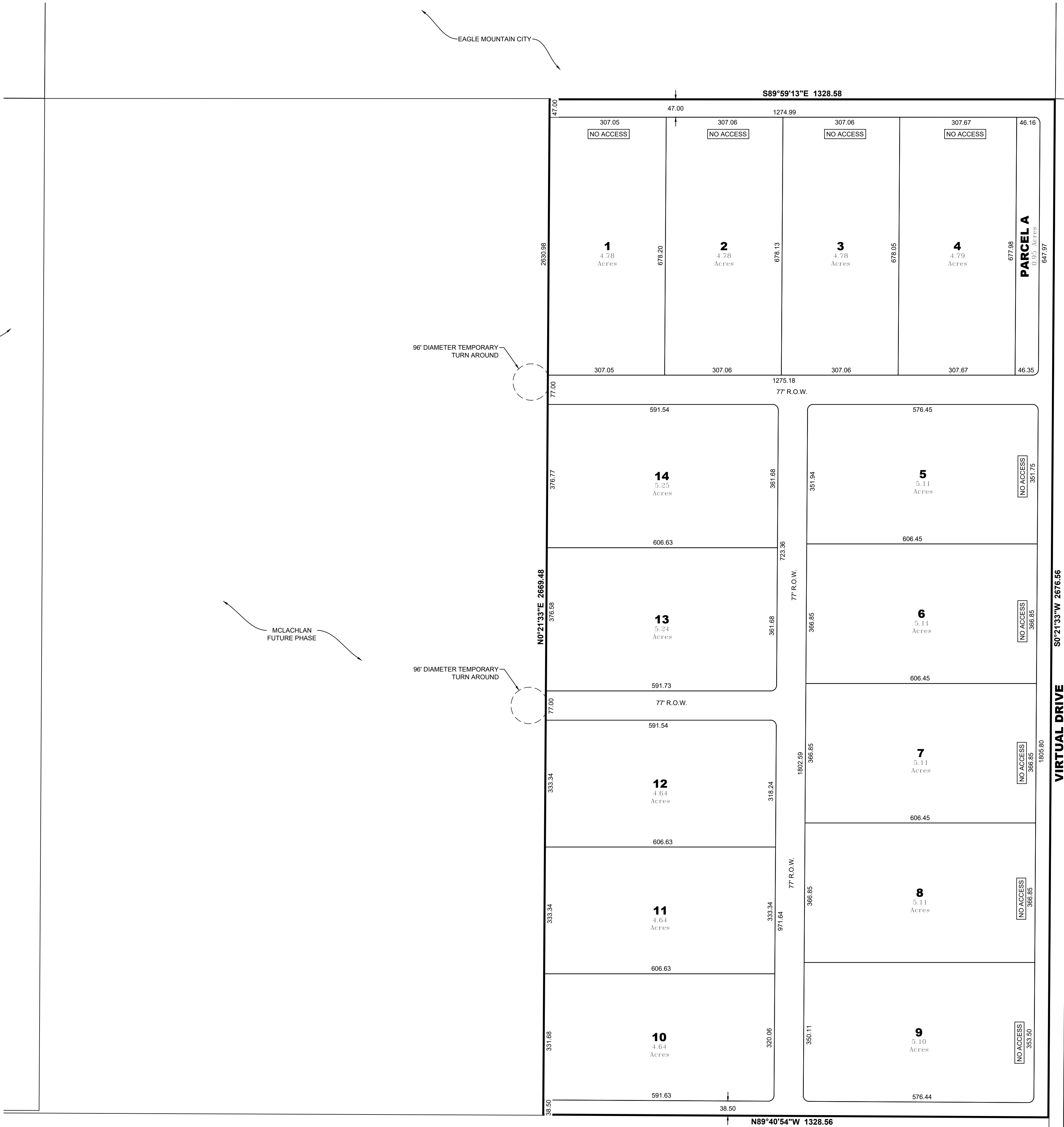
NOTE:

DEVELOPER REQUIRED TO INSTALL MINIMUM 6' PRIVACY FENCE PRIOR TO FINAL INSPECTION OF PROJECT. CITY COUNCIL SHALL BE AUTHORIZED TO SELECT COLOR AND MATERIAL OF FENCING. FENCING TO BE MAINTAINED BY PROPERTY OWNER.



MCLACHLAN BOUNDARY DESCRIPTION

A PORTION OF THAT REAL PROPERTY DESCRIBED IN DEED ENTRY NO. 28046:2012 IN THE OFFICIAL RECORDS OF THE UTAH COUNTY RECORDER, SAID PARCEL OF LAND BEING LOCATED IN THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN DESCRIBED BY SURVEY AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN; THENCE S00°21'33"W ALONG THE SECTION LINE 2676.56 FEET TO THE EAST 1/4 CORNER OF SAID SECTION 26; THENCE N89°40'54"W ALONG THE QUARTER SECTION LINE 1328.56 FEET; THENCE N00°21'33"E 2669.48 FEET TO THE NORTH LINE OF SAID SECTION 26; THENCE S89°59'13"E ALONG THE SECTION LINE 1328.58 FEET TO THE POINT OF BEGINNING.
CONTAINS: ±81.53 ACRES
±3,551,265 SQ. FT.



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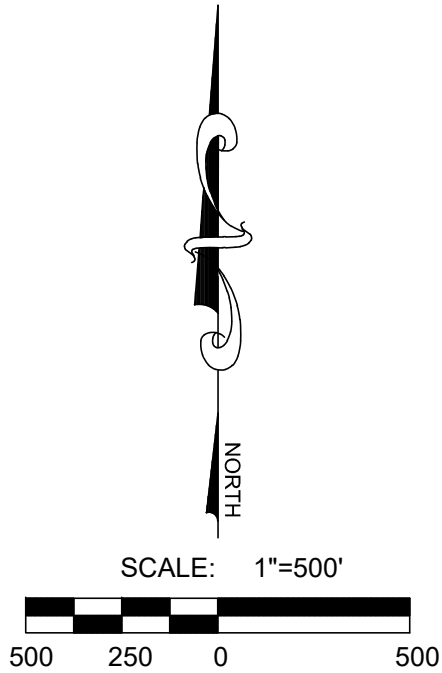
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CONSTRUCTION

SCOTT MCLACHLAN
EAGLE MOUNTAIN, UTAH
REZONE EXHIBIT

REVISIONS	
1 -	
2 -	
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LEI PROJECT #:
2022-0018
DRAWN BY:
BAP
DESIGNED BY:
NKW
SCALE:
1"=150'
DATE:
10/27/2022

SHEET
1



LEI

- A Utah Corporation -

ENGINEERS

SURVEYORS

PLANNERS

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NOT FOR
CONSTRUCTION

SCOTT MCLACHLAN

EAGLE MOUNTAIN, UTAH

EXISTING CONDITIONS

REVISIONS	
1 -	
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LEI PROJECT #:
2022-0018

DRAWN BY:
CJI

DESIGNED BY:
NKW

SCALE:
1"=500'

DATE:
11/01/2022



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Transportation Master Plan.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Chris Trusty, Public Works

PRESENTED BY:

City Engineer Chris Trusty

RECOMMENDATION:

Staff recommends the City Council approve an Ordinance of Eagle Mountain City, Utah, adopting the Eagle Mountain City Transportation Master Plan.

BACKGROUND:

A comprehensive Transportation Master Plan is critical for cities to identify how growth and development affect traffic conditions affect the ability of residents and visitors to effectively navigate throughout the City. This plan must incorporate the goals of the city of Eagle Mountain regarding the transportation systems within our jurisdiction and those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities. The City has retained Horrocks engineers to generate a Transportation Master Plan that will evaluate the needs of the City and recommend transportation infrastructure intended to meet the needs of the City. This plan will specify locations for traffic corridors ranging in size from highway to arterial and collectors, as well as locations to place traffic signals and interchanges to connect from one system to another. The evaluation considers the City's zoning map to identify and differentiate between residential densities, employment centers, schools, commercial and industrial areas to model traffic movement throughout and in and out of the City. Lastly, the plan helps to identify timing of new projects and what demands placed on the city's transportation network is caused by new growth as a basis for impact fees to be charged at

building permit.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[ORD--Transportation Master Plan](#)

[EXHIBIT--Transportation Master Plan](#)

[Combined Alternatives](#)

[Volume Change - Freeway Shift with Alignments](#)

[Volume Change - Classification Change](#)

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE
MOUNTAIN CITY TRANSPORTATION MASTER PLAN**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to adopt the Eagle Mountain City Transportation Master Plan, 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 the Transportation Master Plan, as set forth in Exhibit A.
2. The Transportation Master Plan is hereby amended as set forth more specifically in Exhibit A.
3. This Ordinance shall take effect upon its first posting or publication.

ADOPTED by the City Council of Eagle Mountain City this 7th day of February, 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 this 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____ .

Exhibit A



EXECUTIVE SUMMARY

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development and is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (105.75%). Current census data (2022) shows a population of just over 49,738. Mountainland Association of Governments (MAG) projections show the population growing to 152,500 in 2060.

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

Public Involvement

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

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

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

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

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



Roadway Network Conditions

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

Functional Classification and Level of Service

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

- **Pkwy** (4 Lanes)
- **Major Arterial Street** (7 lanes)
- **Major Arterial Street** (5 lanes)
- **Minor Arterial Street** (4 Lanes)
- **Major Collector Street** (2 Lanes)
- **Minor Collector Street** (2 Lanes)
- **Local** (2 Lanes)

The LOS quantifies the performance of an existing street system (roadways and intersections). LOS serves as the traditional form of measurement of a roadway's functionality. The following elements determine the LOS, the number of lanes assigned to a section of road, the amount of traffic using the section of road, and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the road) to F (traffic exceeds the operating capacity of the road). In Eagle Mountain, LOS D is the minimum standard for roadways and intersections (80% of the roadway capacity).

Existing and Future Traffic Projections

For the region, future traffic is modeled using a travel demand model. Results from the model will dictate future transportation improvements along the regionally significant streets (i.e., Pony Express Pkwy, Cedar Fort Road, etc.). The travel demand model uses land use and zoning for every city to estimate future traffic demand on the transportation system. MAG produces a Regional Transportation Plan (RTP) that indicates future projects within the MPO from this model.

The MAG RTP projects alone will not alleviate all future congestion in Eagle Mountain. The travel demand model needed updating to include specific data in Eagle Mountain to estimate the future demand on Eagle Mountain's roadway network. This model focuses on all streets in Eagle Mountain to find other roadway improvements outside the MAG RTP projects necessary in Eagle Mountain to alleviate congestion. The model was run for the 10-year conditions (2030) and the 30-year conditions (2050). A No-Build Scenario was run for both conditions. A No-Build scenario looks at what would happen to the roadway network if no improvements were completed (including the MAG RTP projects).

Roadway Improvements

The output for each model is measured at a Level of Service for each roadway segment throughout the city. All roadway segments at LOS E or worse need capacity improvements. The timing of when each road segment transitions from LOS D to LOS E or worse (including local knowledge) determines the project

priority. Using the outputs from the 10-year and 2050 conditions, all roadway segments that perform at LOS E or worse indicate roadways where improvements are necessary.

Eagle Mountain is not alone financially to improve its roadway system. Other financial assistance may come from MAG, UDOT, UTA, and private sources based on the project jurisdiction. This funding is not guaranteed, but judgment has been made for which projects will be eligible for funding.

The adoption of this TMP does not indicate Eagle Mountain's fiscal responsibility to complete all projects included in this TMP. The benefit of completing a TMP is to demonstrate to organizations such as UDOT and MAG that improvements are necessary and eligible to receive financial assistance on projects in the future. As projected growth is an estimated value, Eagle Mountain is not bound to complete projects included in this TMP if there is no need in the future. Projects were separated into a 10-year and 30-year window.

There are projects that conflict with the designated wildlife corridor area. For each project that conflicts with this area, coordination with the city will be required to ensure a proper mitigation is provided as identified on the Wildlife Corridor Conflict Map located in the [Appendix](#). As these recommendations are updated based on development and growth, it is recommended to continually update this map to ensure everyone is up to date with current planning in the city.

10 Year Roadway Improvements (2021-2030)

Of the **\$192,865,000** required from Eagle Mountain to build the expected roadway projects from 2019-2030, **\$56,935,000** is eligible to be paid using impact fees. All projects included in the 10-year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2021-2030 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity, and pass-through traffic.

2050 Roadway Improvements

Also included in the TMP are all projects necessary for the roadway network to perform at LOS D or better for the horizon year of 2050. Although this TMP should be regularly updated, all roadway improvements must accommodate projected 2050 traffic volumes. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1,235,455,000** with Eagle Mountain financially responsible for **\$586,190,000**.

Alternative Transportation Modes

Alternative transportation intends to complement a complete road network, not replace it. Planning for alternative transportation will not decrease recommended roadway improvements. While not necessarily conducive to commuter traffic, these systems provide an alternative for residents who may not have access to a car, may not be inclined to drive, or are seeking healthier lifestyles. Included are the plans for transit, bicycle, and pedestrian improvements.

Transit

The Utah Transit Authority (UTA) is the public transportation provider in Eagle Mountain. UTA operates fixed-route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. In this capacity, UTA currently operates one bus route in Eagle Mountain (806), which has two existing stops and runs to the Lehi Frontrunner station. The current bus stops within Eagle Mountain are at Sparrow Hawk Way and along Pony Express Parkway near Smith Ranch Rd.

Eagle Mountain Transportation Master Plan (TMP)

January 2023



As part of MAG's Trans Plan 50, there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1, which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. As well, there is an unscheduled and unfunded BRT route that may be considered as demand increases. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.

Bicycle and Pedestrians

Pedestrian and bicycle safety is an important feature of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain has an extensive paved trail system along major roadways and is home to some of the best-recognized bike trails in the state. More detailed plans to accommodate bicycles and pedestrians can be found in the City's Bicycle and Pedestrian Master Plan, which will be updated from time to time.

Other Policies and Guidelines

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



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Eagle Mountain Transportation Master Plan (TMP)

January 2023



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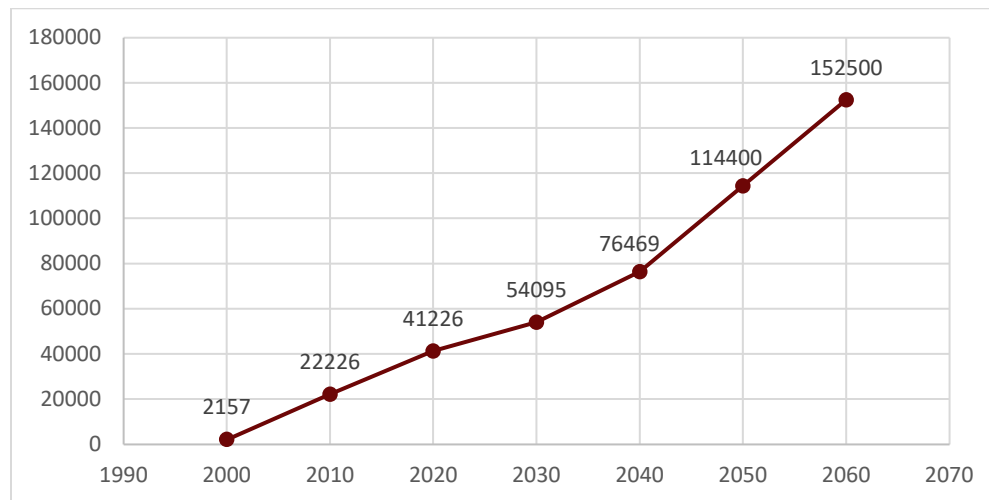
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INTRODUCTION

The city of Eagle Mountain, along with Utah County, has experienced significant growth and development, which is expected to continue in the future. Eagle Mountain's population growth from 2010 to 2021 was 22,646 people (105.75%). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The Mountainland Association of Governments (MAG) estimates the population to be 152,500 by the year 2060. To keep pace with projected growth, a comprehensive transportation plan must be developed and regularly maintained. This plan must incorporate the goals of Eagle Mountain regarding the transportation systems within their jurisdiction as well as those regional facilities maintained by UDOT, UTA, Utah County, and neighboring communities.

Figure 1: Eagle Mountain Population



Eagle Mountain is in northwestern Utah County and is bordered to the north by Camp Williams, to the east by Saratoga Springs, and to the west by Cedar Fort and Fairfield. Within the city there is a mix of residential, commercial, and light industrial development as well undeveloped land, particularly in the southwestern portion of the city. The city is largely residential and is set to develop several commercial and recreational spaces. A map of Eagle Mountain and the surrounding area is shown in [Figure 2](#).

This Transportation Master Plan (TMP) contains an analysis of the existing transportation network and conditions. Any major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the future transportation network is also included for the horizon years of 2030 and 2050. Any major UDOT projects and improvements within Eagle Mountain, such as the Cory Wride Freeway, are reflected in the future network. Any deficiencies in the future transportation network that are expected to exist and would not be accommodated by projects that are currently planned will be discussed. A list of recommended improvements and projects will then be given to aid Eagle Mountain in planning for future transportation projects as well as in working with other agencies such as UDOT or neighboring cities. This Transportation Master Plan is intended to be a useful tool to aid Eagle Mountain in taking a proactive effort in planning and maintaining the overall transportation network within their city.

Eagle Mountain as a City

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

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

The rural feeling, open space, and expansive views of undeveloped land are commonly named as reasons for moving to Eagle Mountain. Many current residents say they moved to Eagle Mountain to “get away from it all”. Most of the City is undeveloped so the majority of Eagle Mountain’s story is yet to be written. However, many also feel the values and qualities that draw people to Eagle Mountain may disappear as more people move to the city for those very same reasons. It is possible these qualities of the city will be ‘loved to death.’ Situated 40 miles southwest of Salt Lake City and 30 miles northwest of Provo on the western side of Utah Lake, Eagle Mountain was for many years removed from the growth occurring in nearby Utah and Salt Lake Counties but is now one of the fastest growing cities in the state.

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



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

Eagle Mountain Area Map
Eagle Mountain Transportation Master Plan

DATE	12/6/2022
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Figure 2	

Public Involvement

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

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

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

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

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

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

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



ROADWAY NETWORK CONDITIONS

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

Travel Demand Modeling

Traffic Demand Modeling is used to project existing traffic conditions into the future. Eagle Mountain's land use plan, socioeconomic data as well as additional data obtained from Eagle Mountain and MAG serve as valuable input into the travel demand model. MAG uses a regional travel demand model which was also used for this TMP. This section discusses the socioeconomic data, land use, vehicle trip generation as well as the precautions of using the Travel Demand modeling.

Land Use and Zoning

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

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

FUTURE LAND USE & TRANSPORTATION MAP

LEGEND

Residential Categories:

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

Mixed Use/Commercial Categories:

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

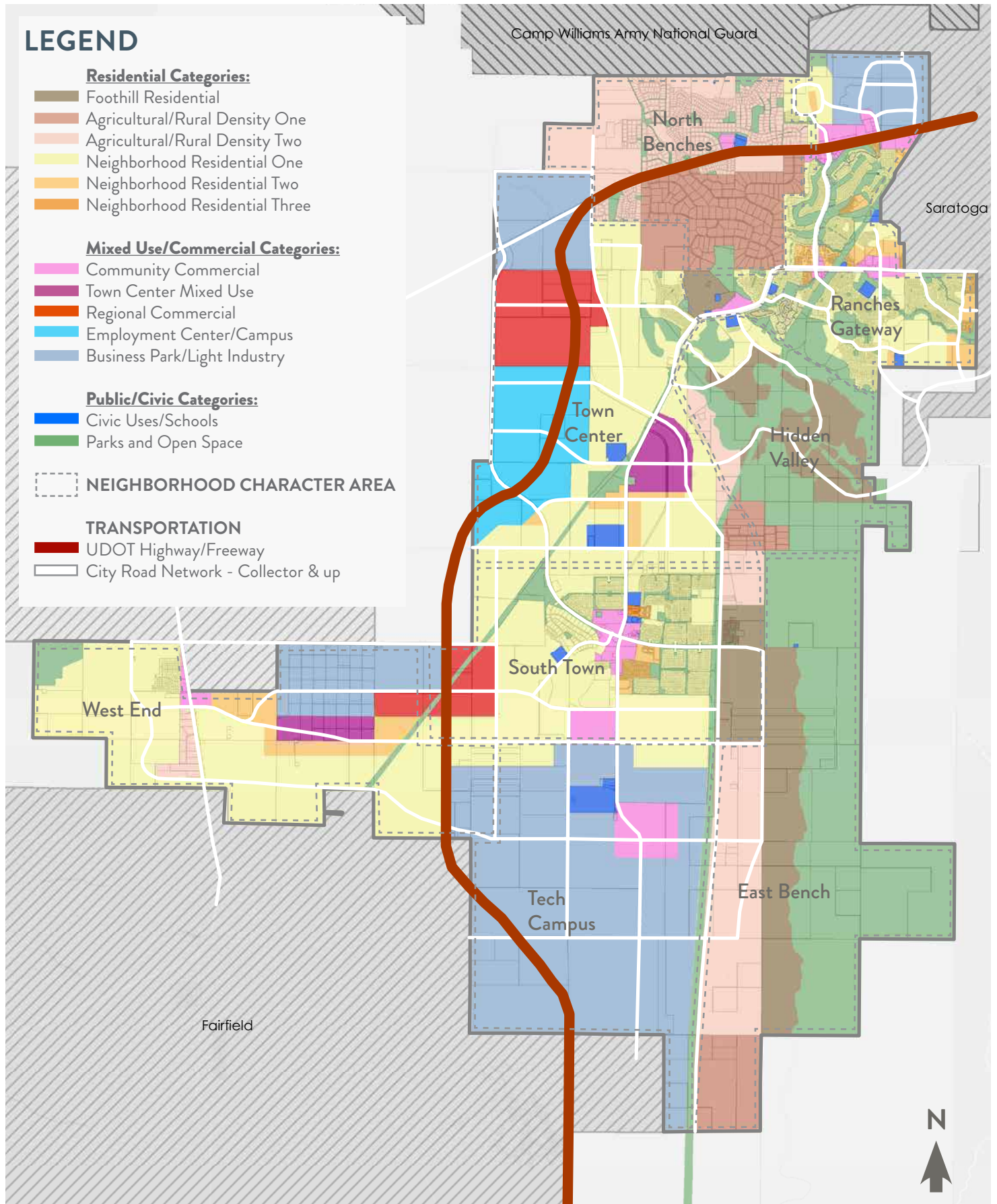
Public/Civic Categories:

- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

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



Socioeconomic Conditions

Eagle Mountain's population growth from 2010 to 2021 was 21,415 people (a 105.75% increase). The current population (2021) is slightly above 44,000 according to the U.S. Census Bureau. The population is estimated to be 65,534 and 141,239 by the year 2030 and 2050, respectively. The city has an unemployment rate of 3.0% and an average household size of 4.34. The average household income in Eagle Mountain is \$91,519 with a poverty rate of 7.41%. The median age is 20 years. The median house value is \$280,700, while the median rental cost is \$1,577 per month.

Based on the current land use, zoning, demographics, and growth patterns, Eagle Mountain is projected to grow to 141,239 residents by the year 2050, a 321% increase from 2022. The forecasted growth will place increased pressure on the City's infrastructure, including the street network. Eagle Mountain is also committed to increasing residential, commercial, office, and retail within Eagle Mountain so citizens can fulfill all needs within the city boundaries. This growth will therefore have considerable impact on traffic volumes in the city. Future development and plans along major corridors have been implemented into the modeling effort.

Trip Generation

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

Travel Demand Model Precautions

Eagle Mountain aims to plan for and encourage responsible and sustainable growth in the city. Today's transportation system should not only accommodate existing travel demands but should also have built-in capacity to account for the demand that will be placed on the system in the future. While considering the socioeconomic data used in this report and the anticipated growth in the city, some precautions should be considered. First, the TAZ specific socioeconomic data only approximates the boundary conditions of the City and is based on data provided by MAG and the City's planning documents. Second, actual values may vary because of the large study area of the regional travel demand model, which includes the unincorporated areas around Eagle Mountain. Therefore, the recommendations in this report represent a planning level analysis and should not be used for construction of any project without review and further analysis. This document should also be considered a living document and should be updated regularly as development plans, zoning plans, and traffic patterns and trends change.

Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning as mobility increases land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in [Figure 4](#). A more detailed description of the characteristics of the four primary functional classifications of streets are found in [Table 1](#).

- **Freeways and Expressways** – Freeway and expressway facilities provide service for long distance trips between cities and states. No land access is provided by these facilities. For example, I-15.
- **Arterials** – Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. For example, Pony Express Pkwy.
- **Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. For example, Ranches Pkwy.
- **Local Streets** – Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels. For example, 200 N.

Figure 4: Mobility vs. Land Access Representation

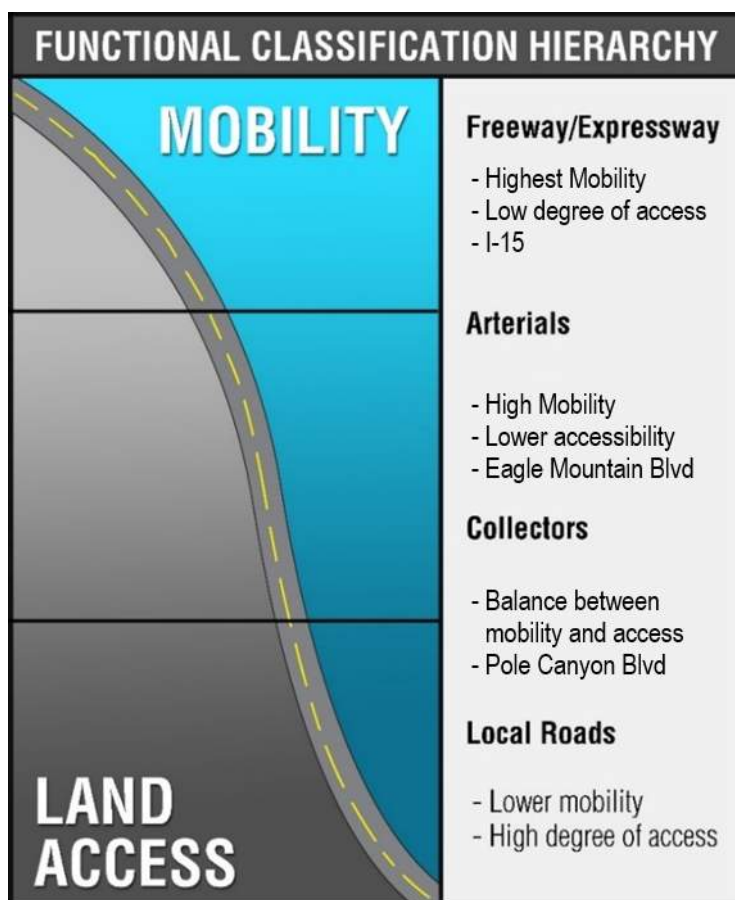


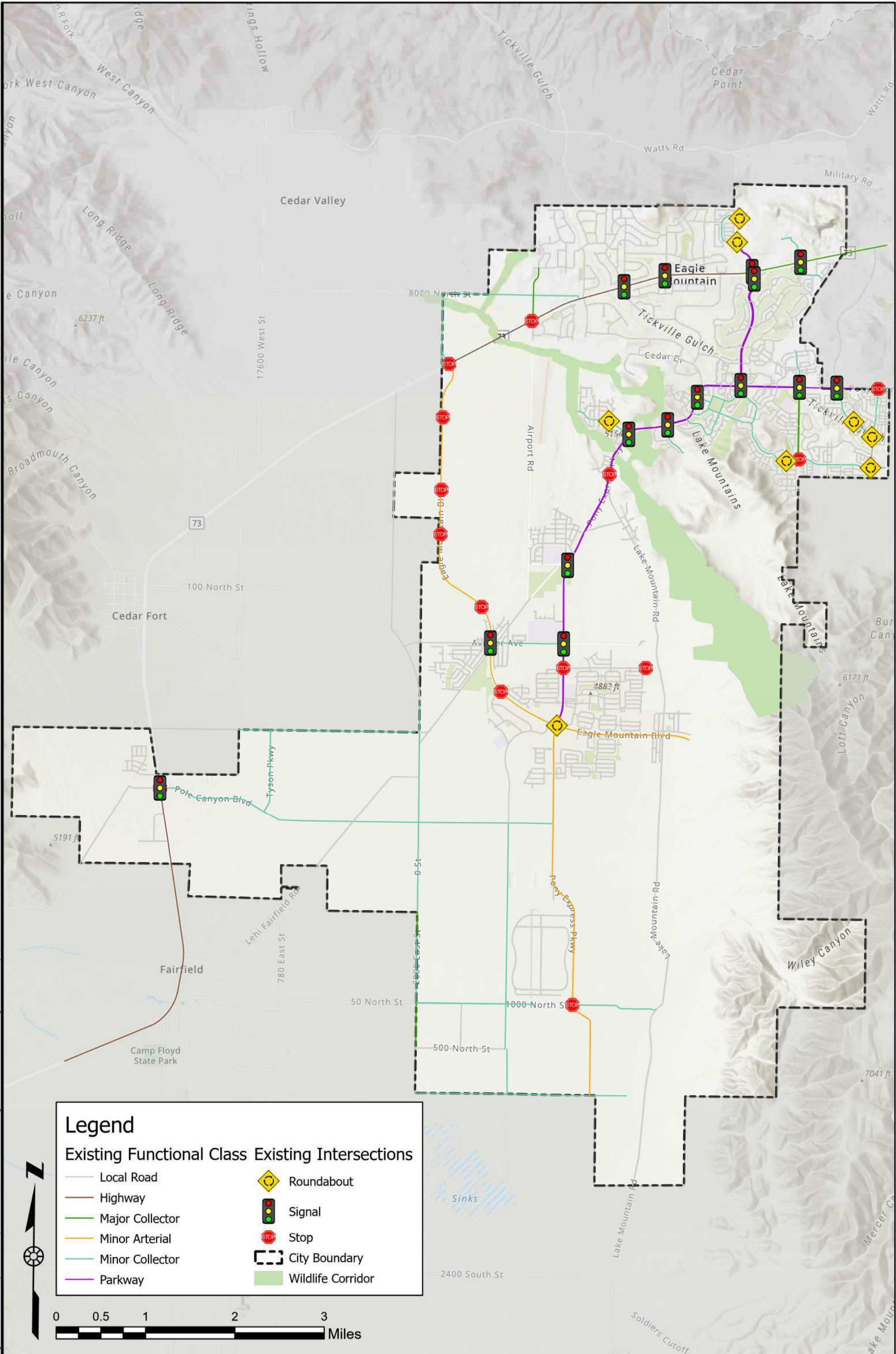
Table 1: Street Functional Classification

Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	¼-2 miles	¼-1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

In Eagle Mountain, the roadways are split into six functional classifications: Pkwy, Major Arterial, Minor Arterial, Major Collector, and Minor Collector and Local. Currently, Parkways have 4 travel lanes, Major Arterials range from 5 to 7 lanes, Minor Arterials have 4 lanes, and Major Collectors, Minor Collectors, and Local roadways have 2 lanes. A map showing the Average Daily Traffic (ADT) in Eagle Mountain is shown in [Figure 9](#).

Table 2: Functional Classifications

Functional Classification	Number of Lanes
Local	2 Lanes
Minor Collector	2 Lanes
Major Collector	2 Lanes
Minor Arterial	4 Lanes
Major Arterial	5-7 Lanes
Pkwy	4 Lanes



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Typical Roadway Cross-Sections

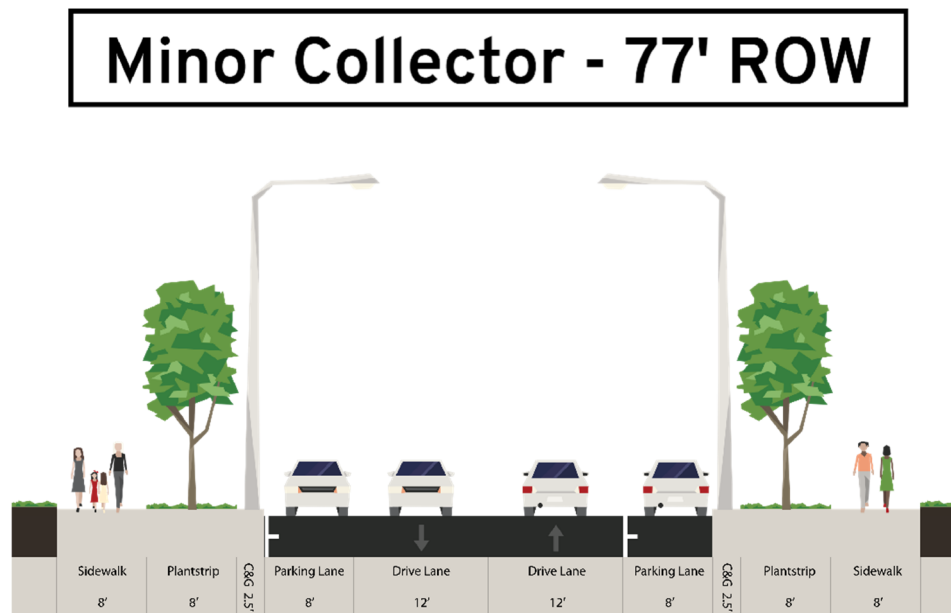
The typical cross-sections for each functional classification in Eagle Mountain were updated. In Table 16.35.130(b) of the Eagle Mountain city standards, ranges for Right of Way (ROW) width as well as pavement width for each functional classification are described. It is important for Eagle Mountain to use specific values for each cross-section. **Figure 6** shows a representation for each cross-section.

The city has emphasized connectivity and has provided sidewalks and pedestrian paths in all cross-sections. Local streets are designed to offer access from residences to the roadway network. Local streets serve many driveways and provide a collection point for a collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while meeting the requirements of emergency vehicles. Local streets are typically placed with driveways on both sides and have posted speed limits of 25 miles per hour. Generally, no striping is proposed on local streets. However, the city engineer may provide roadway striping as needed as a traffic calming measure. Parking may be restricted on local streets near intersections, in high-density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city.

The city has delineated two types of urban collectors. Each type has two travel lanes; however, one has a 13-foot planted median. Arterial streets are defined by larger ROW's. The city has two types of arterials, the minor has 4 travel lanes, while the major has 5 to 7 travel lanes. Parkways have four travel lanes and are defined by landscaped paths on either side. The typical cross-sections per the current City code can be found online at <https://www.codepublishing.com/>.

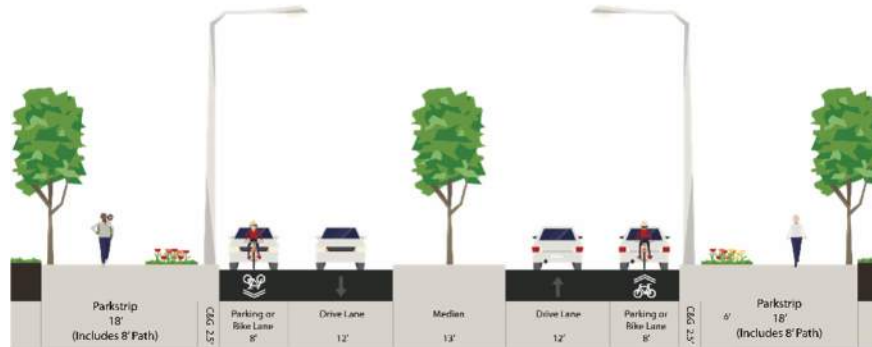
Figure 6: Typical Cross-Sections

MINOR COLLECTOR STREET (77' RIGHT OF WAY)



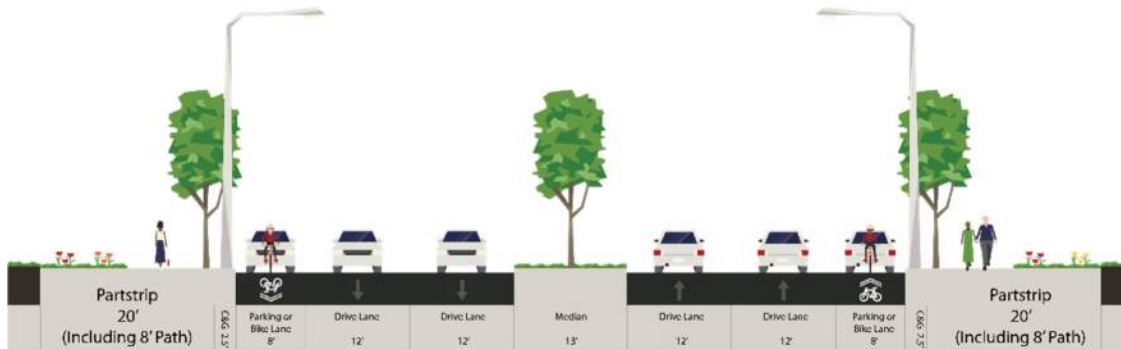
MAJOR COLLECTOR STREET (94' RIGHT OF WAY)

Major Collector - 94' ROW



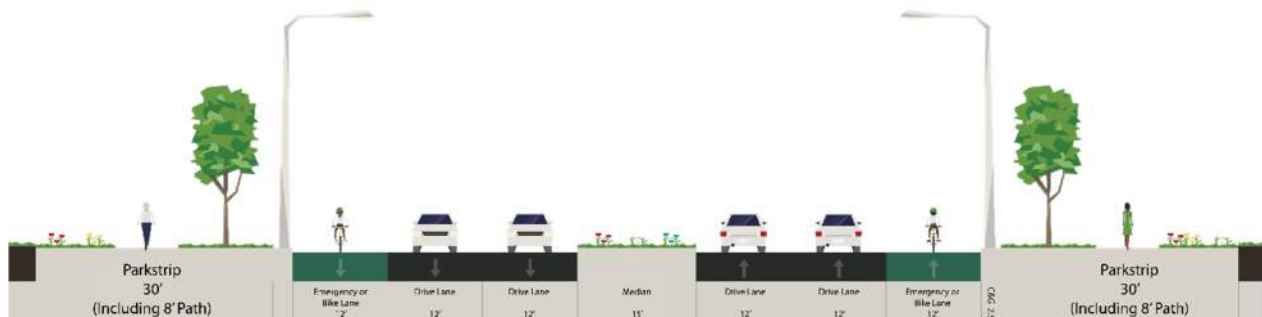
MINOR ARTERIAL STREET (122' RIGHT OF WAY)

Minor Arterial - 122' ROW

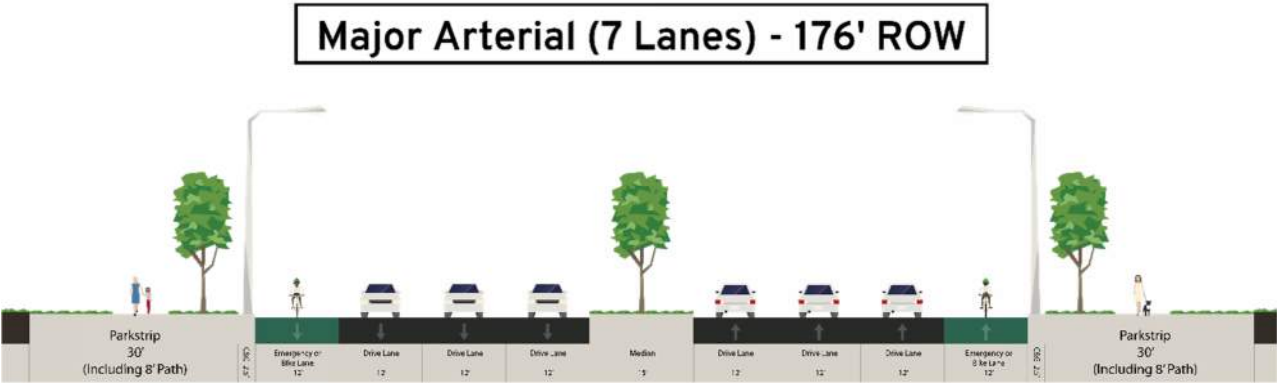


MAJOR ARTERIAL STREET (152' RIGHT OF WAY) – FIVE LANES

Major Arterial (5 Lane) - 152' ROW



MAJOR ARTERIAL STREET (176' RIGHT OF WAY) – SEVEN LANES



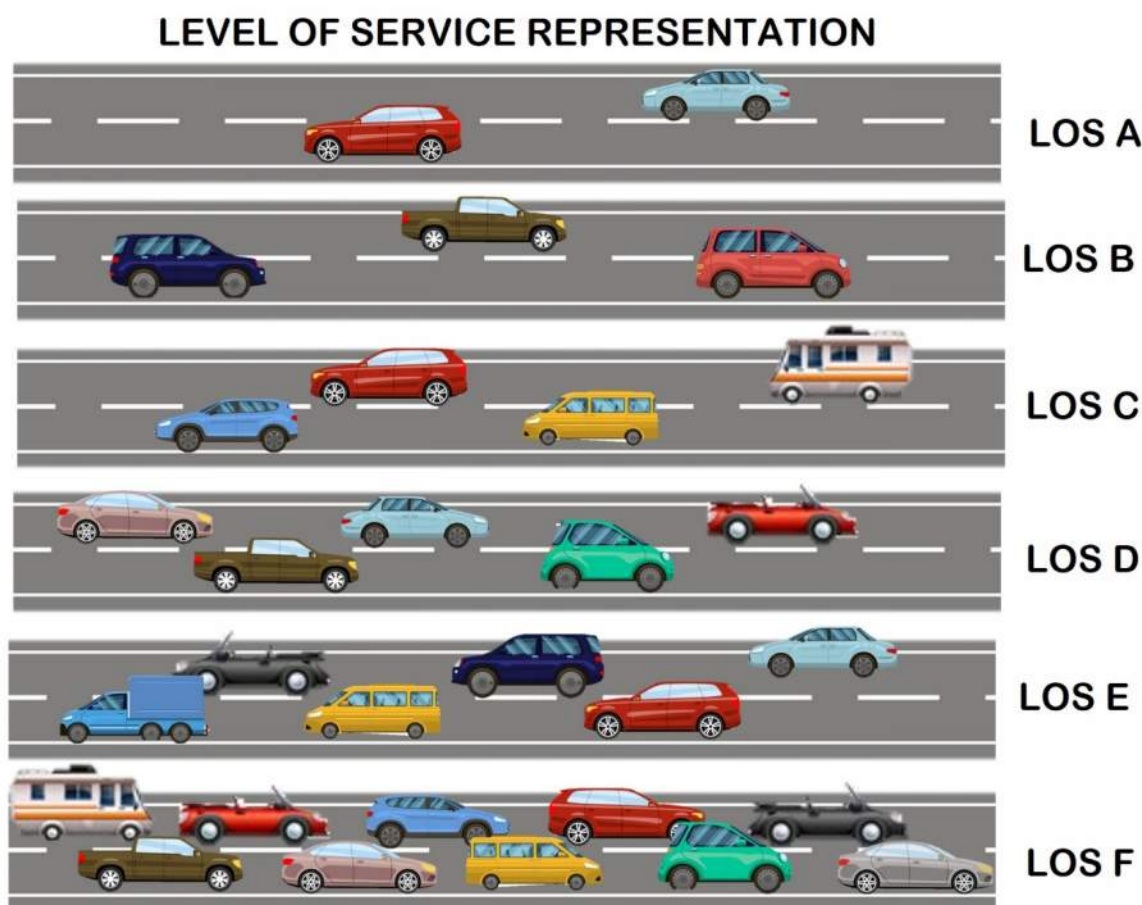
PKWY (206' RIGHT OF WAY)



Level of Service

The adequacy of an existing street system can be quantified by assigning Levels of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality. The TRB identifies LOS by reviewing elements, such as the number of lanes assigned to a roadway, the amount of traffic using the roadway and the time of delay per vehicle traveling on the roadway and at intersections. Levels of service range from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in [Figure 7](#).

Figure 7: Level of Service Representation



Roadway Level of Service

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day. Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS and therefore the LOS indicates if the existing number of lanes, lane widths and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway's capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds. Although the model uses traffic volumes during the peak hour of the day, [Table 3](#) and [Table 4](#) show estimated ADT values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

Table 3: Estimated LOS based on ADT on Arterial Streets

Lanes	LOS C	LOS D	LOS E
2-3	12,400	15,100	17,700
4-5	28,500	32,800	40,300
6-7	43,000	50,500	63,400

Table 4: Estimated LOS based on ADT on Collector Streets

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

Intersection Level of Service

Whereas roadway LOS considers an overall picture of a roadways capacity to estimate operating conditions, intersection LOS looks at each individual vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed on a regular basis. The methodology for calculating delay at an intersection is outlined in the *Highway Capacity Manual* (HCM) and the resulting criteria for assigning LOS to signalized and un-signalized intersections are outlined in [Table 5](#). LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an un-signalized intersection.

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through each movement) should be below 90 seconds. An average delay of less than 55 seconds suggests that in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely, and minor intersecting streets to stop prior to entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an un-signalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection. An un-signalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street resulting in fewer gaps in traffic for a vehicle to turn, or for queued

vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

Table 5: Intersection Level of Service

LOS*	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	≥80	≥50

*LOS F when traffic volumes exceed capacity

Intersection and roadway segment LOS problems must be solved independently of each other, as the treatment required to mitigate the congestion is different in each case. Intersection problems may be mitigated by adding turn lanes, improving signal timing, and improving corridor signal coordination.

Site Development Transportation Impacts (Traffic Impact Studies)

As growth occurs throughout the City, the impacts of proposed developments on the surrounding transportation networks will need to be evaluated prior to giving approval to build. This is accomplished by requiring that a Traffic Impact Study (TIS) be performed for any proposed development in the city based on City staff recommendations. A TIS will allow the City to determine the site-specific impacts of a development including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS assists in defining impacts to the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Engineer on a case-by-case basis.

Each TIS will be conducted by an engineer chosen by the developer with the following qualifications:

- **Have a current Utah PE License**
- **Firm Specializing in Traffic Engineering**
- **Use of Software utilizing most recent Highway Capacity Manual (HCM) Methodologies**

A scoping meeting will be required by the developer/Traffic Engineer with the City Engineer to determine the scope of each TIS. Included in this meeting are the following discussion items:

- **Scope (Submitted to Eagle Mountain and Developer)**
- **Establish Study Area**
- **Establish Trip Generation**
- **Establish Trip Distribution**
- **Study Intersections**
- **AM/PM Peak Hours and/or Weekend Peak Hours**

TIS requirements are separated into four permit levels based on proposed Annual Daily Traffic (ADT). The basic requirements for all TIS's are included in Level I with additional requirements necessary for each level (additional ADT). For all TIS's that require Level III or IV requirements (Greater than 3000 trips generated), access to the MAG travel demand model is required.

Eagle Mountain Traffic Impact Study Requirements are included in **Appendix A: Traffic Impact Study Guidelines** of this report. The City Engineer will review the TIS or assign someone to do so and will respond in writing to the TIS report within 30 days.

Included in **Appendix A: Traffic Impact Study Guidelines**, are guidelines for developers to completing a TIS and submitting it to the city. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require information than the standard requires. The City reserves the right to waive all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

Existing Roadway Network Conditions

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

Travel Demand Model Calibration

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

Existing Roadway and Intersection Level of Service

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

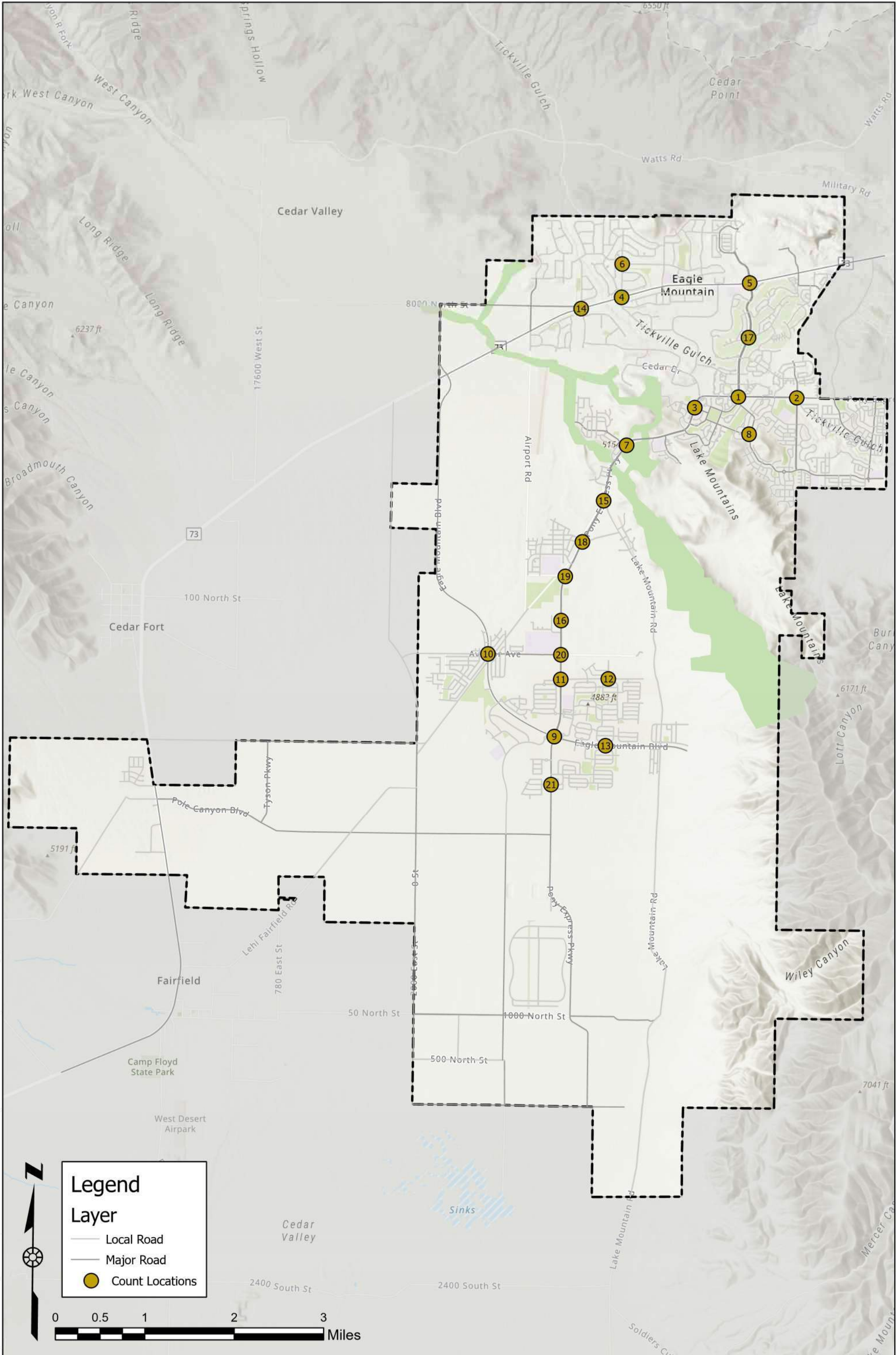
Roadway Segments

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

Mitigations to Existing Capacity Deficiencies

In most cases, roadway capacity improvements are achieved by adding travel lanes. Eagle Mountain can gain additional capacity by striping more roadway lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, and adding two-way left turn lanes where they do not currently exist. Eagle Mountain is recommended to investigate other mitigation methods for all roadway capacity improvements before widening the roadway to save the city money.

At signalized intersections, methods to improve intersection LOS include additional left and right turning lanes and signal timing improvements. It is recommended to investigate signal timing improvements before adding additional turning lanes.



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Count Location Map
Eagle Mountain Transportation Master Plan

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Figure 8

Future Roadway Network Conditions

Two future conditions are included in this TMP. The 2030 Capital Facilities Plan (CFP) includes all roadway improvements necessary for a horizon year of 2030. The Transportation Improvement Fund (TIF) is included to indicate the funding source for all projects included in the 2030 CFP. The other condition investigates the roadway network and improvements necessary for a horizon year of 2050. Both the 2030 CFP and 2050 conditions are outlined in this section and the methodology used to incorporate the TIF to fund all the projects in the CFP. All projects will be selected based on input from city staff, elected officials as well as the public.

Wildlife Corridor

Eagle Mountain has identified a wildlife corridor that contains conflict points with existing and planned roads. Any road impacted by the wildlife corridor should incorporate other animal-human conflict mitigation measures in addition to wildlife crossings: For example, impregnable wildlife fencing, speed reduction, wildlife warning signs, roadway lighting, road narrowing, vegetation management, solar roadways, and other mitigation measures that can influence animal or human behaviors. For each project that conflicts with this corridor, there will be a coordination with the city requirement on proper mitigation. These mitigation measures will include grade crossings, bridges, or tunnel crossings. As it is unknown, the exact required mitigation measures for every project; the proposed mitigation should be updated on a project-by-project basis during engineering design. Future wildlife crossings will, at minimum, be designed in compliance with [FHWA - Center for Local Aid Support - Publications \(dot.gov\)](https://www.fhwa.gov/publications/center-for-local-aid-support). The anticipated mitigations are identified on the Wildlife Corridor Conflict Map, located in the [Appendix](#). Roads are heavily discouraged in the wildlife corridor and should not be allowed except for the minimal required roads annotated on the TMP. Any road deemed necessary to cross the wildlife corridor should have impact studies completed and include animal-human mitigation measures. As these recommendations are updated based on development and growth, it is the recommendation to continually update this map to ensure everyone is up to date with current planning in the city. The city will be proactive in securing funding for future wildlife crossing and mitigations and will work with local, state, federal, and outside organizations to achieve that goal.

2030 Capital Facilities Plan

The 2030 CFP includes all projects that will be completed by the horizon year of 2030. A “No Build” scenario is modeled to determine the roadways which will perform at LOS E or worse by 2030. Included in the list of projects are projects on the MAG Regional Transportation Plan (RTP). This section describes the details of the process used to produce a list of projects as well as a description of the Transportation Improvement Fund (TIF) for the 2030 CFP.

No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in [Figure 10](#). The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- **Cory B Wride Highway** (Airport Road to eastern border)
- **Pony Express Pkwy** (Aviator Avenue to Ranches Pkwy)

- **Pony Express Pkwy** (Porters Crossing Pkwy to eastern border)
- **Mount Airey Drive** (north of Cory Wride Highway)

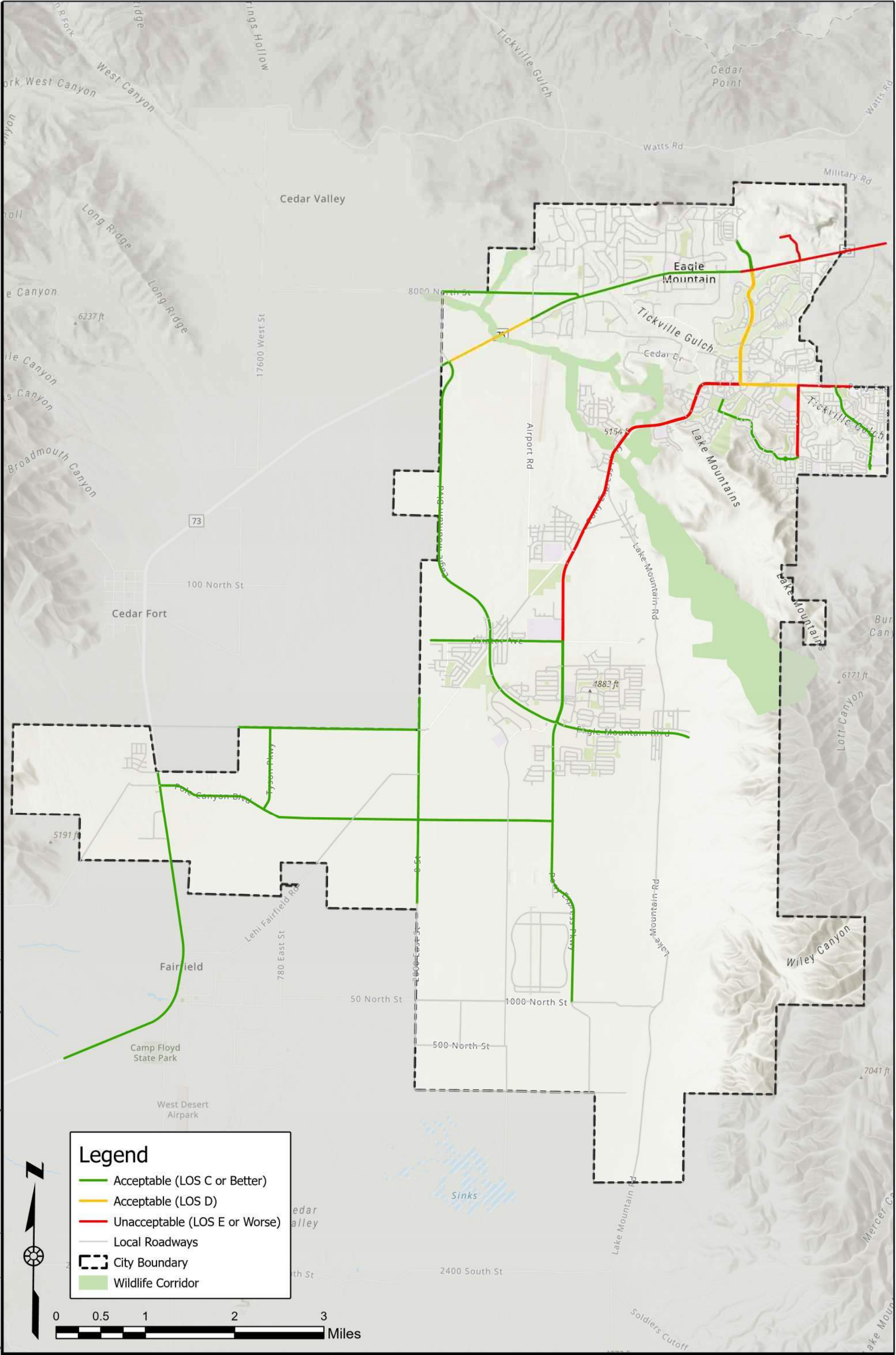
2030 Roadway Improvements

Eagle Mountain is not alone in improving the roadway network. MAG, in cooperation with UDOT, provides financial assistance for eligible projects on roadways with regional significance. Some of these projects are already included in the Regional Transportation Plan (RTP). Projects not included on the RTP of regional significance may receive financial assistance through an application process. On roadways owned and operated by UDOT, the fiscal responsibility typically falls to UDOT. It is important for Eagle Mountain to include these projects in this TMP as well as coordinate with UDOT to ensure these projects are implemented and that the projects follow access management principles. The projects in Eagle Mountain included on the RTP are shown in the following list of the RTP Phase 1 projects to be completed by 2030.

Phase 1: 2019-2030

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New 5 lane road
- **Cory Wride FWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY** (Ranches Pkwy to Airport Rd) – Widen to 5 lanes
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to East Expressway) – New 3 lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes (Complete)

Although the improvements on the RTP will improve congestion in the specific project areas, there are other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 11](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030, also shown in [Figure 11](#). A description of all projects can be found in [Appendix B: Cost Estimates](#). The costs to implement these projects is found in [Cost to Implement 2030 and 2050 Projects](#).



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2030 No-Build Level of Service
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Figure 10	

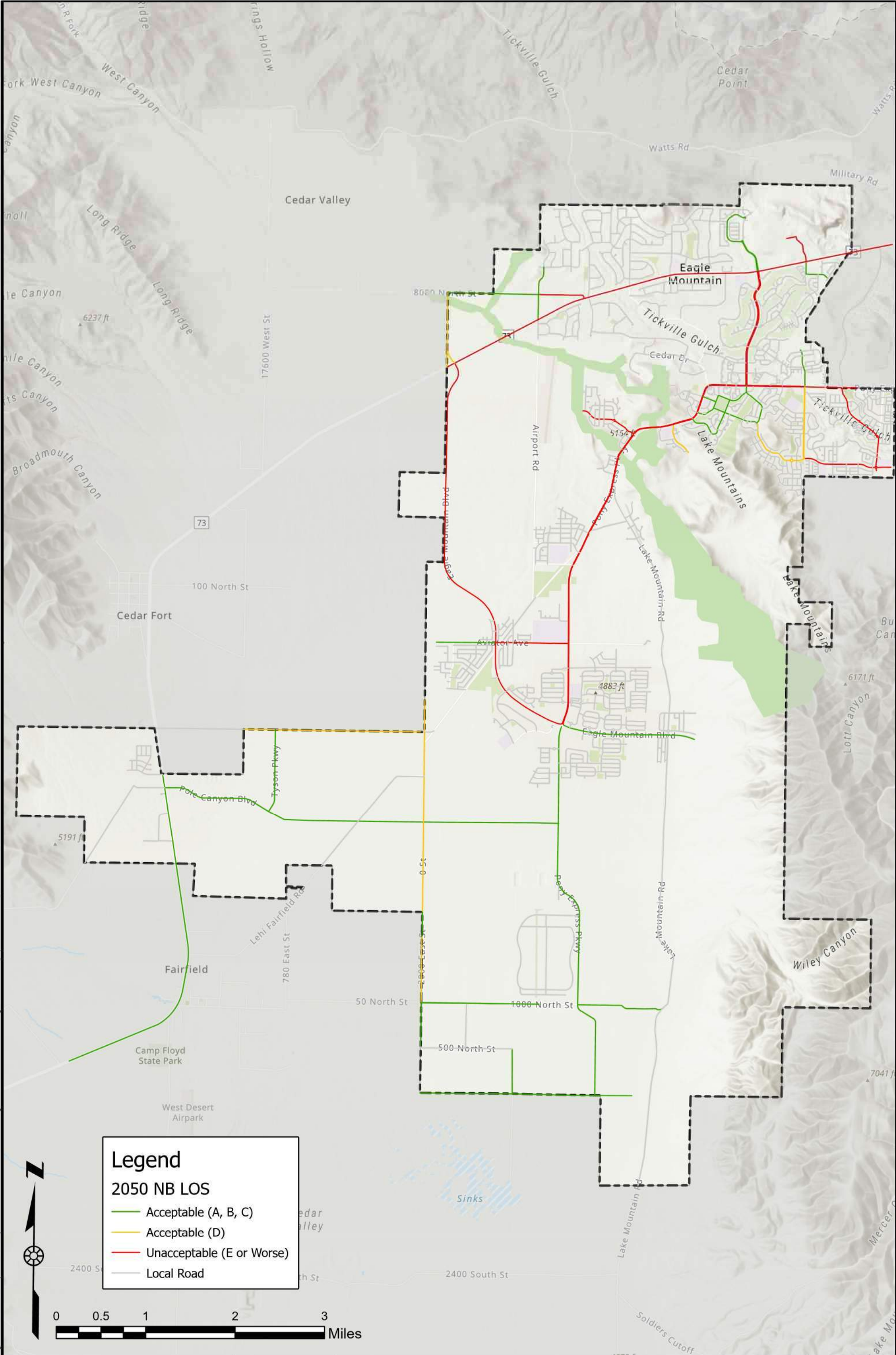
2050 Roadway Improvements

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

No Build Level of Service

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

- **Cory B Wride Highway** (western border to eastern border)
- **8000 North** (Six-Mile Cutoff Road to Cory B Wride Highway)
- **Valley Drive** (Cory B Wride Highway to North Crest Road)
- **North Crest Road** (Valley Drive to North Cedar Drive)
- **North Cedar Drive** (North Crest Road to Pony Express Pkwy)
- **Ranches Pkwy** (Cory B Wride Highway to Pony Express Pkwy)
- **Mount Airey Drive** (north of Cory B Wride Highway)
- **Eagle Mountain Blvd** (Cory B Wride Highway to Pony Express Pkwy)
- **Lone Tree Pkwy** (east of Pony Express Pkwy)
- **North Silver Lake Pkwy** (Pony Express Pkwy to Golden Eagle Road)
- **Golden Eagle Road** (Porters Crossing Pkwy to eastern border)
- **Aviator Avenue** (Eagle Mountain Blvd to Pony Express Pkwy)
- **Pole Canyon Blvd** (2000 East Street to Pony Express Pkwy)
- **Pony Express Pkwy** (Eagle Mountain Blvd to eastern border)



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2050 Roadway Improvements

There are many roadways in Eagle Mountain that are included on MAG's RTP. The projects included on the RTP are shown in [Figure 13](#). Included is a list of the roadway improvements included on the RTP for all three phases (2019-2050).

Phase 1: 2019-2030

- **Airport Rd** (Cory B Wride HWY to East Expressway) – New 5 Lane Road
- **Cory Wride FWY** (Mountain View Corridor to Ranches Pkwy) – New freeway, frontage roads
- **Cory Wride HWY (Ranches Pkwy to Airport Rd)** – Widen to 5 Lanes
- **East Expressway** (Eagle Mountain Blvd to Eagle Mountain Blvd) – New 3 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to East Expressway) – New 3 lane road
- **Pony Express Pkwy** (Sandpiper Rd to Eagle Mountain Blvd) – Widen to 5 lanes

Phase 2: 2031-2040

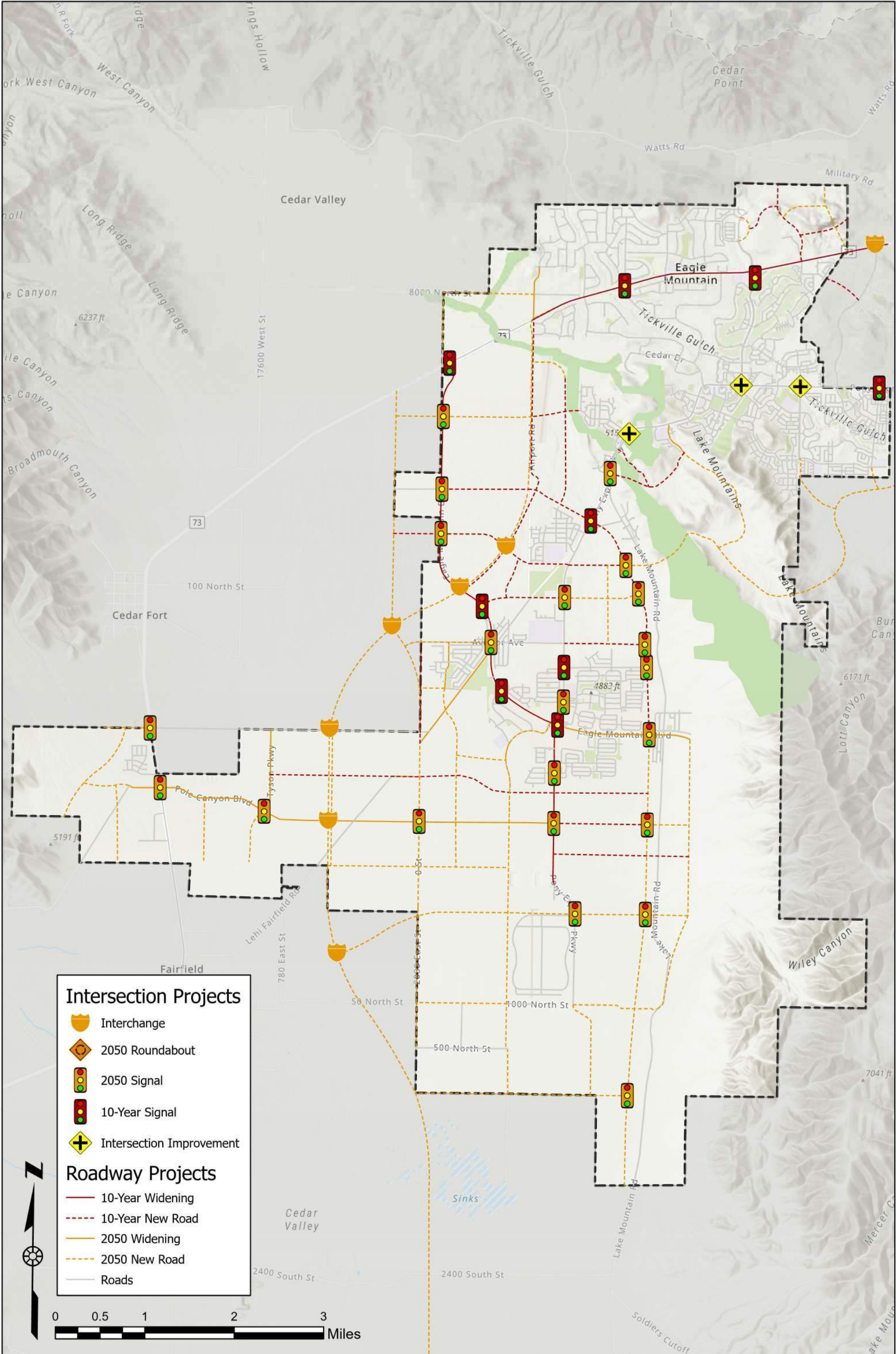
- **Cory Wride FWY** (Ranches Pkwy to East Expressway) – New Freeway
- **Eagle Mountain Blvd** (SR-73 to East Expressway) – Widen to 5 lanes
- **East Expressway** (Cedar Valley FWY to Eagle Mountain Blvd) – Widen to 5 lanes
- **Mt. Saratoga Blvd** (Cory Wride FWY to Harvest Hills Blvd) – New 3 lane road

Phase 3: 2040-2050

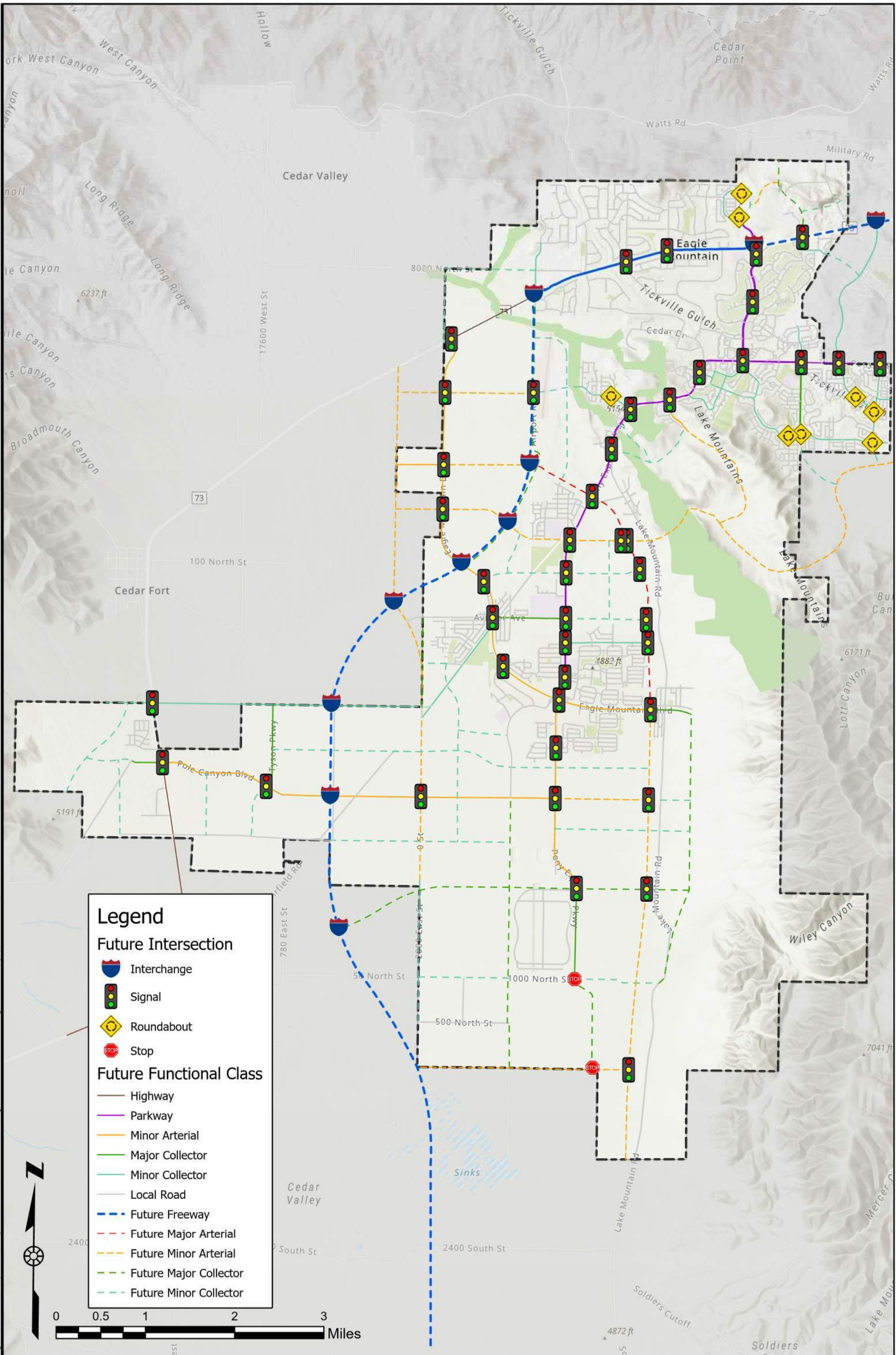
- **Aviator Ave** (Eagle Mountain BLVD to Cedar Fort RD) – New 3 lane road
- **Cedar Valley FWY** (East Expressway to UC 4000 N) – New Freeway
- **Central Valley Rd** (UC 2400 N to Mid Valley Rd) – New 3 lane road
- **Hidden Valley Rd** (East Expressway to Redwood Rd) – New 5 lane road
- **Mid Valley Rd** (Eagle Mountain Blvd to Cedar Fort Rd) – New 3 lane road
- **UC 8000 N** (Cedar Fort Rd to UC 17200 W) – New 3 lane road

Although the improvements on the RTP will improve congestion in the specific project areas, there are many other areas of the city where the roadways will perform at a LOS E or worse in the coming years if not improved upon. The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 13](#). Beyond the MAG RTP, Eagle Mountain has identified new roads, capacity improvements and intersection improvements to be completed by 2030 and 2050, also shown in [Figure 13](#). A description of all projects can be found in [Appendix B: Cost Estimates](#).

Applying all improvements from [Figure 13](#) will improve the roadway network to function at LOS D or better. Assuming all proposed projects are completed by 2050, [Figure 14](#) represents the proposed 2050 Eagle Mountain roadway network functional classification. The costs to implement these projects is found in the section [Cost to Implement 2030 and 2050 Projects](#).



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Future Functional Classification
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Figure 14	

Funding for Roadway Network Improvements

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 as growth happens.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions often help pay for such regional benefits. Those jurisdictions could include the Federal Government, the State Government or the Utah Department of Transportation, or the Mountainland Association of Governments. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for specific improvements necessary to maintain an acceptable LOS. The city will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Eagle Mountain recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the city.

Federal Funding

Federal money is available to cities and counties through the federal-aid program. UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trails funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. MAG's Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles.
- **Air Quality Improvements** – projects showing demonstrable air quality benefits.
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety.

State/County Funding

The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-

five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in Eagle Mountain fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control the monies. To qualify for preservation funds, the city must comply with the Corridor Preservation Process found at the following link <https://www.udot.utah.gov>.

A new source of funding for Eagle Mountain is a new statewide gas tax. As of January 1, 2016, the state will begin collecting \$0.05 per gallon of gas purchased to directly use towards transportation improvements. The inclusion of this gas tax will provide Eagle Mountain with approximately **\$440,000** annually to use towards transportation projects.

City Funding

Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a source of funds for projects 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. As of the publishing of this Transportation Master Plan, Eagle Mountain City will have a general fund budgeted line item for transportation improvements.

General obligation bonds are debt paid for or backed by the city's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed 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.

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 most of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the city needing and benefiting from the improvements.

Grant monies are ideal for funding projects within the city since they do not need to be paid back. Grants are not easy to come by and therefore obtaining such funding is not likely for the city and should not be considered a viable revenue source.

Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

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

Cost to Implement 2030 and 2050 Projects

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

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

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

Also included are all projects necessary for the roadway network for 2050. Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. All projects included for the horizon year 2050 are listed in **Appendix B: Cost Estimates**. The total cost estimate for Eagle Mountain to improve the transportation system by 2050 is **\$1.235 Billion** dollars with Eagle Mountain financially responsible for **\$570.9 Million** dollars.

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Table 6: 2050 TMP Projects

2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	\$16,142,000	MAG/Other Funds	2030	100%	\$16,142,000
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	\$2,670,000	Eagle Mountain	2030	100%	\$2,670,000
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	\$3,965,000	Eagle Mountain	2030	100%	\$3,965,000
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Pkwy - New freeway, frontage roads	\$459,608,000	MAG/Other Funds	2050	7%	\$32,173,000
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	\$7,565,000	UDOT	2050	0%	\$0
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	\$8,716,000	UDOT	2050	0%	\$0
5	New road (East Expressway): Eagle Mountain Blvd to Eagle Mountain Blvd - New 3 lane road	\$32,397,000	MAG/Other Funds	2030	100%	\$32,397,000
6	New Road (Lehi Fairfield): Eagle Mountain Blvd to 1600 West - New 3 lane road	\$6,820,000	Eagle Mountain	2050	100%	\$6,820,000
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	\$4,642,000	Eagle Mountain	2030	100%	\$4,642,000
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	Completed	Eagle Mountain	2030	100%	Completed
9	Eagle Mountain Blvd Widening: SR-73 to East Expressway - Widen to 5 lanes	\$12,238,000	Eagle Mountain	2030	100%	\$12,238,000
10	Eagle Mountain Blvd: Pony Express Pkwy to Project 31	\$927,000	MAG/Other Funds	2050	7%	\$65,000
11	Mustang Way & SR-73 - New Signal	\$300,000	UDOT	2050	0%	\$0
12	Eagle Mountain Boulevard & Aviator Ave	\$300,000	Eagle Mountain	2050	100%	\$300,000
13	New Road (Aviator Avenue): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	\$5,100,000	MAG/Other Funds	2050	7%	\$357,000
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	\$103,200,000	MAG/Other Funds	2050	7%	\$7,224,000
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	\$465,000	MAG/Other Funds	2050	7%	\$33,000
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	\$34,800,000	MAG/Other Funds	2050	7%	\$2,436,000
17	New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road	\$11,500,000	MAG/Other Funds	2050	7%	\$805,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	\$5,877,000	MAG/Other Funds	2050	7%	\$412,000
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	\$10,306,000	Eagle Mountain	2030	100%	\$10,306,000
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	\$2,244,000	Eagle Mountain	2050	100%	\$2,244,000
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	\$11,045,000	Eagle Mountain	2050	100%	\$11,045,000
22	New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road	\$1,895,000	Eagle Mountain	2050	100%	\$1,895,000
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	\$2,560,000	Eagle Mountain	2050	100%	\$2,560,000
24	New Road (W 3500 N St?): Tyson Pkwy to East Expressway - New 2 lane road	\$30,302,000	Eagle Mountain	2030	100%	\$30,302,000
25	New Road (N Wood Rd): N WOOD Road to 500 N St – New 3 lane road	\$16,017,000	Eagle Mountain	2050	100%	\$16,017,000
26	New Road (Bald Eagle Way): Pony Express Pkwy to possible E Oquirrh Ranch Pkwy - New 2 lane	\$3,637,000	Eagle Mountain	2030	100%	\$3,637,000
27	New Road (E Oquirrh Ranch Pkwy): Pony Express Pkwy to Hidden Valley Road -	\$7,271,000	Eagle Mountain	2030	100%	\$7,271,000
28	New Road (north of East Expressway): Eagle Mtn Blvd to Airport Rd	\$7,611,000	Eagle Mountain	2050	100%	\$7,611,000
29	East Expressway & Project 81 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
30	New Road (south of Cory Wride Mem Park): Project 29 to 5000 North St	\$8,464,000	Eagle Mountain	2050	100%	\$8,464,000
31	New Road (unknown N/S Rd): Eagle Mtn Blvd to 1000 North St	\$16,046,000	Eagle Mountain	2050	100%	\$16,046,000
32	New Road (1000 North St): 2000 East St to N Wood Rd	\$5,285,000	Eagle Mountain	2050	100%	\$5,285,000
33	New Road (unknown): Wood Road to Project 40	\$34,554,000	Eagle Mountain	2050	100%	\$34,554,000
34	New Road (west of SR-73): northern border to southern border	\$6,448,000	Eagle Mountain	2050	100%	\$6,448,000
35	New Road (4000 N): along northern border to SR-73	\$2,769,000	Eagle Mountain	2050	100%	\$2,769,000
36	New Road (Pole Canyon Blvd): Project 34 to W Lewiston Rd	\$2,673,000	Eagle Mountain	2050	100%	\$2,673,000
37	New Road (unknown N/S Rd, west of SR-73): Pole Canyon Blvd to Project 33 above	\$4,371,000	Eagle Mountain	2050	100%	\$4,371,000
38	New Road (unknown, N/S Rd, east of SR-73): Pole Canyon Blvd to Project 33 above	\$3,659,000	Eagle Mountain	2050	100%	\$3,659,000
39	New Road (Tyson Pkwy): Pole Canyon Blvd to Project 33 above	\$3,240,000	Eagle Mountain	2050	100%	\$3,240,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
40	New Road (unknown N/S Rd, east of Tyson Pkwy): northern border to southern border	\$9,206,000	Eagle Mountain	2050	100%	\$9,206,000
41	New Road (unknown W/E Rd): Project 33 above to N Wood Rd	\$10,532,000	Eagle Mountain	2050	100%	\$10,532,000
42	New Road (O St): Cory Wride Hwy to Project 33 above	\$18,043,000	Eagle Mountain	2050	100%	\$18,043,000
43	New Road (2000 East St): Project 33 above to 500 North St	\$6,762,000	Eagle Mountain	2050	100%	\$6,762,000
44	New Road (Porters Crossing Pkwy): Golden Eagle Rd to Mid Valley Rd	\$3,958,000	Eagle Mountain	2050	100%	\$3,958,000
45	New Road (Silver Lake Pkwy): Golden Eagle Rd to Mid Valley Rd	\$1,168,000	Eagle Mountain	2050	100%	\$1,168,000
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Rd	\$2,452,000	Eagle Mountain	2030	100%	\$2,452,000
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	\$1,886,000	Eagle Mountain	2050	100%	\$1,886,000
48	New Road (Wagstaff Way): N Spring Run Drive to Spring Run Pkwy	\$1,904,000	Eagle Mountain	2030	100%	\$1,904,000
49	New Road (Spring Run Pkwy): SR-73 to northern border	\$6,001,000	Eagle Mountain	2030	100%	\$6,001,000
50	New Road (unknown W/E Rd): Spring Run Pkwy to Project 52	\$2,140,000	Eagle Mountain	2050	100%	\$2,140,000
51	New Road (Wagstaff Way): Spring Run Pkwy to eastern border	\$5,682,000	Eagle Mountain	2030	100%	\$5,682,000
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	\$3,079,000	Eagle Mountain	2050	100%	\$3,079,000
53	New Road (Pony Express Pkwy): 1000 N to southern border	\$8,540,000	Eagle Mountain	2050	100%	\$8,540,000
54	New Road (unknown N/S road): Mid Valley Road to Project 57	\$2,413,000	Eagle Mountain	2050	100%	\$2,413,000
55	New Road (Pole Canyon Blvd): East Expressway to Project 31 above	\$3,813,000	Eagle Mountain	2050	100%	\$3,813,000
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	\$10,036,000	Eagle Mountain	2030	100%	\$10,036,000
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Pkwy	\$6,667,000	Eagle Mountain	2030	100%	\$6,667,000
58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	\$37,233,000	Eagle Mountain	2050	100%	\$37,233,000
59	New Road (Eagle Mountain Blvd): Cory Wride Hwy to 8000 North	\$4,543,000	Eagle Mountain	2050	100%	\$4,543,000
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	\$3,440,000	Eagle Mountain	2050	100%	\$3,440,000
61	New Road (Pole Canyon Blvd): Pony Express Pkwy to East Expressway	\$11,061,000	Eagle Mountain	2030	100%	\$11,061,000
62	New Road (Aviator Avenue): Pony Express Pkwy to East Expressway - New 3 lane road	\$6,078,000	Eagle Mountain	2030	100%	\$6,078,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
63	New Road (Lone Tree Pkwy): Old Airport Road to Seabiscuit Road	\$3,482,000	Eagle Mountain	2030	100%	\$3,482,000
64	New Road (Lone Tree Pkwy): Eagle Mountain Blvd to Old Airport Road	\$2,909,000	Eagle Mountain	2050	100%	\$2,909,000
65	Pony Express Pkwy Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	\$7,985,000	Eagle Mountain	2030	100%	\$7,985,000
66	New Road (unknown W/E road): Pony Express Pkwy to East Expressway	\$3,226,000	Eagle Mountain	2050	100%	\$3,226,000
67	Wood Haven Blvd & Pony Express Pkwy - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
68	Pony Express Pkwy & East Expressway - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
69	Eagle Mountain Blvd & Project 57 - new signal	\$368,000	Eagle Mountain	2030	100%	\$368,000
70	Bobby Wren Blvd & Pony Express Pkwy - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
71	Eagle Mountain Blvd & Major Street - new signal	\$330,000	Eagle Mountain	2030	7%	\$23,000
72	Pony Express Pkwy & Eagle Mountain Blvd - new signal	\$316,000	Eagle Mountain	2030	100%	\$316,000
73	Eagle Mountain Blvd and SR-73 - new signal	\$300,000	Eagle Mountain	2030	100%	\$300,000
74	Old Airport Road & East Expressway - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
75	Pony Express Pkwy & Project 57 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
76	Pole Canyon Blvd & SR-73 - new signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
77	Pole Canyon Blvd & Pony Express Pkwy	\$300,000	Eagle Mountain	2050	100%	\$300,000
78	New Road (Cory Wride Freeway): Ranches Pkwy to East Expressway – New Freeway, Frontage Roads	\$86,400,000	UDOT	2050	0%	\$0
79	New Road (1600 West): Aviator Avenue to 4000 North	\$4,071,000	Eagle Mountain	2030	100%	\$4,071,000
80	New High-T Signal: Ranches Pkwy & Campus Drive	\$1,719,000	Eagle Mountain	2030	100%	\$1,719,000
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	\$5,571,000	Eagle Mountain	2050	100%	\$5,571,000
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	\$811,000	Eagle Mountain	2050	100%	\$811,000
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	\$4,897,000	Eagle Mountain	2050	100%	\$4,897,000
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	\$300,000	Eagle Mountain	2030	100%	\$300,000

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2030 Capital Facilities Plan – The City of Eagle Mountain Responsibility						
Ref. No.	Location	Total Price	Funding Source	Year	Eagle Mountain %	Eagle Mountain Total
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	\$121,000	Eagle Mountain	2030	100%	\$121,000
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	\$149,000	Eagle Mountain	2030	100%	\$149,000
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	\$48,839,000	Eagle Mountain	2050	100%	\$48,839,000
88	East Expressway & Eagle Mountain Blvd - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
89	New Road (East Expressway): Eagle Mountain Blvd to Southern Border	\$24,173,000	Eagle Mountain	2050	100%	\$24,173,000
90	East Expressway & Bobby Wren Blvd - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
91	Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
92	Eagle Mountain Blvd & Mid Valley Road - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
93	Mid Valley Road & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
94	East Expressway & Project 66 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
95	East Expressway & 5000 North - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
96	Pony Express Pkwy & Eagle Park Entry Road	\$300,000	Eagle Mountain	2050	100%	\$300,000
97	Eagle Mountain Blvd & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
98	Pony Express Pkwy & Rachel Way	\$300,000	Eagle Mountain	2050	100%	\$300,000
99	4000 North & SR-73 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
100	Pole Canyon Rd & Tyson Pkwy - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
101	Pole Canyon Rd & 0 St - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
102	Pole Canyon Rd & East Expressway - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
103	Pony Express Pkwy & Project 87 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
104	East Expressway & Project 87 - New Signal	\$300,000	Eagle Mountain	2050	100%	\$300,000
Total		\$1,269,390,000				\$586,190,000



ALTERNATIVE TRANSPORTATION MODES

Accommodating alternative modes of transportation, including trails, sidewalks, and future transit options, help provide opportunities to those who may not have access to a vehicle, may not be inclined to drive, or are seeking healthier lifestyles. An active transportation plan allows all Eagle Mountain residents to travel within and out of Eagle Mountain. These facilities will improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City's roadway network.

Eagle Mountain is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. A thorough TMP will accommodate all these modes for all ages and all abilities where possible. Through proper policy, Eagle Mountain can achieve a wide range of benefits like; improving safety, enhancing city vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. Eagle Mountain will look holistically at the transportation network to identify the best streets for walking and riding a bicycle while ensuring that main arterials and thoroughfares remain accessible and viable for regional travel. These policies need to reflect the local lifestyles and needs unique to the Eagle Mountain community.

Bicycle and Pedestrians

Pedestrian and bicycle safety is one of the main features of any transportation master plan. People will be more inclined to walk or ride their bicycle when the experience is pleasant, they feel safe, and distances are reasonable. Eagle Mountain is home to some of the most recognized bike trails in the state. Bike lanes on selected roadways provide safer access for recreational users, as stated in the *Eagle Mountain Bicycle and Pedestrian Master Plan*, which the public can access online at <https://eaglemountaincity.com>.

Transit

The Utah Transit Authority (UTA) is the public transportation provider throughout the Wasatch Front. UTA operates fixed-route buses, express buses, bus rapid transit (BRT), ski buses, light rail, and commuter rail. UTA has also started a new On Demand service, which is not available in Eagle Mountain, but Eagle Mountain should explore this service as another viable alternative mode of transportation. In this capacity, UTA is responsible for the operation of the transit network in Eagle Mountain. Eagle Mountain and UTA are responsible for cooperating and providing transit planning to accommodate alternative transportation options to residents as demand increases.

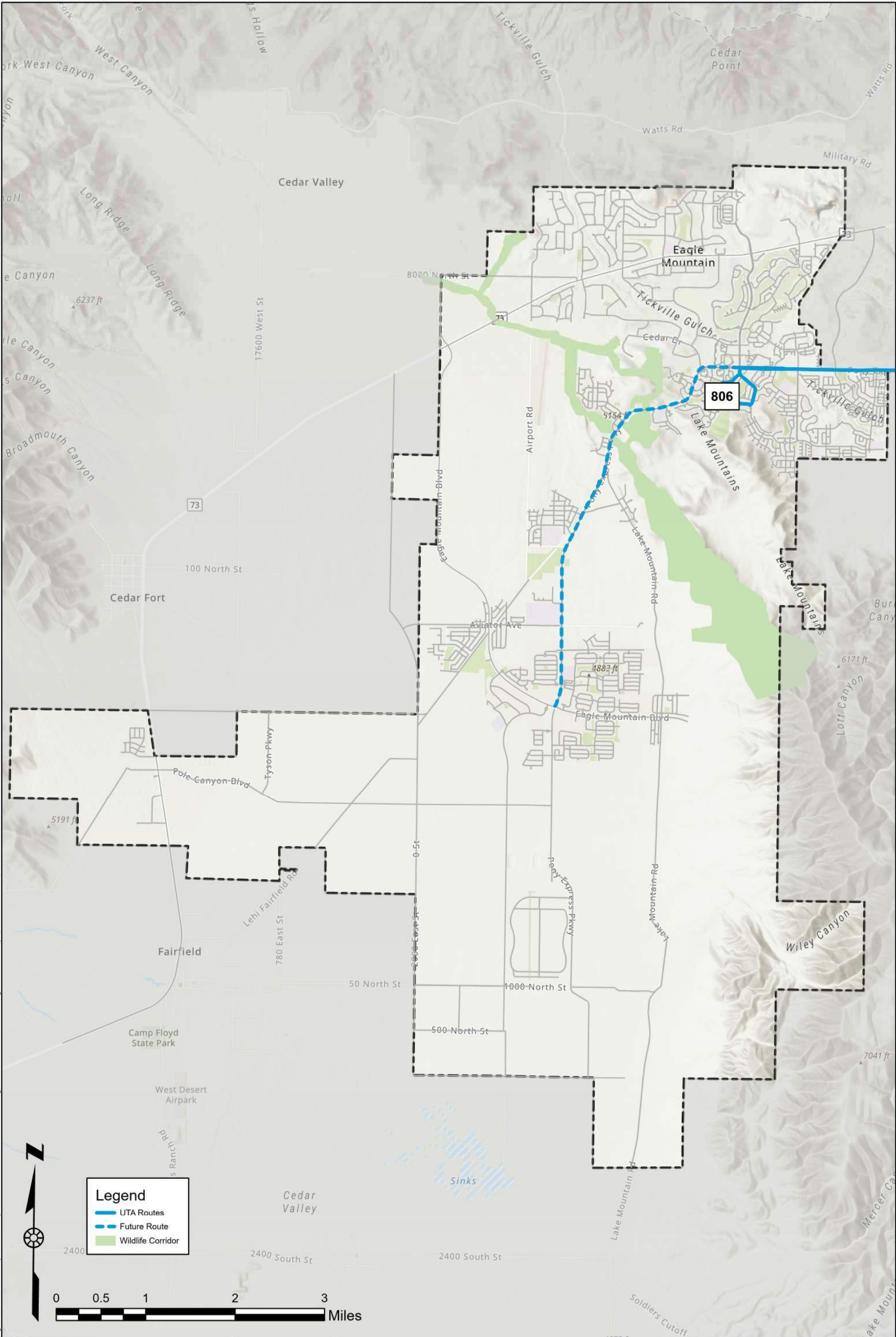
In 2008, the Utah Transit Authority (UTA) began Route 806, the first bus route to serve Eagle Mountain, which currently runs between Nolen Park in Eagle Mountain (western terminus) and the Lehi FrontRunner station (eastern terminus). Existing transit routes and planned future routes in Eagle Mountain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

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As part of MAG's Trans Plan 50 there is a planned Cedar Valley Core Bus Route scheduled and funded for phase 1 which travels between American Fork and Eagle Mountain, extending coverage down to Eagle Mountain Blvd. As well, there is an unscheduled and unfunded BRT route that may be considered as demand increases. Eagle Mountain and UTA will continue to coordinate and plan for future transit needs.



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

UTA Transit Routes
Eagle Mountain Transportation Master Plan

DATE	12/6/2022
DRAWN	
Figure 15	



APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



Traffic Impact Study Requirements

When a Traffic Impact Study is required prepare the study according to the appropriate TIS level as shown below. The traffic study shall, at a minimum, incorporate Eagle Mountain principles and standards and national practices. Additional requirements and investigation may be imposed upon the applicant as necessary.

PERMIT LEVEL / TRAFFIC STUDY LEVEL I

Project ADT < 100 trips

No proposed modifications to traffic signals or roadway elements or geometry.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- The study area may be limited to or include property frontage and include neighboring and adjacent parcels. Identify site, cross, and next adjacent up and down stream access points within access category distance of property boundaries.

2. Design Year

- Opening Day of Project

3. Analysis Conditions and Period

- Identify site traffic volumes and characteristics.
- Identify adjacent street(s) traffic volume and characteristics.

4. Identify right-of-way, geometric boundaries and physical conflicts

- Investigate existence of federal or state, no access or limited access control line.

5. Generate access point capacity analysis as necessary

- Analyze site and adjacent road traffic for the following time periods: weekday A.M. and P.M. peak hours including Saturday peak hours if required by the City Engineer. Identify special event peak hour as necessary (per roadway peak and site peak).

6. Design and Mitigation

- Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL II**Project ADT 100 to 500 trips****1. Study Area**

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections

2. Design Year

- Opening Day of Project

3. Analysis Period

- Identify site and adjacent road traffic for weekday A.M. and P.M. peak hours (Saturdays if required by the City Engineer).

4. Data Collection

- Identify site and adjacent street roadway and intersection geometries.
- Identify adjacent street(s) traffic volume and characteristics.

5. Conflict / Capacity Analysis

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis as determined by the City Engineer.

6. Right-of-Way Access

- Identify right-of-way, geometric boundaries and physical conflicts.
- Investigate existence of federal or state, no access or limited access control line.

7. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Project ADT 500 to 3,000 trips or peak hour < 500 trips.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. An acceptable traffic study boundary is 1/4-1/2 mile on each side of the project site per the City Engineer.
- Intersection of site access drives with state highways and any signalized and unsignalized intersection within access category distance of property line. Include any identified queuing distance at site and study intersections.

2. Design Year

- Opening Day of Project
- Five (5) Years after Project Completion
- Document and include all phases of development (includes out pad parcels)

3. Analysis Period

- Analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as a high Saturday use.. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning Movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Traffic accident data

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distribution and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Conflict/Capacity Analysis

- Diagram flow of traffic at access point(s) for site and adjacent development.
- Perform capacity analysis for daily and peak hour volumes

8. Traffic Signal Impacts

- For modified and proposed traffic signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis

9. Design and Mitigation.

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL III

Project ADT 3,000 to 10,000 trips or peak hour traffic 500 to 1,200 trips.

1. Study Area

- The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary.
- An acceptable traffic study boundary should be based on travel time or by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of property line on each side of project site.

2. Design Year

- Opening Day of Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (includes out pad parcels).

3. Analysis period

- For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours if identified as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 48 hours.
- Traffic accident data.

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts.

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.
 - Traffic Signal drawings as identified.
 - Queuing Analysis.
 - Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
 - Traffic Coordination Analysis

10. Accident and Traffic Safety Analysis

- Existing vs. as proposed development.

11. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

PERMIT LEVEL / TRAFFIC STUDY LEVEL IV

Project ADT greater than 10,000 trips or peak hour traffic > 1,200 vehicles per hour.

1. Study Area

- The study area, depending on the size and intensity of the development, will include the surrounding roadways ½ mile from the parcel boundary or reasonable travel time boundary.

2. Design Year

- Opening Day of Project
- Five (5) Years After Opening
- Twenty (20) Years After Opening
- Document and include all phases of development (includes out pad parcels).

3. Analysis Period

- For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours as needed per the City Engineer. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

4. Data Collection

- Daily and Turning movement counts.
- Identify site and adjacent street roadway and intersection geometries.
- Traffic control devices including traffic signals and regulatory signs.
- Automatic continuous traffic counts for at least 24 hours or obtain ADT from local or state agencies
- Traffic accident data.

5. Trip Generation

- Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department.

6. Trip Distributions and Assignment

- Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis

- Level of Service (LOS) for all intersections.
- LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts.

- For proposed Traffic Signals:
 - Traffic Signal Warrants as identified.

- Traffic Signal drawings as identified.
- Queuing Analysis.
- Traffic Systems Analysis. Includes acceleration, deceleration and weaving.
- Traffic Coordination Analysis

9. Accident and Traffic Safety Analysis. Existing vs. Proposed Development

10. Design and Mitigation

- Determine and document safe and efficient operational design needs based on site and study area data.
- Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.



APPENDIX B: COST ESTIMATES



Project #	Project Name	Project Type	Funding	Range (yr)	Functional Class	Estimated Construction Year
1	New Road (Old Airport Rd): Cory B Wride HWY to East Expressway - New 5 lane road	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
1b	New Road (Old Airport Rd): East Expressway to Mid Valley Road - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
1c	New Road (Old Airport Rd): Mid Valley Road to Project 57 - New 3 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
2	New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Parkway - New freeway, frontage roads	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
3	Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
4	Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes	Capacity Improvement	UDOT	10	Major Arterial - 126' - Five Lanes	2030
5	New road (East Expressway): Pony Express Pkwy to Eagle Mountain Blvd - New 5 lane road	New Road	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2030
6	New Road (Foothill Boulevard): Cory Wride Fwy to Stillwater Dr - New 3 lane road	New Road	MAG/Other Funds	10	Major Collector - 94'	2030
7	New Road (Mid Valley Road): Eagle Mountain Blvd to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
8	Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	10	Major Arterial - 126' - Five Lanes	2050
9	Eagle Mountain Boulevard Widening: SR-73 to East Expressway - Widen to 5 lanes	Capacity Improvement	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2030
10	East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Boulevard - Widen to 5 lanes	Capacity Improvement	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
11	New Road (Harvest Hills Boulevard): Sunflower Way to Spring Run Dr - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
12	New Road (Mt. Saratoga Boulevard): Cory Wride Freeway to Harvest Hills Boulevard - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
13	New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
14	New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
15	New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
16	New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road	New Road	MAG/Other Funds	30	Major Arterial - 126' - Five Lanes	2050
17	New Road (Mid Valley Road): Eagle Mountain Blvd to Cedar Fort Road - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
18	New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road	New Road	MAG/Other Funds	30	Major Collector - 94'	2050
19	New Road (unknown N/S road): East of Old Airport Rd to East Expressway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
20	Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
21	New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
22	New Road (Willard Peak Drive): Brandon Park Rd to O St - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
23	New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
24	New Road (possibly W 3500 N St?): Tyson Parkway to East Expressway - New 2 lane road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
25	New Road (N Wood Rd): N Wood Rd to E 500 N St - New 3 lane road	New Road	Eagle Mountain	30	Major Collector - 94'	2050
26	New Road (possibly Bald Eagle Way): Pony Express Parkway to possible E Oquirrh Ranch Pkwy - New 2 lane	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
27	New Road (possibly E Oquirrh Ranch Parkway): Pony Express Pkwy to Hidden Valley Road -	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
28	New Road (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
29	New Road (unknown, south of Cory Wride Mem Park): Eagle Mtn Blvd to Pony Express Pkwy -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
30	New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
31	New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
32	New Road (1000 North St): 2000 East St to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
33	New Road (unknown): Wood Road to Project 40	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
34	New Road (unknown, west of SR-73): northern border to southern border	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
35	New Road (4000 N): along northern border to SR-73	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
36	New Road (Pole Canyon Boulevard): Project 34 to W Lewiston Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
37	New Road (unknown N/S rd, west of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
38	New Road (unknown, N/S rd, east of SR-73): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
39	New Road (Tyson Parkway): Pole Canyon Boulevard to Project 33 above	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
40	New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border	New Road	Eagle Mountain	30	Major Collector - 94'	2050
41	New Road (unknown W/E rd): Project 33 above to N Wood Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
42	New Road (O St): Cory Wride Hwy to Project 33 above	New Road	Eagle Mountain	30	Major Collector - 94'	2050
43	New Road (2000 East St): Project 33 above to 500 North St	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
44	New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
45	New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
46	New Road (Talus Ridge Drive): Scenic Mountain Dr to Mt Saratoga Blvd	New Road	Eagle Mountain	30	Minor Collector - 77'	2030
47	New Road (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
48	New Road (possibly Wagstaff Way): N Spring Run Drive to Spring Run Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
49	New Road (Spring Run Parkway): SR-73 to northern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
50	New Road (unknown W/E rd just south of norther border): Spring Run Parkway to Project 52	New Road	Eagle Mountain	30	Local Street	2050
51	New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
52	New Road (unknown N/S road just west of eastern border): SR-73 to northern border	New Road	Eagle Mountain	30	Local Street	2050
53	New Road (Pony Express Parkway) : 1000 N to southern border	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
54	New Road (unknown W/E road): Cory Wride HWY to East Expressway	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
55	New Road (Pole Canyon Boulevard): East Expressway to Project 31 above	New Road	Eagle Mountain	30	Major Arterial - 126' - Five Lanes	2050
56	New Road (unknown W/E road): Pony Express Pkwy to Project 31 above	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
57	New Road (unknown W/E road): Eagle Mountain Blvd to Pony Express Parkway	New Road	Eagle Mountain	10	Minor Collector - 77'	2030

58	Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy	Capacity Improvement	Eagle Mountain	30	Minor Arterial - 122'	2050
59	New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
60	Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
61	New Road (Pole Canyon Boulevard): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
62	New Road (Aviator Avenue): Pony Express Parkway to East Expressway - New 3 lane road	New Road	Eagle Mountain	10	Major Collector - 94'	2030
63	New Road (Lone Tree Parkway): Old Airport Road to Seabiscuit Road	New Road	Eagle Mountain	10	Minor Collector - 77'	2030
64	New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road	New Road	Eagle Mountain	30	Minor Arterial - 122'	2050
65	Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
66	New Road (unknown W/E road): Pony Express Parkway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
67	WoodHaven Blvd & Pony Express Pkwy - new signal	Traffic Signal	Eagle Mountain	10		2030
68	Pony Express Pkwy & East Expressway - new signal	Traffic Signal	Eagle Mountain	10		2030
69	Eagle Mountain Boulevard & Project 57 - new signal	Traffic Signal	Eagle Mountain	10		2030
70	Bobby Wren Boulevard & Pony Express Parkway - new signal	Traffic Signal	MAG/Other Funds	10		2030
71	Eagle Mountain Boulevard & Major Street - new signal	Traffic Signal	Eagle Mountain	10		2030
72	Pony Express Pkwy & Eagle Mountain Boulevard - new signal	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
73	Eagle Mountain Boulevard and SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
74	Old Airport Road & East Expressway - new signal	Traffic Signal	Eagle Mountain	30		2050
75	Pony Express Parkway & Project 57 - new signal	Traffic Signal	Eagle Mountain	30		2050
76	Pole Canyon Boulevard & SR-73 - new signal	Traffic Signal	Eagle Mountain	30		2050
77	Pole Canyon Boulevard & Pony Express Parkway	Traffic Signal	Eagle Mountain	30		2050
78	New Road (Cory Wride Freeway):Ranches Parkway to East Expressway- New freeway, frontage roads	New Road	UDOT	30	Major Arterial - 126' - Five Lanes	2050
79	New Road (1600 West): Aviator Avenue to 4000 North	New Road	Eagle Mountain	10	Major Collector - 94'	2030
80	New High-T Signal: Ranches Parkway & Campus Drive	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
81	New Road (unknown W/E road): Cedar Valley Freeway to East Expressway	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
82	Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83	Capacity Improvement	Eagle Mountain	30	Minor Collector - 77'	2050
83	New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road	New Road	Eagle Mountain	30	Minor Collector - 77'	2050
84	Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
85	Intersection Improvement: Ranches Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
86	Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy	Capacity Improvement	Eagle Mountain	10	Major Arterial - 126' - Five Lanes	2030
87	New Road (unknown W/E road): Cedar Valley Freeway to Project 31	New Road	Eagle Mountain	30	Major Collector - 94'	2050

Eagle Mountain 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	99,029	\$1,044,756
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	29	\$60,440
Roadway Excavation	C.Y.	\$11	72,438	\$802,431
HMA Concrete	Ton	\$85	20,210	\$1,812,347
Untreated Base Course	C.Y.	\$15	19,317	\$305,688
Granular Borrow	C.Y.	\$40	33,804	\$1,426,544
Curb and Gutter (2.5' width)	L.F.	\$23	19,806	\$470,140
Sidewalk (5' width)	L.F.	\$25	19,806	\$522,378
Drainage	L.F.	\$45	19,806	\$940,281
Right of Way	S.F.	\$2.30	1,247,766	\$3,027,704
Mirafi RS 280i fabric	S.F.	\$1	2,047	\$1,080
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,413,790
Mobilization (10% of Construction)	Lump	10%	1,041,379	\$1,041,379
Contingency (25% of Construction)	Lump	25%	2,603,447	\$2,603,447
Subtotal				\$14,058,616

Preconstruction Engineering	10%	\$1,041,379
Construction Engineering	10%	\$1,041,379

Total Project Costs \$16,142,000

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: **1**
Improvement Type: **New Road**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 126' - 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(2025)
Parkstrip	S.F.	\$10	16,168	\$185,378
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$10,001
Roadway Excavation	C.Y.	\$11	10,105	\$121,654
HMA Concrete	Ton	\$85	2,819	\$274,765
Untreated Base Course	C.Y.	\$15	2,695	\$46,345
Granular Borrow	C.Y.	\$40	3,368	\$154,482
Curb and Gutter (2.5' width)	L.F.	\$23	4,042	\$104,275
Sidewalk (5' width)	L.F.	\$25	4,042	\$115,861
Drainage	L.F.	\$45	4,042	\$208,550
Right of Way	S.F.	\$2.30	189,974	\$500,984
Mirafi RS 280i fabric	S.F.	\$1	418	\$239
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,722,535
Mobilization (10% of Construction)	Lump	10%	172,254	\$172,254
Contingency (25% of Construction)	Lump	25%	430,634	\$430,634
Subtotal				\$2,325,423

Preconstruction Engineering	10%	\$172,254
Construction Engineering	10%	\$172,254

Total Project Costs	\$2,670,000
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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(2028)
Parkstrip	S.F.	\$10	25,280	\$321,366
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$14,202
Roadway Excavation	C.Y.	\$11	11,704	\$156,220
HMA Concrete	Ton	\$85	3,265	\$352,833
Untreated Base Course	C.Y.	\$15	3,121	\$59,512
Granular Borrow	C.Y.	\$40	3,901	\$198,374
Curb and Gutter (2.5' width)	L.F.	\$23	6,320	\$180,768
Sidewalk (5' width)	L.F.	\$25	6,320	\$200,854
Drainage	L.F.	\$45	6,320	\$361,537
Right of Way	S.F.	\$2.30	243,320	\$711,424
Mirafi RS 280i fabric	S.F.	\$1	653	\$415
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,557,506
Mobilization (10% of Construction)	Lump	10%	255,751	\$255,751
Contingency (25% of Construction)	Lump	25%	639,377	\$639,377
Subtotal				\$3,452,634

Preconstruction Engineering	10%	\$255,751
Construction Engineering	10%	\$255,751

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: 1c
Improvement Type: New Road
Completion Year: 2030
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Cory Wride Freeway): Mountain View Corridor to Ranches Parkway - New freeway, frontage roads

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	2,974,825	\$29,748,246
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	860	\$1,720,973
Roadway Excavation	C.Y.	\$11	2,176,029	\$22,848,305
HMA Concrete	Ton	\$85	607,112	\$51,604,529
Untreated Base Course	C.Y.	\$15	580,274	\$8,704,116
Granular Borrow	C.Y.	\$40	1,015,480	\$40,619,209
Curb and Gutter (2.5' width)	L.F.	\$23	594,965	\$13,386,710
Sidewalk (5' width)	L.F.	\$25	594,965	\$14,874,123
Drainage	L.F.	\$45	594,965	\$26,773,421
Right of Way	S.F.	\$2.30	37,482,789	\$86,210,416
Mirafi RS 280i fabric	S.F.	\$1	61,480	\$30,740
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$296,520,788
Mobilization (10% of Construction)	Lump	10%	29,652,079	\$29,652,079
Contingency (25% of Construction)	Lump	25%	74,130,197	\$74,130,197
Subtotal				\$400,303,064

Preconstruction Engineering	10%	\$29,652,079
Construction Engineering	10%	\$29,652,079

Total Project Costs \$459,608,000

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: **2**
Improvement Type: **New Road**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

Cory Wride Highway Widening: Mountain View Corridor to Ranches Parkway - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2030)
Parkstrip	S.F.	\$10	72,807	\$991,459
Removal of Existing Asphalt	S.Y.	\$4	44,493	\$242,357
Clearing and Grubbing	Acre	\$2,000	4	\$10,925
Roadway Excavation	C.Y.	\$11	16,179	\$231,340
HMA Concrete	Ton	\$85	4,514	\$522,499
Untreated Base Course	C.Y.	\$15	4,314	\$88,130
Granular Borrow	C.Y.	\$40	7,550	\$411,272
Curb and Gutter (2.5' width)	L.F.	\$23	14,561	\$446,156
Sidewalk (5' width)	L.F.	\$25	14,561	\$495,729
Drainage	L.F.	\$45	14,561	\$892,313
Right of Way	S.F.	\$2.30	174,736	\$547,285
Mirafi RS 280i fabric	S.F.	\$1	1,505	\$1,025
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,880,489
Mobilization (10% of Construction)	Lump	10%	488,049	\$488,049
Contingency (25% of Construction)	Lump	25%	1,220,122	\$1,220,122
Subtotal				\$6,588,660

Preconstruction Engineering	10%	\$488,049
Construction Engineering	10%	\$488,049

Total Project Costs **\$7,565,000**

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: **3**
Improvement Type: **Capacity Improvement**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

Cory Wride Highway Widening: Ranches Parkway to Old Airport Rd - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost(2030)
Parkstrip	S.F.	\$10	77,663	\$1,057,586
Removal of Existing Asphalt	S.Y.	\$4	47,460	\$258,521
Clearing and Grubbing	Acre	\$2,000	4	\$11,654
Roadway Excavation	C.Y.	\$11	17,258	\$246,770
HMA Concrete	Ton	\$85	4,815	\$557,348
Untreated Base Course	C.Y.	\$15	4,602	\$94,008
Granular Borrow	C.Y.	\$40	8,054	\$438,702
Curb and Gutter (2.5' width)	L.F.	\$23	15,533	\$475,914
Sidewalk (5' width)	L.F.	\$25	15,533	\$528,793
Drainage	L.F.	\$45	15,533	\$951,827
Right of Way	S.F.	\$2.30	186,390	\$583,788
Mirafi RS 280i fabric	S.F.	\$0.50	613,534	\$417,746
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,622,657
Mobilization (10% of Construction)	Lump	10%	562,266	\$562,266
Contingency (25% of Construction)	Lump	25%	1,405,664	\$1,405,664
Subtotal				\$7,590,587

Preconstruction Engineering	10%	\$562,266
Construction Engineering	10%	\$562,266

Total Project Costs	\$8,716,000
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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: **4**
 Improvement Type: **Capacity Improvement**
 Completion Year: **2050**
 Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

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(2025)
Parkstrip	S.F.	\$10	182,880	\$2,096,853
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	53	\$121,306
Roadway Excavation	C.Y.	\$11	133,773	\$1,610,499
HMA Concrete	Ton	\$85	37,323	\$3,637,428
Untreated Base Course	C.Y.	\$15	35,673	\$613,524
Granular Borrow	C.Y.	\$40	62,428	\$2,863,110
Curb and Gutter (2.5' width)	L.F.	\$23	36,576	\$943,584
Sidewalk (5' width)	L.F.	\$25	36,576	\$1,048,426
Drainage	L.F.	\$45	36,576	\$1,887,167
Right of Way	S.F.	\$2.30	2,304,286	\$6,076,679
Mirafi RS 280i fabric	S.F.	\$1	3,780	\$2,167
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$20,900,742
Mobilization (10% of Construction)	Lump	10%	2,090,074	\$2,090,074
Contingency (25% of Construction)	Lump	25%	5,225,186	\$5,225,186
Subtotal				\$28,216,002

Preconstruction Engineering	10%	\$2,090,074
Construction Engineering	10%	\$2,090,074

Total Project Costs \$32,397,000

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: **5**
Improvement Type: **New Road**
Completion Year: **2030**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (Lehi Fairfield): Eagle Mountain Blvd to 1600 West - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	55,286	\$552,864
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	12	\$24,432
Roadway Excavation	C.Y.	\$11	25,596	\$268,753
HMA Concrete	Ton	\$85	7,141	\$606,999
Untreated Base Course	C.Y.	\$15	6,825	\$102,382
Granular Borrow	C.Y.	\$40	8,532	\$341,274
Curb and Gutter (2.5' width)	L.F.	\$23	13,822	\$310,986
Sidewalk (5' width)	L.F.	\$25	13,822	\$345,540
Drainage	L.F.	\$45	13,822	\$621,972
Right of Way	S.F.	\$2.30	532,132	\$1,223,903
Mirafi RS 280i fabric	S.F.	\$1	1,428	\$714
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,399,819
Mobilization (10% of Construction)	Lump	10%	439,982	\$439,982
Contingency (25% of Construction)	Lump	25%	1,099,955	\$1,099,955
Subtotal				\$5,939,756

Preconstruction Engineering	10%	\$439,982
Construction Engineering	10%	\$439,982

Total Project Costs	\$6,820,000
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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: 6
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

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	30,546	\$322,258
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$17,385
Roadway Excavation	C.Y.	\$11	19,091	\$211,482
HMA Concrete	Ton	\$85	5,326	\$477,646
Untreated Base Course	C.Y.	\$15	5,091	\$80,564
Granular Borrow	C.Y.	\$40	6,364	\$268,548
Curb and Gutter (2.5' width)	L.F.	\$23	7,636	\$181,270
Sidewalk (5' width)	L.F.	\$25	7,636	\$201,411
Drainage	L.F.	\$45	7,636	\$362,540
Right of Way	S.F.	\$2.30	358,913	\$870,901
Mirafi RS 280i fabric	S.F.	\$1	789	\$416
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,994,422
Mobilization (10% of Construction)	Lump	10%	299,442	\$299,442
Contingency (25% of Construction)	Lump	25%	748,605	\$748,605
Subtotal				\$4,042,470

Preconstruction Engineering	10%	\$299,442
Construction Engineering	10%	\$299,442

Total Project Costs	\$4,642,000
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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

Pony Express Parkway Widening: Sandpiper Rd to Eagle Mountain Blvd - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	26,000	\$260,000
Removal of Existing Asphalt	S.Y.	\$4	20,800	\$83,200
Clearing and Grubbing	Acre	\$2,000	3	\$6,446
Roadway Excavation	C.Y.	\$11	1,685	\$17,694
HMA Concrete	Ton	\$85	470	\$39,964
Untreated Base Course	C.Y.	\$15	449	\$6,741
Granular Borrow	C.Y.	\$40	786	\$31,457
Curb and Gutter (2.5' width)	L.F.	\$23	5,200	\$117,000
Sidewalk (5' width)	L.F.	\$25	5,200	\$130,000
Drainage	L.F.	\$45	5,200	\$234,000
Right of Way	S.F.	\$2.30	140,400	\$322,920
Mirafi RS 280i fabric	S.F.	\$1	537	\$269
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,249,691
Mobilization (10% of Construction)	Lump	10%	124,969	\$124,969
Contingency (25% of Construction)	Lump	25%	312,423	\$312,423
Subtotal				\$1,687,083

Preconstruction Engineering	10%	\$124,969
Construction Engineering	10%	\$124,969

Total Project Costs	\$1,938,000
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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: 8
Improvement Type: Capacity Improvement
Completion Year: 2030
Roadway Functional Class: Major Arterial - 126' - Five Lanes

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	75,078	\$792,075
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	22	\$45,823
Roadway Excavation	C.Y.	\$11	54,918	\$608,358
HMA Concrete	Ton	\$85	15,322	\$1,374,020
Untreated Base Course	C.Y.	\$15	14,645	\$231,755
Granular Borrow	C.Y.	\$40	25,629	\$1,081,525
Curb and Gutter (2.5' width)	L.F.	\$23	15,016	\$356,434
Sidewalk (5' width)	L.F.	\$25	15,016	\$396,038
Drainage	L.F.	\$45	15,016	\$712,868
Right of Way	S.F.	\$2.30	945,986	\$2,295,435
Mirafi RS 280i fabric	S.F.	\$1	1,552	\$818
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,895,150
Mobilization (10% of Construction)	Lump	10%	789,515	\$789,515
Contingency (25% of Construction)	Lump	25%	1,973,787	\$1,973,787
Subtotal				\$10,658,452

Preconstruction Engineering	10%	\$789,515
Construction Engineering	10%	\$789,515

Total Project Costs	\$12,238,000
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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 - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

East Expressway Widening: Cedar Valley Freeway to Eagle Mountain Boulevard - Widen to 5 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	6,000	\$60,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$3,471
Roadway Excavation	C.Y.	\$11	4,389	\$46,083
HMA Concrete	Ton	\$85	1,225	\$104,083
Untreated Base Course	C.Y.	\$15	1,170	\$17,556
Granular Borrow	C.Y.	\$40	2,048	\$81,926
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	75,600	\$173,880
Mirafi RS 280i fabric	S.F.	\$1	124	\$62
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$598,060
Mobilization (10% of Construction)	Lump	10%	59,806	\$59,806
Contingency (25% of Construction)	Lump	25%	149,515	\$149,515
Subtotal				\$807,382

Preconstruction Engineering	10%	\$59,806
Construction Engineering	10%	\$59,806

Total Project Costs	\$927,000
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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: 10
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

Mustang Way & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 11
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard & Aviator Ave

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 12
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (Aviator Avenue): Eagle Mountain Boulevard to Cedar Fort Road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	35,408	\$354,080
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,102
Roadway Excavation	C.Y.	\$11	22,130	\$232,365
HMA Concrete	Ton	\$85	6,174	\$524,813
Untreated Base Course	C.Y.	\$15	5,901	\$88,520
Granular Borrow	C.Y.	\$40	7,377	\$295,067
Curb and Gutter (2.5' width)	L.F.	\$23	8,852	\$199,170
Sidewalk (5' width)	L.F.	\$25	8,852	\$221,300
Drainage	L.F.	\$45	8,852	\$398,340
Right of Way	S.F.	\$2.30	416,044	\$956,902
Mirafi RS 280i fabric	S.F.	\$1	915	\$457
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,290,118
Mobilization (10% of Construction)	Lump	10%	329,012	\$329,012
Contingency (25% of Construction)	Lump	25%	822,529	\$822,529
Subtotal				\$4,441,659

Preconstruction Engineering	10%	\$329,012
Construction Engineering	10%	\$329,012

Total Project Costs	\$5,100,000
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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: 13
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Cedar Valley Freeway): East Expressway to UC 4000 N - New freeway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	665,957	\$6,659,573
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	193	\$385,265
Roadway Excavation	C.Y.	\$11	487,135	\$5,114,922
HMA Concrete	Ton	\$85	135,911	\$11,552,418
Untreated Base Course	C.Y.	\$15	129,903	\$1,948,542
Granular Borrow	C.Y.	\$40	227,330	\$9,093,195
Curb and Gutter (2.5' width)	L.F.	\$23	133,191	\$2,996,808
Sidewalk (5' width)	L.F.	\$25	133,191	\$3,329,787
Drainage	L.F.	\$45	133,191	\$5,993,616
Right of Way	S.F.	\$2.30	8,391,063	\$19,299,444
Mirafi RS 280i fabric	S.F.	\$1	13,763	\$6,882
Bridge/Culvert	S.F.	\$225	0	\$0
Pedestrian HAWK Signal	Each	\$200,000	1	\$200,000
Construction Cost				\$66,580,451
Mobilization (10% of Construction)	Lump	10%	6,658,045	\$6,658,045
Contingency (25% of Construction)	Lump	25%	16,645,113	\$16,645,113
Subtotal				\$89,883,609

Preconstruction Engineering	10%	\$6,658,045
Construction Engineering	10%	\$6,658,045

Total Project Costs	\$103,200,000
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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: **14**
 Improvement Type: **New Road**
 Completion Year: **2050**
 Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (Central Valley Road): UC 2400 N to Mid Valley road - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Railroad Crossing	Each	\$300,000	1	\$300,000
Construction Cost				\$300,000
Mobilization (10% of Construction)	Lump	10%	30,000	\$30,000
Contingency (25% of Construction)	Lump	25%	75,000	\$75,000
Subtotal				\$405,000

Preconstruction Engineering	10%	\$30,000
Construction Engineering	10%	\$30,000

Total Project Costs	\$465,000
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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: 15
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (Hidden Valley Road): East Expressway to Redwood Road - New 5 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	225,238	\$2,252,382
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	65	\$130,303
Roadway Excavation	C.Y.	\$11	164,758	\$1,729,955
HMA Concrete	Ton	\$85	45,967	\$3,907,226
Untreated Base Course	C.Y.	\$15	43,935	\$659,030
Granular Borrow	C.Y.	\$40	76,887	\$3,075,475
Curb and Gutter (2.5' width)	L.F.	\$23	45,048	\$1,013,572
Sidewalk (5' width)	L.F.	\$25	45,048	\$1,126,191
Drainage	L.F.	\$45	45,048	\$2,027,144
Right of Way	S.F.	\$2.30	2,838,002	\$6,527,404
Mirafi RS 280i fabric	S.F.	\$1	4,655	\$2,327
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$22,451,011
Mobilization (10% of Construction)	Lump	10%	2,245,101	\$2,245,101
Contingency (25% of Construction)	Lump	25%	5,612,753	\$5,612,753
Subtotal				\$30,308,865

Preconstruction Engineering	10%	\$2,245,101
Construction Engineering	10%	\$2,245,101

Total Project Costs	\$34,800,000
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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: 16
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (Cedar Valley Road): Mid Valley Road to SR-73 - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	79,840	\$798,400
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	22	\$43,073
Roadway Excavation	C.Y.	\$11	49,900	\$523,950
HMA Concrete	Ton	\$85	13,922	\$1,183,379
Untreated Base Course	C.Y.	\$15	13,307	\$199,600
Granular Borrow	C.Y.	\$40	16,633	\$665,333
Curb and Gutter (2.5' width)	L.F.	\$23	19,960	\$449,100
Sidewalk (5' width)	L.F.	\$25	19,960	\$499,000
Drainage	L.F.	\$45	19,960	\$898,200
Right of Way	S.F.	\$2.30	938,120	\$2,157,676
Mirafi RS 280i fabric	S.F.	\$1	2,063	\$1,031
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,418,742
Mobilization (10% of Construction)	Lump	10%	741,874	\$741,874
Contingency (25% of Construction)	Lump	25%	1,854,685	\$1,854,685
Subtotal				\$10,015,301

Preconstruction Engineering	10%	\$741,874
Construction Engineering	10%	\$741,874

Total Project Costs	\$11,500,000
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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: 17
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (UC 8000 N): Cedar Fort Road to UC 17200 W - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	40,800	\$408,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$22,011
Roadway Excavation	C.Y.	\$11	25,500	\$267,750
HMA Concrete	Ton	\$85	7,115	\$604,733
Untreated Base Course	C.Y.	\$15	6,800	\$102,000
Granular Borrow	C.Y.	\$40	8,500	\$340,000
Curb and Gutter (2.5' width)	L.F.	\$23	10,200	\$229,500
Sidewalk (5' width)	L.F.	\$25	10,200	\$255,000
Drainage	L.F.	\$45	10,200	\$459,000
Right of Way	S.F.	\$2.30	479,400	\$1,102,620
Mirafi RS 280i fabric	S.F.	\$1	1,054	\$527
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,791,141
Mobilization (10% of Construction)	Lump	10%	379,114	\$379,114
Contingency (25% of Construction)	Lump	25%	947,785	\$947,785
Subtotal				\$5,118,040

Preconstruction Engineering	10%	\$379,114
Construction Engineering	10%	\$379,114

Total Project Costs	\$5,877,000
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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: 18
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

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(2026)
Parkstrip	S.F.	\$10	70,400	\$835,440
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	16	\$36,920
Roadway Excavation	C.Y.	\$11	32,593	\$406,117
HMA Concrete	Ton	\$85	9,093	\$917,243
Untreated Base Course	C.Y.	\$15	8,691	\$154,711
Granular Borrow	C.Y.	\$40	10,864	\$515,704
Curb and Gutter (2.5' width)	L.F.	\$23	17,600	\$469,935
Sidewalk (5' width)	L.F.	\$25	17,600	\$522,150
Drainage	L.F.	\$45	17,600	\$939,870
Right of Way	S.F.	\$2.30	677,600	\$1,849,455
Mirafi RS 280i fabric	S.F.	\$1	1,819	\$1,079
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,648,622
Mobilization (10% of Construction)	Lump	10%	664,862	\$664,862
Contingency (25% of Construction)	Lump	25%	1,662,155	\$1,662,155
Subtotal				\$8,975,639

Preconstruction Engineering	10%	\$664,862
Construction Engineering	10%	\$664,862

Total Project Costs	\$10,306,000
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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

Brandon Park Drive Widening: Aviator Ave to Willard Park Drive - Widen to 2 lanes

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	22,400	\$224,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$3,343
Roadway Excavation	C.Y.	\$11	10,370	\$108,889
HMA Concrete	Ton	\$85	2,893	\$245,933
Untreated Base Course	C.Y.	\$15	2,765	\$41,481
Granular Borrow	C.Y.	\$40	3,457	\$138,272
Curb and Gutter (2.5' width)	L.F.	\$23	5,600	\$126,000
Sidewalk (5' width)	L.F.	\$25	5,600	\$140,000
Drainage	L.F.	\$45	5,600	\$252,000
Right of Way	S.F.	\$2.30	72,800	\$167,440
Mirafi RS 280i fabric	S.F.	\$1	579	\$289
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,447,647
Mobilization (10% of Construction)	Lump	10%	144,765	\$144,765
Contingency (25% of Construction)	Lump	25%	361,912	\$361,912
Subtotal				\$1,954,324

Preconstruction Engineering	10%	\$144,765
Construction Engineering	10%	\$144,765

Total Project Costs	\$2,244,000
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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: 20
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Brandon Park Drive): Willard Park Drive to south of Pole Canyon Blvd) - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	86,140	\$861,401
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	19	\$38,067
Roadway Excavation	C.Y.	\$11	39,880	\$418,737
HMA Concrete	Ton	\$85	11,126	\$945,747
Untreated Base Course	C.Y.	\$15	10,635	\$159,519
Granular Borrow	C.Y.	\$40	13,293	\$531,729
Curb and Gutter (2.5' width)	L.F.	\$23	21,535	\$484,538
Sidewalk (5' width)	L.F.	\$25	21,535	\$538,376
Drainage	L.F.	\$45	21,535	\$969,076
Right of Way	S.F.	\$2.30	829,099	\$1,906,927
Mirafi RS 280i fabric	S.F.	\$1	2,225	\$1,113
Bridge/Culvert	S.F.	\$225	1,200	\$270,000
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$7,125,230
Mobilization (10% of Construction)	Lump	10%	712,523	\$712,523
Contingency (25% of Construction)	Lump	25%	1,781,308	\$1,781,308
Subtotal				\$9,619,061

Preconstruction Engineering	10%	\$712,523
Construction Engineering	10%	\$712,523

Total Project Costs	\$11,045,000
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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: 21
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Willard Peak Drive): Brandon Park Rd to 0 St - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	11,600	\$116,000
Removal of Existing Asphalt	S.Y.	\$4	7,200	\$28,800
Clearing and Grubbing	Acre	\$2,000	3	\$5,126
Roadway Excavation	C.Y.	\$11	5,370	\$56,389
HMA Concrete	Ton	\$85	1,498	\$127,358
Untreated Base Course	C.Y.	\$15	1,432	\$21,481
Granular Borrow	C.Y.	\$40	1,790	\$71,605
Curb and Gutter (2.5' width)	L.F.	\$23	2,900	\$65,250
Sidewalk (5' width)	L.F.	\$25	2,900	\$72,500
Drainage	L.F.	\$45	2,900	\$130,500
Right of Way	S.F.	\$2.30	111,650	\$256,795
Mirafi RS 280i fabric	S.F.	\$1	300	\$150
Bridge/Culvert	S.F.	\$225	1,200	\$270,000
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,221,955
Mobilization (10% of Construction)	Lump	10%	122,195	\$122,195
Contingency (25% of Construction)	Lump	25%	305,489	\$305,489
Subtotal				\$1,649,639

Preconstruction Engineering	10%	\$122,195
Construction Engineering	10%	\$122,195

Total Project Costs	\$1,895,000
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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: 22
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, west of N Wood Rd): Brandon Park Drive to N Wood Rd - New 2 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	24,800	\$248,000
Removal of Existing Asphalt	S.Y.	\$4	8,267	\$33,067
Clearing and Grubbing	Acre	\$2,000	5	\$10,960
Roadway Excavation	C.Y.	\$11	4,593	\$48,222
HMA Concrete	Ton	\$85	1,281	\$108,913
Untreated Base Course	C.Y.	\$15	1,225	\$18,370
Granular Borrow	C.Y.	\$40	1,531	\$61,235
Curb and Gutter (2.5' width)	L.F.	\$23	6,200	\$139,500
Sidewalk (5' width)	L.F.	\$25	6,200	\$155,000
Drainage	L.F.	\$45	6,200	\$279,000
Right of Way	S.F.	\$2.30	238,700	\$549,010
Mirafi RS 280i fabric	S.F.	\$1	641	\$320
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,651,597
Mobilization (10% of Construction)	Lump	10%	165,160	\$165,160
Contingency (25% of Construction)	Lump	25%	412,899	\$412,899
Subtotal				\$2,229,656

Preconstruction Engineering	10%	\$165,160
Construction Engineering	10%	\$165,160

Total Project Costs	\$2,560,000
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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: 23
Improvement Type: New Road
Completion Year: 2050
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(2027)
Parkstrip	S.F.	\$10	200,000	\$2,456,477
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	44	\$108,556
Roadway Excavation	C.Y.	\$11	92,593	\$1,194,121
HMA Concrete	Ton	\$85	25,833	\$2,697,008
Untreated Base Course	C.Y.	\$15	24,691	\$454,903
Granular Borrow	C.Y.	\$40	30,864	\$1,516,344
Curb and Gutter (2.5' width)	L.F.	\$23	50,000	\$1,381,769
Sidewalk (5' width)	L.F.	\$25	50,000	\$1,535,298
Drainage	L.F.	\$45	50,000	\$2,763,537
Right of Way	S.F.	\$2.30	1,925,000	\$5,438,027
Mirafi RS 280i fabric	S.F.	\$1	5,167	\$3,173
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$19,549,214
Mobilization (10% of Construction)	Lump	10%	1,954,921	\$1,954,921
Contingency (25% of Construction)	Lump	25%	4,887,303	\$4,887,303
Subtotal				\$26,391,439

Preconstruction Engineering	10%	\$1,954,921
Construction Engineering	10%	\$1,954,921

Total Project Costs	\$30,302,000
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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 (N Wood Rd): N Wood Rd to E 500 N St - New 3 lane road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	144,968	\$1,449,678
Removal of Existing Asphalt	S.Y.	\$4	80,538	\$322,151
Clearing and Grubbing	Acre	\$2,000	39	\$78,208
Roadway Excavation	C.Y.	\$11	23,490	\$246,647
HMA Concrete	Ton	\$85	6,554	\$557,069
Untreated Base Course	C.Y.	\$15	6,264	\$93,961
Granular Borrow	C.Y.	\$40	7,830	\$313,202
Curb and Gutter (2.5' width)	L.F.	\$23	36,242	\$815,444
Sidewalk (5' width)	L.F.	\$25	36,242	\$906,048
Drainage	L.F.	\$45	36,242	\$1,630,887
Right of Way	S.F.	\$2.30	1,703,371	\$3,917,754
Mirafi RS 280i fabric	S.F.	\$1	3,745	\$1,873
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,332,919
Mobilization (10% of Construction)	Lump	10%	1,033,292	\$1,033,292
Contingency (25% of Construction)	Lump	25%	2,583,230	\$2,583,230
Subtotal				\$13,949,441

Preconstruction Engineering	10%	\$1,033,292
Construction Engineering	10%	\$1,033,292

Total Project Costs	\$16,017,000
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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: 25
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

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(2027)
Parkstrip	S.F.	\$10	24,000	\$294,777
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$13,027
Roadway Excavation	C.Y.	\$11	11,111	\$143,295
HMA Concrete	Ton	\$85	3,100	\$323,641
Untreated Base Course	C.Y.	\$15	2,963	\$54,588
Granular Borrow	C.Y.	\$40	3,704	\$181,961
Curb and Gutter (2.5' width)	L.F.	\$23	6,000	\$165,812
Sidewalk (5' width)	L.F.	\$25	6,000	\$184,236
Drainage	L.F.	\$45	6,000	\$331,624
Right of Way	S.F.	\$2.30	231,000	\$652,563
Mirafi RS 280i fabric	S.F.	\$1	620	\$381
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,345,906
Mobilization (10% of Construction)	Lump	10%	234,591	\$234,591
Contingency (25% of Construction)	Lump	25%	586,476	\$586,476
Subtotal				\$3,166,973

Preconstruction Engineering	10%	\$234,591
Construction Engineering	10%	\$234,591

Total Project Costs	\$3,637,000
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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(2029)
Parkstrip	S.F.	\$10	44,800	\$589,443
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$26,049
Roadway Excavation	C.Y.	\$11	20,741	\$286,535
HMA Concrete	Ton	\$85	5,787	\$647,159
Untreated Base Course	C.Y.	\$15	5,531	\$109,156
Granular Borrow	C.Y.	\$40	6,914	\$363,853
Curb and Gutter (2.5' width)	L.F.	\$23	11,200	\$331,561
Sidewalk (5' width)	L.F.	\$25	11,200	\$368,402
Drainage	L.F.	\$45	11,200	\$663,123
Right of Way	S.F.	\$2.30	431,200	\$1,304,879
Mirafi RS 280i fabric	S.F.	\$1	1,157	\$761
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,690,920
Mobilization (10% of Construction)	Lump	10%	469,092	\$469,092
Contingency (25% of Construction)	Lump	25%	1,172,730	\$1,172,730
Subtotal				\$6,332,742

Preconstruction Engineering	10%	\$469,092
Construction Engineering	10%	\$469,092

Total Project Costs	\$7,271,000
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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 (unknown, north of East Expressway): Eagle Mtn Blvd to Airport Rd -

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	41,862	\$418,617
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$29,311
Roadway Excavation	C.Y.	\$11	38,276	\$401,902
HMA Concrete	Ton	\$85	10,679	\$907,724
Untreated Base Course	C.Y.	\$15	10,207	\$153,105
Granular Borrow	C.Y.	\$40	12,759	\$510,352
Curb and Gutter (2.5' width)	L.F.	\$23	10,465	\$235,472
Sidewalk (5' width)	L.F.	\$30	10,465	\$313,963
Drainage	L.F.	\$45	10,465	\$470,945
Right of Way	S.F.	\$2.30	638,392	\$1,468,301
Mirafi RS 280i fabric	S.F.	\$1	1,081	\$541
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,910,233
Mobilization (10% of Construction)	Lump	10%	491,023	\$491,023
Contingency (25% of Construction)	Lump	25%	1,227,558	\$1,227,558
Subtotal				\$6,628,815

Preconstruction Engineering	10%	\$491,023
Construction Engineering	10%	\$491,023

Total Project Costs	\$7,611,000
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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: 28
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

East Expressway & Project 81 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 29
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (unknown, south of Cory Wride Mem Park): Project 29 above to 5000 North St -

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	68,614	\$686,141
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$30,322
Roadway Excavation	C.Y.	\$11	31,766	\$333,541
HMA Concrete	Ton	\$85	8,863	\$753,325
Untreated Base Course	C.Y.	\$15	8,471	\$127,063
Granular Borrow	C.Y.	\$40	10,589	\$423,544
Curb and Gutter (2.5' width)	L.F.	\$23	17,154	\$385,954
Sidewalk (5' width)	L.F.	\$25	17,154	\$428,838
Drainage	L.F.	\$45	17,154	\$771,908
Right of Way	S.F.	\$2.30	660,410	\$1,518,944
Mirafi RS 280i fabric	S.F.	\$1	1,773	\$886
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,460,465
Mobilization (10% of Construction)	Lump	10%	546,047	\$546,047
Contingency (25% of Construction)	Lump	25%	1,365,116	\$1,365,116
Subtotal				\$7,371,628

Preconstruction Engineering	10%	\$546,047
Construction Engineering	10%	\$546,047

Total Project Costs	\$8,464,000
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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: 30
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd): Eagle Mtn Blvd to 1000 North St

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	130,081	\$1,300,808
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	29	\$57,485
Roadway Excavation	C.Y.	\$11	60,223	\$632,337
HMA Concrete	Ton	\$85	16,802	\$1,428,179
Untreated Base Course	C.Y.	\$15	16,059	\$240,890
Granular Borrow	C.Y.	\$40	20,074	\$802,968
Curb and Gutter (2.5' width)	L.F.	\$23	32,520	\$731,704
Sidewalk (5' width)	L.F.	\$25	32,520	\$813,005
Drainage	L.F.	\$45	32,520	\$1,463,409
Right of Way	S.F.	\$2.30	1,252,028	\$2,879,664
Mirafi RS 280i fabric	S.F.	\$1	3,360	\$1,680
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$10,352,129
Mobilization (10% of Construction)	Lump	10%	1,035,213	\$1,035,213
Contingency (25% of Construction)	Lump	25%	2,588,032	\$2,588,032
Subtotal				\$13,975,375

Preconstruction Engineering	10%	\$1,035,213
Construction Engineering	10%	\$1,035,213

Total Project Costs	\$16,046,000
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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: 31
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (1000 North St): 2000 East St to N Wood Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	42,841	\$428,408
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$18,932
Roadway Excavation	C.Y.	\$11	19,834	\$208,254
HMA Concrete	Ton	\$85	5,534	\$470,356
Untreated Base Course	C.Y.	\$15	5,289	\$79,335
Granular Borrow	C.Y.	\$40	6,611	\$264,449
Curb and Gutter (2.5' width)	L.F.	\$23	10,710	\$240,979
Sidewalk (5' width)	L.F.	\$25	10,710	\$267,755
Drainage	L.F.	\$45	10,710	\$481,959
Right of Way	S.F.	\$2.30	412,342	\$948,388
Mirafi RS 280i fabric	S.F.	\$1	1,107	\$553
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,409,368
Mobilization (10% of Construction)	Lump	10%	340,937	\$340,937
Contingency (25% of Construction)	Lump	25%	852,342	\$852,342
Subtotal				\$4,602,646

Preconstruction Engineering	10%	\$340,937
Construction Engineering	10%	\$340,937

Total Project Costs	\$5,285,000
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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: 32
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown): Wood Road to Project 40

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	280,119	\$2,801,186
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	62	\$123,790
Roadway Excavation	C.Y.	\$11	129,685	\$1,361,688
HMA Concrete	Ton	\$85	36,182	\$3,075,469
Untreated Base Course	C.Y.	\$15	34,583	\$518,738
Granular Borrow	C.Y.	\$40	43,228	\$1,729,127
Curb and Gutter (2.5' width)	L.F.	\$23	70,030	\$1,575,667
Sidewalk (5' width)	L.F.	\$25	70,030	\$1,750,741
Drainage	L.F.	\$45	70,030	\$3,151,335
Right of Way	S.F.	\$2.30	2,696,142	\$6,201,126
Mirafi RS 280i fabric	S.F.	\$1	7,236	\$3,618
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$22,292,487
Mobilization (10% of Construction)	Lump	10%	2,229,249	\$2,229,249
Contingency (25% of Construction)	Lump	25%	5,573,122	\$5,573,122
Subtotal				\$30,094,857

Preconstruction Engineering	10%	\$2,229,249
Construction Engineering	10%	\$2,229,249

Total Project Costs	\$34,554,000
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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: 33
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, west of SR-73): northern border to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	52,268	\$522,675
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	12	\$23,098
Roadway Excavation	C.Y.	\$11	24,198	\$254,078
HMA Concrete	Ton	\$85	6,751	\$573,854
Untreated Base Course	C.Y.	\$15	6,453	\$96,792
Granular Borrow	C.Y.	\$40	8,066	\$322,639
Curb and Gutter (2.5' width)	L.F.	\$23	13,067	\$294,005
Sidewalk (5' width)	L.F.	\$25	13,067	\$326,672
Drainage	L.F.	\$45	13,067	\$588,010
Right of Way	S.F.	\$2.30	503,075	\$1,157,073
Mirafi RS 280i fabric	S.F.	\$1	1,350	\$675
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,159,571
Mobilization (10% of Construction)	Lump	10%	415,957	\$415,957
Contingency (25% of Construction)	Lump	25%	1,039,893	\$1,039,893
Subtotal				\$5,615,421

Preconstruction Engineering	10%	\$415,957
Construction Engineering	10%	\$415,957

Total Project Costs	\$6,448,000
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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: 34
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (4000 N): along northern border to SR-73

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	22,445	\$224,445
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,919
Roadway Excavation	C.Y.	\$11	10,391	\$109,105
HMA Concrete	Ton	\$85	2,899	\$246,422
Untreated Base Course	C.Y.	\$15	2,771	\$41,564
Granular Borrow	C.Y.	\$40	3,464	\$138,546
Curb and Gutter (2.5' width)	L.F.	\$23	5,611	\$126,250
Sidewalk (5' width)	L.F.	\$25	5,611	\$140,278
Drainage	L.F.	\$45	5,611	\$252,501
Right of Way	S.F.	\$2.30	216,028	\$496,865
Mirafi RS 280i fabric	S.F.	\$1	580	\$290
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,786,186
Mobilization (10% of Construction)	Lump	10%	178,619	\$178,619
Contingency (25% of Construction)	Lump	25%	446,546	\$446,546
Subtotal				\$2,411,351

Preconstruction Engineering	10%	\$178,619
Construction Engineering	10%	\$178,619

Total Project Costs	\$2,769,000
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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: 35
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): Project 34 to W Lewiston Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	21,668	\$216,677
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,575
Roadway Excavation	C.Y.	\$11	10,031	\$105,329
HMA Concrete	Ton	\$85	2,799	\$237,893
Untreated Base Course	C.Y.	\$15	2,675	\$40,125
Granular Borrow	C.Y.	\$40	3,344	\$133,751
Curb and Gutter (2.5' width)	L.F.	\$23	5,417	\$121,881
Sidewalk (5' width)	L.F.	\$25	5,417	\$135,423
Drainage	L.F.	\$45	5,417	\$243,761
Right of Way	S.F.	\$2.30	208,551	\$479,668
Mirafi RS 280i fabric	S.F.	\$1	560	\$280
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,724,362
Mobilization (10% of Construction)	Lump	10%	172,436	\$172,436
Contingency (25% of Construction)	Lump	25%	431,090	\$431,090
Subtotal				\$2,327,888

Preconstruction Engineering	10%	\$172,436
Construction Engineering	10%	\$172,436

Total Project Costs	\$2,673,000
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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: 36
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd, west of SR-73): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	35,434	\$354,341
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$15,659
Roadway Excavation	C.Y.	\$11	16,405	\$172,249
HMA Concrete	Ton	\$85	4,577	\$389,037
Untreated Base Course	C.Y.	\$15	4,375	\$65,619
Granular Borrow	C.Y.	\$40	5,468	\$218,729
Curb and Gutter (2.5' width)	L.F.	\$23	8,859	\$199,317
Sidewalk (5' width)	L.F.	\$25	8,859	\$221,463
Drainage	L.F.	\$45	8,859	\$398,634
Right of Way	S.F.	\$2.30	341,054	\$784,423
Mirafi RS 280i fabric	S.F.	\$1	915	\$458
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,819,930
Mobilization (10% of Construction)	Lump	10%	281,993	\$281,993
Contingency (25% of Construction)	Lump	25%	704,982	\$704,982
Subtotal				\$3,806,905

Preconstruction Engineering	10%	\$281,993
Construction Engineering	10%	\$281,993

Total Project Costs	\$4,371,000
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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: 37
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown, N/S rd, east of SR-73): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	29,661	\$296,609
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$13,108
Roadway Excavation	C.Y.	\$11	13,732	\$144,185
HMA Concrete	Ton	\$85	3,831	\$325,651
Untreated Base Course	C.Y.	\$15	3,662	\$54,928
Granular Borrow	C.Y.	\$40	4,577	\$183,092
Curb and Gutter (2.5' width)	L.F.	\$23	7,415	\$166,842
Sidewalk (5' width)	L.F.	\$25	7,415	\$185,380
Drainage	L.F.	\$45	7,415	\$333,685
Right of Way	S.F.	\$2.30	285,486	\$656,617
Mirafi RS 280i fabric	S.F.	\$1	766	\$383
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,360,479
Mobilization (10% of Construction)	Lump	10%	236,048	\$236,048
Contingency (25% of Construction)	Lump	25%	590,120	\$590,120
Subtotal				\$3,186,647

Preconstruction Engineering	10%	\$236,048
Construction Engineering	10%	\$236,048

Total Project Costs	\$3,659,000
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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: 38
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Tyson Parkway): Pole Canyon Boulevard to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	26,259	\$262,586
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,604
Roadway Excavation	C.Y.	\$11	12,157	\$127,646
HMA Concrete	Ton	\$85	3,392	\$288,297
Untreated Base Course	C.Y.	\$15	3,242	\$48,627
Granular Borrow	C.Y.	\$40	4,052	\$162,090
Curb and Gutter (2.5' width)	L.F.	\$23	6,565	\$147,704
Sidewalk (5' width)	L.F.	\$25	6,565	\$164,116
Drainage	L.F.	\$45	6,565	\$295,409
Right of Way	S.F.	\$2.30	252,739	\$581,299
Mirafi RS 280i fabric	S.F.	\$1	678	\$339
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,089,716
Mobilization (10% of Construction)	Lump	10%	208,972	\$208,972
Contingency (25% of Construction)	Lump	25%	522,429	\$522,429
Subtotal				\$2,821,117

Preconstruction Engineering	10%	\$208,972
Construction Engineering	10%	\$208,972

Total Project Costs	\$3,240,000
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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: 39
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S rd, east of Tyson Parkway): northern border to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	63,918	\$639,182
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	17	\$34,483
Roadway Excavation	C.Y.	\$11	39,949	\$419,463
HMA Concrete	Ton	\$85	11,146	\$947,387
Untreated Base Course	C.Y.	\$15	10,653	\$159,795
Granular Borrow	C.Y.	\$40	13,316	\$532,651
Curb and Gutter (2.5' width)	L.F.	\$23	15,980	\$359,540
Sidewalk (5' width)	L.F.	\$25	15,980	\$399,489
Drainage	L.F.	\$45	15,980	\$719,079
Right of Way	S.F.	\$2.30	751,038	\$1,727,389
Mirafi RS 280i fabric	S.F.	\$1	1,651	\$826
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,939,283
Mobilization (10% of Construction)	Lump	10%	593,928	\$593,928
Contingency (25% of Construction)	Lump	25%	1,484,821	\$1,484,821
Subtotal				\$8,018,033

Preconstruction Engineering	10%	\$593,928
Construction Engineering	10%	\$593,928

Total Project Costs	\$9,206,000
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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: 40
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (unknown W/E rd): Project 33 above to N Wood Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	85,380	\$853,802
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	19	\$37,731
Roadway Excavation	C.Y.	\$11	39,528	\$415,043
HMA Concrete	Ton	\$85	11,028	\$937,403
Untreated Base Course	C.Y.	\$15	10,541	\$158,111
Granular Borrow	C.Y.	\$40	13,176	\$527,038
Curb and Gutter (2.5' width)	L.F.	\$23	21,345	\$480,264
Sidewalk (5' width)	L.F.	\$25	21,345	\$533,626
Drainage	L.F.	\$45	21,345	\$960,527
Right of Way	S.F.	\$2.30	821,784	\$1,890,104
Mirafi RS 280i fabric	S.F.	\$1	2,206	\$1,103
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,794,753
Mobilization (10% of Construction)	Lump	10%	679,475	\$679,475
Contingency (25% of Construction)	Lump	25%	1,698,688	\$1,698,688
Subtotal				\$9,172,916

Preconstruction Engineering	10%	\$679,475
Construction Engineering	10%	\$679,475

Total Project Costs	\$10,532,000
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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: 41
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (0 St): Cory Wride Hwy to Project 33 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	141,786	\$1,417,857
Removal of Existing Asphalt	S.Y.	\$4	39,385	\$157,540
Clearing and Grubbing	Acre	\$2,000	38	\$76,491
Roadway Excavation	C.Y.	\$11	55,795	\$585,851
HMA Concrete	Ton	\$85	15,567	\$1,323,186
Untreated Base Course	C.Y.	\$15	14,879	\$223,181
Granular Borrow	C.Y.	\$40	18,598	\$743,937
Curb and Gutter (2.5' width)	L.F.	\$23	35,446	\$797,545
Sidewalk (5' width)	L.F.	\$25	35,446	\$886,161
Drainage	L.F.	\$45	35,446	\$1,595,089
Right of Way	S.F.	\$2.30	1,665,982	\$3,831,759
Mirafi RS 280i fabric	S.F.	\$1	3,663	\$1,831
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$11,640,429
Mobilization (10% of Construction)	Lump	10%	1,164,043	\$1,164,043
Contingency (25% of Construction)	Lump	25%	2,910,107	\$2,910,107
Subtotal				\$15,714,580

Preconstruction Engineering	10%	\$1,164,043
Construction Engineering	10%	\$1,164,043

Total Project Costs	\$18,043,000
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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: 42
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

New Road (2000 East St): Project 33 above to 500 North St

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	63,444	\$634,436
Removal of Existing Asphalt	S.Y.	\$4	17,623	\$70,493
Clearing and Grubbing	Acre	\$2,000	14	\$28,037
Roadway Excavation	C.Y.	\$11	14,686	\$154,203
HMA Concrete	Ton	\$85	4,097	\$348,279
Untreated Base Course	C.Y.	\$15	3,916	\$58,744
Granular Borrow	C.Y.	\$40	4,895	\$195,813
Curb and Gutter (2.5' width)	L.F.	\$23	15,861	\$356,870
Sidewalk (5' width)	L.F.	\$25	15,861	\$396,522
Drainage	L.F.	\$45	15,861	\$713,740
Right of Way	S.F.	\$2.30	610,644	\$1,404,482
Mirafi RS 280i fabric	S.F.	\$1	1,639	\$819
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,362,439
Mobilization (10% of Construction)	Lump	10%	436,244	\$436,244
Contingency (25% of Construction)	Lump	25%	1,090,610	\$1,090,610
Subtotal				\$5,889,293

Preconstruction Engineering	10%	\$436,244
Construction Engineering	10%	\$436,244

Total Project Costs	\$6,762,000
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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: 43
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Porters Crossing Parkway): Golden Eagle Rd to Mid Valley Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	32,084	\$320,842
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$14,179
Roadway Excavation	C.Y.	\$11	14,854	\$155,965
HMA Concrete	Ton	\$85	4,144	\$352,258
Untreated Base Course	C.Y.	\$15	3,961	\$59,415
Granular Borrow	C.Y.	\$40	4,951	\$198,051
Curb and Gutter (2.5' width)	L.F.	\$23	8,021	\$180,474
Sidewalk (5' width)	L.F.	\$25	8,021	\$200,527
Drainage	L.F.	\$45	8,021	\$360,948
Right of Way	S.F.	\$2.30	308,811	\$710,265
Mirafi RS 280i fabric	S.F.	\$1	829	\$414
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,553,338
Mobilization (10% of Construction)	Lump	10%	255,334	\$255,334
Contingency (25% of Construction)	Lump	25%	638,335	\$638,335
Subtotal				\$3,447,007

Preconstruction Engineering	10%	\$255,334
Construction Engineering	10%	\$255,334

Total Project Costs	\$3,958,000
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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: 44
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (SilverLake Parkway): Golden Eagle Rd to Mid Valley Rd

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	9,468	\$94,676
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	2	\$4,184
Roadway Excavation	C.Y.	\$11	4,383	\$46,023
HMA Concrete	Ton	\$85	1,223	\$103,947
Untreated Base Course	C.Y.	\$15	1,169	\$17,533
Granular Borrow	C.Y.	\$40	1,461	\$58,442
Curb and Gutter (2.5' width)	L.F.	\$23	2,367	\$53,256
Sidewalk (5' width)	L.F.	\$25	2,367	\$59,173
Drainage	L.F.	\$45	2,367	\$106,511
Right of Way	S.F.	\$2.30	91,126	\$209,590
Mirafi RS 280i fabric	S.F.	\$1	245	\$122
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$753,457
Mobilization (10% of Construction)	Lump	10%	75,346	\$75,346
Contingency (25% of Construction)	Lump	25%	188,364	\$188,364
Subtotal				\$1,017,167

Preconstruction Engineering	10%	\$75,346
Construction Engineering	10%	\$75,346

Total Project Costs	\$1,168,000
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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: 45
Improvement Type: New Road
Completion Year: 2050
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
Mirafi RS 280i fabric	S.F.	\$1	513	\$257
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,581,889
Mobilization (10% of Construction)	Lump	10%	158,189	\$158,189
Contingency (25% of Construction)	Lump	25%	395,472	\$395,472
Subtotal				\$2,135,550
Preconstruction Engineering			10%	\$158,189
Construction Engineering			10%	\$158,189
Total Project Costs				\$2,452,000

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 (Spring Mountain Drive): Spring Run Drive to Spring Mountain Drive

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	15,283	\$152,831
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,754
Roadway Excavation	C.Y.	\$11	7,076	\$74,293
HMA Concrete	Ton	\$85	1,974	\$167,796
Untreated Base Course	C.Y.	\$15	1,887	\$28,302
Granular Borrow	C.Y.	\$40	2,359	\$94,340
Curb and Gutter (2.5' width)	L.F.	\$23	3,821	\$85,967
Sidewalk (5' width)	L.F.	\$25	3,821	\$95,519
Drainage	L.F.	\$45	3,821	\$171,935
Right of Way	S.F.	\$2.30	147,100	\$338,330
Mirafi RS 280i fabric	S.F.	\$1	395	\$197
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,216,265
Mobilization (10% of Construction)	Lump	10%	121,626	\$121,626
Contingency (25% of Construction)	Lump	25%	304,066	\$304,066
Subtotal				\$1,641,957

Preconstruction Engineering	10%	\$121,626
Construction Engineering	10%	\$121,626

Total Project Costs	\$1,886,000
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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: 47
Improvement Type: New Road
Completion Year: 2050
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(2024)
Parkstrip	S.F.	\$10	14,000	\$154,347
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,821
Roadway Excavation	C.Y.	\$11	6,481	\$75,030
HMA Concrete	Ton	\$85	1,808	\$169,460
Untreated Base Course	C.Y.	\$15	1,728	\$28,583
Granular Borrow	C.Y.	\$40	2,160	\$95,276
Curb and Gutter (2.5' width)	L.F.	\$23	3,500	\$86,820
Sidewalk (5' width)	L.F.	\$25	3,500	\$96,467
Drainage	L.F.	\$45	3,500	\$173,640
Right of Way	S.F.	\$2.30	134,750	\$341,685
Mirafi RS 280i fabric	S.F.	\$1	362	\$199
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,228,325
Mobilization (10% of Construction)	Lump	10%	122,833	\$122,833
Contingency (25% of Construction)	Lump	25%	307,081	\$307,081
Subtotal				\$1,658,239

Preconstruction Engineering	10%	\$122,833
Construction Engineering	10%	\$122,833

Total Project Costs	\$1,904,000
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Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	4
Untreated Base Course Thickness (in) =	8
Granual 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(2025)
Parkstrip	S.F.	\$10	40,000	\$458,630
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$20,268
Roadway Excavation	C.Y.	\$11	18,519	\$222,945
HMA Concrete	Ton	\$85	5,167	\$503,537
Untreated Base Course	C.Y.	\$15	4,938	\$84,931
Granular Borrow	C.Y.	\$40	6,173	\$283,105
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$257,979
Sidewalk (5' width)	L.F.	\$25	10,000	\$286,644
Drainage	L.F.	\$45	10,000	\$515,958
Right of Way	S.F.	\$2.30	385,000	\$1,015,291
Mirafi RS 280i fabric	S.F.	\$1	1,033	\$592
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$221,289
Construction Cost				\$3,871,169
Mobilization (10% of Construction)	Lump	10%	387,117	\$387,117
Contingency (25% of Construction)	Lump	25%	967,792	\$967,792
Subtotal				\$5,226,078

Preconstruction Engineering	10%	\$387,117
Construction Engineering	10%	\$387,117

Total Project Costs	\$6,001,000
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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 (unknown W/E rd just south of norther border): Spring Run Parkway to Project 52

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	14,781	\$147,806
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$6,922
Roadway Excavation	C.Y.	\$11	7,664	\$80,472
HMA Concrete	Ton	\$85	1,604	\$136,314
Untreated Base Course	C.Y.	\$15	1,533	\$22,992
Granular Borrow	C.Y.	\$40	2,299	\$91,968
Curb and Gutter (2.5' width)	L.F.	\$23	5,912	\$133,025
Sidewalk (5' width)	L.F.	\$25	5,912	\$147,806
Drainage	L.F.	\$45	5,912	\$266,051
Right of Way	S.F.	\$2.30	150,762	\$346,753
Mirafi RS 280i fabric	S.F.	\$1	611	\$305
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,380,414
Mobilization (10% of Construction)	Lump	10%	138,041	\$138,041
Contingency (25% of Construction)	Lump	25%	345,103	\$345,103
Subtotal				\$1,863,558

Preconstruction Engineering	10%	\$138,041
Construction Engineering	10%	\$138,041

Total Project Costs \$2,140,000

Overall Assumptions:

HMA Pavement Density (pcf) =	155
HMA Thickness (in) =	3
Untreated Base Course Thickness (in) =	6
Granual Borrow Thickness (in) =	9
Roadway Excavation Depth (ft) =	2.5
Number of Sidewalks (No.) =	2

Project Parameters:

Project Number: 50
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Local Street

Eagle Mountain Transportation Master Plan

New Road (possibly Wagstaff Way): Spring Run Parkway to eastern border

Costs

Item	Unit	Unit Cost	Quantity	Cost(2026)
Parkstrip	S.F.	\$10	34,400	\$408,226
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	8	\$18,040
Roadway Excavation	C.Y.	\$11	15,926	\$198,443
HMA Concrete	Ton	\$85	4,443	\$448,198
Untreated Base Course	C.Y.	\$15	4,247	\$75,597
Granular Borrow	C.Y.	\$40	5,309	\$251,991
Curb and Gutter (2.5' width)	L.F.	\$23	8,600	\$229,627
Sidewalk (5' width)	L.F.	\$25	8,600	\$255,141
Drainage	L.F.	\$45	8,600	\$459,254
Right of Way	S.F.	\$2.30	331,100	\$903,711
Mirafi RS 280i fabric	S.F.	\$1	889	\$527
Bridge/Culvert	S.F.	\$225	1,560	\$416,533
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,665,291
Mobilization (10% of Construction)	Lump	10%	366,529	\$366,529
Contingency (25% of Construction)	Lump	25%	916,323	\$916,323
Subtotal				\$4,948,143

Preconstruction Engineering	10%	\$366,529
Construction Engineering	10%	\$366,529

Total Project Costs	\$5,682,000
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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 N/S road just west of eastern border): SR-73 to northern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	21,265	\$212,648
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$9,959
Roadway Excavation	C.Y.	\$11	11,026	\$115,775
HMA Concrete	Ton	\$85	2,307	\$196,114
Untreated Base Course	C.Y.	\$15	2,205	\$33,079
Granular Borrow	C.Y.	\$40	3,308	\$132,314
Curb and Gutter (2.5' width)	L.F.	\$23	8,506	\$191,383
Sidewalk (5' width)	L.F.	\$25	8,506	\$212,648
Drainage	L.F.	\$45	8,506	\$382,766
Right of Way	S.F.	\$2.30	216,901	\$498,871
Mirafi RS 280i fabric	S.F.	\$1	879	\$439
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,985,996
Mobilization (10% of Construction)	Lump	10%	198,600	\$198,600
Contingency (25% of Construction)	Lump	25%	496,499	\$496,499
Subtotal				\$2,681,094

Preconstruction Engineering	10%	\$198,600
Construction Engineering	10%	\$198,600

Total Project Costs \$3,079,000

Overall Assumptions:

HMA Pavement Density (pcf) = **155**
 HMA Thickness (in) = **3**
 Untreated Base Course Thickness (in) = **6**
 Granular Borrow Thickness (in) = **9**
 Roadway Excavation Depth (ft) = **2.5**
 Number of Sidewalks (No.) = **2**

Project Parameters:

Project Number: **52**
 Improvement Type: **New Road**
 Completion Year: **2050**
 Roadway Functional Class: **Local Street**

Eagle Mountain Transportation Master Plan

New Road (Pony Express Parkway) : 1000 N to southern border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	46,969	\$469,686
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	16	\$32,887
Roadway Excavation	C.Y.	\$11	42,946	\$450,931
HMA Concrete	Ton	\$85	11,982	\$1,018,460
Untreated Base Course	C.Y.	\$15	11,452	\$171,783
Granular Borrow	C.Y.	\$40	14,315	\$572,611
Curb and Gutter (2.5' width)	L.F.	\$23	11,742	\$264,198
Sidewalk (5' width)	L.F.	\$30	11,742	\$352,264
Drainage	L.F.	\$45	11,742	\$528,397
Right of Way	S.F.	\$2.30	716,271	\$1,647,423
Mirafi RS 280i fabric	S.F.	\$1	1,213	\$607
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,509,246
Mobilization (10% of Construction)	Lump	10%	550,925	\$550,925
Contingency (25% of Construction)	Lump	25%	1,377,311	\$1,377,311
Subtotal				\$7,437,482

Preconstruction Engineering	10%	\$550,925
Construction Engineering	10%	\$550,925

Total Project Costs	\$8,540,000
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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: 53
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

New Road (unknown N/S road): Mid Valley Road to Project 57

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	19,560	\$195,600
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,644
Roadway Excavation	C.Y.	\$11	9,056	\$95,083
HMA Concrete	Ton	\$85	2,527	\$214,753
Untreated Base Course	C.Y.	\$15	2,415	\$36,222
Granular Borrow	C.Y.	\$40	3,019	\$120,741
Curb and Gutter (2.5' width)	L.F.	\$23	4,890	\$110,025
Sidewalk (5' width)	L.F.	\$25	4,890	\$122,250
Drainage	L.F.	\$45	4,890	\$220,050
Right of Way	S.F.	\$2.30	188,265	\$433,010
Mirafi RS 280i fabric	S.F.	\$1	505	\$253
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,556,630
Mobilization (10% of Construction)	Lump	10%	155,663	\$155,663
Contingency (25% of Construction)	Lump	25%	389,157	\$389,157
Subtotal				\$2,101,450

Preconstruction Engineering	10%	\$155,663
Construction Engineering	10%	\$155,663

Total Project Costs	\$2,413,000
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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: 54
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Pole Canyon Boulevard): East Expressway to Project 31 above

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	24,675	\$246,745
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$14,275
Roadway Excavation	C.Y.	\$11	18,049	\$189,514
HMA Concrete	Ton	\$85	5,036	\$428,031
Untreated Base Course	C.Y.	\$15	4,813	\$72,196
Granular Borrow	C.Y.	\$40	8,423	\$336,914
Curb and Gutter (2.5' width)	L.F.	\$23	4,935	\$111,035
Sidewalk (5' width)	L.F.	\$25	4,935	\$123,373
Drainage	L.F.	\$45	4,935	\$222,071
Right of Way	S.F.	\$2.30	310,899	\$715,068
Mirafi RS 280i fabric	S.F.	\$1	510	\$255
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,459,475
Mobilization (10% of Construction)	Lump	10%	245,948	\$245,948
Contingency (25% of Construction)	Lump	25%	614,869	\$614,869
Subtotal				\$3,320,292

Preconstruction Engineering	10%	\$245,948
Construction Engineering	10%	\$245,948

Total Project Costs	\$3,813,000
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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: 55
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Arterial - 126' - Five Lanes

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(2028)
Parkstrip	S.F.	\$10	64,000	\$813,585
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	14	\$35,954
Roadway Excavation	C.Y.	\$11	29,630	\$395,493
HMA Concrete	Ton	\$85	8,267	\$893,249
Untreated Base Course	C.Y.	\$15	7,901	\$150,664
Granular Borrow	C.Y.	\$40	9,877	\$502,213
Curb and Gutter (2.5' width)	L.F.	\$23	16,000	\$457,642
Sidewalk (5' width)	L.F.	\$25	16,000	\$508,491
Drainage	L.F.	\$45	16,000	\$915,284
Right of Way	S.F.	\$2.30	616,000	\$1,801,075
Mirafi RS 280i fabric	S.F.	\$1	1,653	\$1,051
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$6,474,700
Mobilization (10% of Construction)	Lump	10%	647,470	\$647,470
Contingency (25% of Construction)	Lump	25%	1,618,675	\$1,618,675
Subtotal				\$8,740,845

Preconstruction Engineering	10%	\$647,470
Construction Engineering	10%	\$647,470

Total Project Costs	\$10,036,000
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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(2027)
Parkstrip	S.F.	\$10	44,000	\$540,425
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$23,882
Roadway Excavation	C.Y.	\$11	20,370	\$262,707
HMA Concrete	Ton	\$85	5,683	\$593,342
Untreated Base Course	C.Y.	\$15	5,432	\$100,079
Granular Borrow	C.Y.	\$40	6,790	\$333,596
Curb and Gutter (2.5' width)	L.F.	\$23	11,000	\$303,989
Sidewalk (5' width)	L.F.	\$25	11,000	\$337,766
Drainage	L.F.	\$45	11,000	\$607,978
Right of Way	S.F.	\$2.30	423,500	\$1,196,366
Mirafi RS 280i fabric	S.F.	\$1	1,137	\$698
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$4,300,827
Mobilization (10% of Construction)	Lump	10%	430,083	\$430,083
Contingency (25% of Construction)	Lump	25%	1,075,207	\$1,075,207
Subtotal				\$5,806,117

Preconstruction Engineering	10%	\$430,083
Construction Engineering	10%	\$430,083

Total Project Costs	\$6,667,000
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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

Pole Canyon Blvd widening: W Lewiston Rd to Pony Express Pkwy

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	204,790	\$2,047,900
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	72	\$143,391
Roadway Excavation	C.Y.	\$11	187,250	\$1,966,126
HMA Concrete	Ton	\$85	52,243	\$4,440,637
Untreated Base Course	C.Y.	\$15	49,933	\$749,001
Granular Borrow	C.Y.	\$40	62,417	\$2,496,668
Curb and Gutter (2.5' width)	L.F.	\$23	51,198	\$1,151,944
Sidewalk (5' width)	L.F.	\$30	51,198	\$1,535,925
Drainage	L.F.	\$45	51,198	\$2,303,888
Right of Way	S.F.	\$2.30	3,123,048	\$7,183,010
Mirafi RS 280i fabric	S.F.	\$1	5,290	\$2,645
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$24,021,135
Mobilization (10% of Construction)	Lump	10%	2,402,113	\$2,402,113
Contingency (25% of Construction)	Lump	25%	6,005,284	\$6,005,284
Subtotal				\$32,428,532

Preconstruction Engineering	10%	\$2,402,113
Construction Engineering	10%	\$2,402,113

Total Project Costs	\$37,233,000
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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: 58
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

New Road (Eagle Mountain Boulevard): Cory Wride Hwy to 8000 North

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	889	\$444
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$2,930,631
Mobilization (10% of Construction)	Lump	10%	293,063	\$293,063
Contingency (25% of Construction)	Lump	25%	732,658	\$732,658
Subtotal				\$3,956,352

Preconstruction Engineering	10%	\$293,063
Construction Engineering	10%	\$293,063

Total Project Costs	\$4,543,000
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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: 59
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Six Mile Cutoff Rd Widening: Cory Wride Hwy to Abigail Ln

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	25,460	\$254,601
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,251
Roadway Excavation	C.Y.	\$11	11,787	\$123,764
HMA Concrete	Ton	\$85	3,289	\$279,530
Untreated Base Course	C.Y.	\$15	3,143	\$47,148
Granular Borrow	C.Y.	\$40	3,929	\$157,161
Curb and Gutter (2.5' width)	L.F.	\$23	6,365	\$143,213
Sidewalk (5' width)	L.F.	\$25	6,365	\$159,125
Drainage	L.F.	\$45	6,365	\$286,426
Right of Way	S.F.	\$2.30	245,053	\$563,623
Mirafi RS 280i fabric	S.F.	\$1	658	\$329
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$193,000
Construction Cost				\$2,219,172
Mobilization (10% of Construction)	Lump	10%	221,917	\$221,917
Contingency (25% of Construction)	Lump	25%	554,793	\$554,793
Subtotal				\$2,995,882

Preconstruction Engineering	10%	\$221,917
Construction Engineering	10%	\$221,917

Total Project Costs	\$3,440,000
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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: 60
Improvement Type: Capacity Improvement
Completion Year: 2050
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(2024)
Parkstrip	S.F.	\$10	63,000	\$694,559
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	18	\$40,181
Roadway Excavation	C.Y.	\$11	46,083	\$533,460
HMA Concrete	Ton	\$85	12,857	\$1,204,858
Untreated Base Course	C.Y.	\$15	12,289	\$203,223
Granular Borrow	C.Y.	\$40	21,506	\$948,373
Curb and Gutter (2.5' width)	L.F.	\$23	12,600	\$312,552
Sidewalk (5' width)	L.F.	\$25	12,600	\$347,280
Drainage	L.F.	\$45	12,600	\$625,103
Right of Way	S.F.	\$2.30	793,800	\$2,012,833
Mirafi RS 280i fabric	S.F.	\$1	1,302	\$718
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$212,778
Construction Cost				\$7,135,917
Mobilization (10% of Construction)	Lump	10%	713,592	\$713,592
Contingency (25% of Construction)	Lump	25%	1,783,979	\$1,783,979
Subtotal				\$9,633,488

Preconstruction Engineering	10%	\$713,592
Construction Engineering	10%	\$713,592

Total Project Costs	\$11,061,000
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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 - 126' - 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	40,000	\$422,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$22,766
Roadway Excavation	C.Y.	\$11	25,000	\$276,938
HMA Concrete	Ton	\$85	6,975	\$625,483
Untreated Base Course	C.Y.	\$15	6,667	\$105,500
Granular Borrow	C.Y.	\$40	8,333	\$351,667
Curb and Gutter (2.5' width)	L.F.	\$23	10,000	\$237,375
Sidewalk (5' width)	L.F.	\$25	10,000	\$263,750
Drainage	L.F.	\$45	10,000	\$474,750
Right of Way	S.F.	\$2.30	470,000	\$1,140,455
Mirafi RS 280i fabric	S.F.	\$1	1,033	\$545
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,921,229
Mobilization (10% of Construction)	Lump	10%	392,123	\$392,123
Contingency (25% of Construction)	Lump	25%	980,307	\$980,307
Subtotal				\$5,293,659

Preconstruction Engineering	10%	\$392,123
Construction Engineering	10%	\$392,123

Total Project Costs	\$6,078,000
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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(2024)
Parkstrip	S.F.	\$10	25,600	\$282,234
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$12,472
Roadway Excavation	C.Y.	\$11	11,852	\$137,197
HMA Concrete	Ton	\$85	3,307	\$309,869
Untreated Base Course	C.Y.	\$15	3,160	\$52,265
Granular Borrow	C.Y.	\$40	3,951	\$174,218
Curb and Gutter (2.5' width)	L.F.	\$23	6,400	\$158,756
Sidewalk (5' width)	L.F.	\$25	6,400	\$176,396
Drainage	L.F.	\$45	6,400	\$317,513
Right of Way	S.F.	\$2.30	246,400	\$624,795
Mirafi RS 280i fabric	S.F.	\$1	661	\$365
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,246,080
Mobilization (10% of Construction)	Lump	10%	224,608	\$224,608
Contingency (25% of Construction)	Lump	25%	561,520	\$561,520
Subtotal				\$3,032,208

Preconstruction Engineering	10%	\$224,608
Construction Engineering	10%	\$224,608

Total Project Costs	\$3,482,000
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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

New Road (Lone Tree Parkway): Eagle Mountain Blvd to Old Airport Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	16,000	\$160,000
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	6	\$11,203
Roadway Excavation	C.Y.	\$11	14,630	\$153,611
HMA Concrete	Ton	\$85	4,082	\$346,942
Untreated Base Course	C.Y.	\$15	3,901	\$58,519
Granular Borrow	C.Y.	\$40	4,877	\$195,062
Curb and Gutter (2.5' width)	L.F.	\$23	4,000	\$90,000
Sidewalk (5' width)	L.F.	\$30	4,000	\$120,000
Drainage	L.F.	\$45	4,000	\$180,000
Right of Way	S.F.	\$2.30	244,000	\$561,200
Mirafi RS 280i fabric	S.F.	\$1	413	\$207
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$1,876,743
Mobilization (10% of Construction)	Lump	10%	187,674	\$187,674
Contingency (25% of Construction)	Lump	25%	469,186	\$469,186
Subtotal				\$2,533,603

Preconstruction Engineering	10%	\$187,674
Construction Engineering	10%	\$187,674

Total Project Costs	\$2,909,000
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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: 64
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

Pony Express Parkway Widening: Eagle Mountain Blvd to Eagle Mountain Public Works

Costs

Item	Unit	Unit Cost	Quantity	Cost(2026)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	28,622	\$135,864
Clearing and Grubbing	Acre	\$2,000	16	\$37,094
Roadway Excavation	C.Y.	\$11	43,444	\$541,335
HMA Concrete	Ton	\$85	12,121	\$1,222,643
Untreated Base Course	C.Y.	\$15	11,585	\$206,223
Granular Borrow	C.Y.	\$40	20,274	\$962,373
Curb and Gutter (2.5' width)	L.F.	\$23	18,400	\$491,295
Sidewalk (5' width)	L.F.	\$25	18,400	\$545,884
Drainage	L.F.	\$45	18,400	\$982,591
Right of Way	S.F.	\$2.30	9,200	\$25,111
Mirafi RS 280i fabric	S.F.	\$1	1,901	\$1,128
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$5,151,542
Mobilization (10% of Construction)	Lump	10%	515,154	\$515,154
Contingency (25% of Construction)	Lump	25%	1,287,885	\$1,287,885
Subtotal				\$6,954,581

Preconstruction Engineering	10%	\$515,154
Construction Engineering	10%	\$515,154

Total Project Costs	\$7,985,000
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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 - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Pony Express Parkway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	10	\$19,268
Roadway Excavation	C.Y.	\$11	20,185	\$211,944
HMA Concrete	Ton	\$85	5,632	\$478,692
Untreated Base Course	C.Y.	\$15	5,383	\$80,741
Granular Borrow	C.Y.	\$40	6,728	\$269,136
Curb and Gutter (2.5' width)	L.F.	\$23	10,900	\$245,250
Sidewalk (5' width)	L.F.	\$25	10,900	\$272,500
Drainage	L.F.	\$45	10,900	\$490,500
Right of Way	S.F.	\$2.30	5,450	\$12,535
Mirafi RS 280i fabric	S.F.	\$1	1,126	\$563
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,081,128
Mobilization (10% of Construction)	Lump	10%	208,113	\$208,113
Contingency (25% of Construction)	Lump	25%	520,282	\$520,282
Subtotal				\$2,809,523

Preconstruction Engineering	10%	\$208,113
Construction Engineering	10%	\$208,113

Total Project Costs	\$3,226,000
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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: 66
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

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
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$203,615
Construction Cost				\$203,615
Mobilization (10% of Construction)	Lump	10%	20,362	\$20,362
Contingency (25% of Construction)	Lump	25%	50,904	\$50,904
Subtotal				\$274,880

Preconstruction Engineering	10%	\$20,362
Construction Engineering	10%	\$20,362

Total Project Costs	\$316,000
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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(2022)
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
Mirafi RS 280i fabric	S.F.	\$1	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(2027)
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
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$237,050
Construction Cost				\$237,050
Mobilization (10% of Construction)	Lump	10%	23,705	\$23,705
Contingency (25% of Construction)	Lump	25%	59,263	\$59,263
Subtotal				\$320,018

Preconstruction Engineering	10%	\$23,705
Construction Engineering	10%	\$23,705

Total Project Costs	\$368,000
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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(2022)
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
Mirafi RS 280i fabric	S.F.	\$1	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(2024)
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
Mirafi RS 280i fabric	S.F.	\$1	0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$212,778
Construction Cost				\$212,778
Mobilization (10% of Construction)	Lump	10%	21,278	\$21,278
Contingency (25% of Construction)	Lump	25%	53,194	\$53,194
Subtotal				\$287,250

Preconstruction Engineering	10%	\$21,278
Construction Engineering	10%	\$21,278

Total Project Costs	\$330,000
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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
Mirafi RS 280i fabric	S.F.	\$1	132	\$69
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$203,615
Construction Cost				\$203,684
Mobilization (10% of Construction)	Lump	10%	20,368	\$20,368
Contingency (25% of Construction)	Lump	25%	50,921	\$50,921
Subtotal				\$274,974

Preconstruction Engineering	10%	\$20,368
Construction Engineering	10%	\$20,368

Total Project Costs	\$316,000
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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 - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

Eagle Mountain Boulevard and SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 73
Improvement Type: Traffic Signal
Completion Year: 2030
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Lone Tree Parkway & Eagle Mountain Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 74
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Parkway & Project 57 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 75
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Boulevard & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 76
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Boulevard & Pony Express Parkway

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 77
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (Cory Wride Freeway): Ranches Parkway to East Expressway- New freeway, frontage roads

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	265	\$529,277
Roadway Excavation	C.Y.	\$11	669,228	\$7,026,892
HMA Concrete	Ton	\$85	186,715	\$15,870,738
Untreated Base Course	C.Y.	\$15	178,461	\$2,676,911
Granular Borrow	C.Y.	\$40	312,306	\$12,492,253
Curb and Gutter (2.5' width)	L.F.	\$23	182,979	\$4,117,022
Sidewalk (5' width)	L.F.	\$25	182,979	\$4,574,469
Drainage	L.F.	\$45	182,979	\$8,234,044
Right of Way	S.F.	\$2.30	91,489	\$210,426
Mirafi RS 280i fabric	S.F.	\$1	18,908	\$9,454
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$55,741,487
Mobilization (10% of Construction)	Lump	10%	5,574,149	\$5,574,149
Contingency (25% of Construction)	Lump	25%	13,935,372	\$13,935,372
Subtotal				\$75,251,007

Preconstruction Engineering	10%	\$5,574,149
Construction Engineering	10%	\$5,574,149

Total Project Costs \$86,400,000

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: **78**
Improvement Type: **New Road**
Completion Year: **2050**
Roadway Functional Class: **Major Arterial - 126' - Five Lanes**

Eagle Mountain Transportation Master Plan

New Road (1600 West): Aviator Avenue to 4000 North

Costs

Item	Unit	Unit Cost	Quantity	Cost(2024)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$25,218
Roadway Excavation	C.Y.	\$11	26,500	\$306,764
HMA Concrete	Ton	\$85	7,394	\$692,848
Untreated Base Course	C.Y.	\$15	7,067	\$116,862
Granular Borrow	C.Y.	\$40	8,833	\$389,541
Curb and Gutter (2.5' width)	L.F.	\$23	10,600	\$262,940
Sidewalk (5' width)	L.F.	\$25	10,600	\$292,156
Drainage	L.F.	\$45	10,600	\$525,881
Right of Way	S.F.	\$2.30	5,300	\$13,439
Mirafi RS 280i fabric	S.F.	\$1	1,095	\$604
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$2,626,253
Mobilization (10% of Construction)	Lump	10%	262,625	\$262,625
Contingency (25% of Construction)	Lump	25%	656,563	\$656,563
Subtotal				\$3,545,441

Preconstruction Engineering	10%	\$262,625
Construction Engineering	10%	\$262,625

Total Project Costs	\$4,071,000
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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(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	4	\$8,429
Roadway Excavation	C.Y.	\$11	9,295	\$111,901
HMA Concrete	Ton	\$85	2,593	\$252,737
Untreated Base Course	C.Y.	\$15	2,479	\$42,629
Granular Borrow	C.Y.	\$40	4,338	\$198,935
Curb and Gutter (2.5' width)	L.F.	\$23	2,541	\$65,562
Sidewalk (5' width)	L.F.	\$25	2,541	\$72,847
Drainage	L.F.	\$45	2,541	\$131,125
Right of Way	S.F.	\$2.30	1,271	\$3,351
Mirafi RS 280i fabric	S.F.	\$1	263	\$151
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	1	\$221,289
Construction Cost				\$1,108,955
Mobilization (10% of Construction)	Lump	10%	110,895	\$110,895
Contingency (25% of Construction)	Lump	25%	277,239	\$277,239
Subtotal				\$1,497,089
Preconstruction Engineering			10%	\$110,895
Construction Engineering			10%	\$110,895
Total Project Costs				\$1,719,000

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:	80
Improvement Type:	Capacity Improvement
Completion Year:	2030
Roadway Functional Class:	Major Arterial - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Cedar Valley Freeway to East Expressway

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	17	\$33,276
Roadway Excavation	C.Y.	\$11	34,860	\$366,034
HMA Concrete	Ton	\$85	9,726	\$826,713
Untreated Base Course	C.Y.	\$15	9,296	\$139,441
Granular Borrow	C.Y.	\$40	11,620	\$464,804
Curb and Gutter (2.5' width)	L.F.	\$23	18,825	\$423,553
Sidewalk (5' width)	L.F.	\$25	18,825	\$470,615
Drainage	L.F.	\$45	18,825	\$847,106
Right of Way	S.F.	\$2.30	9,412	\$21,648
Mirafi RS 280i fabric	S.F.	\$1	1,945	\$973
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,594,162
Mobilization (10% of Construction)	Lump	10%	359,416	\$359,416
Contingency (25% of Construction)	Lump	25%	898,541	\$898,541
Subtotal				\$4,852,119

Preconstruction Engineering	10%	\$359,416
Construction Engineering	10%	\$359,416

Total Project Costs	\$5,571,000
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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: 81
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

Hidden Valley Pkwy widening: Pony Express Pkwy to Project 83

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	6,311	\$25,244
Clearing and Grubbing	Acre	\$2,000	1	\$1,118
Roadway Excavation	C.Y.	\$11	2,254	\$23,666
HMA Concrete	Ton	\$85	629	\$53,452
Untreated Base Course	C.Y.	\$15	601	\$9,016
Granular Borrow	C.Y.	\$40	751	\$30,052
Curb and Gutter (2.5' width)	L.F.	\$23	4,057	\$91,284
Sidewalk (5' width)	L.F.	\$25	4,057	\$101,427
Drainage	L.F.	\$45	4,057	\$182,568
Right of Way	S.F.	\$2.30	2,029	\$4,666
Mirafi RS 280i fabric	S.F.	\$1	419	\$210
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$522,701
Mobilization (10% of Construction)	Lump	10%	52,270	\$52,270
Contingency (25% of Construction)	Lump	25%	130,675	\$130,675
Subtotal				\$705,646

Preconstruction Engineering	10%	\$52,270
Construction Engineering	10%	\$52,270

Total Project Costs	\$811,000
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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: 82
Improvement Type: Capacity Improvement
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain Transportation Master Plan

New Road (Hidden Valley Pkwy): Locust Ave to Hidden Valley Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	15	\$29,248
Roadway Excavation	C.Y.	\$11	30,641	\$321,733
HMA Concrete	Ton	\$85	8,549	\$726,657
Untreated Base Course	C.Y.	\$15	8,171	\$122,565
Granular Borrow	C.Y.	\$40	10,214	\$408,550
Curb and Gutter (2.5' width)	L.F.	\$23	16,546	\$372,291
Sidewalk (5' width)	L.F.	\$25	16,546	\$413,657
Drainage	L.F.	\$45	16,546	\$744,582
Right of Way	S.F.	\$2.30	8,273	\$19,028
Mirafi RS 280i fabric	S.F.	\$1	1,710	\$855
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$3,159,165
Mobilization (10% of Construction)	Lump	10%	315,916	\$315,916
Contingency (25% of Construction)	Lump	25%	789,791	\$789,791
Subtotal				\$4,264,872

Preconstruction Engineering	10%	\$315,916
Construction Engineering	10%	\$315,916

Total Project Costs	\$4,897,000
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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: 83
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Collector - 77'

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Porter's Crossing Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	4,467	\$20,485
Clearing and Grubbing	Acre	\$2,000	0	\$379
Roadway Excavation	C.Y.	\$11	667	\$8,026
HMA Concrete	Ton	\$85	186	\$18,127
Untreated Base Course	C.Y.	\$15	178	\$3,058
Granular Borrow	C.Y.	\$40	311	\$14,268
Curb and Gutter (2.5' width)	L.F.	\$23	1,200	\$30,957
Sidewalk (5' width)	L.F.	\$25	1,200	\$34,397
Drainage	L.F.	\$45	1,200	\$61,915
Right of Way	S.F.	\$2.30	600	\$1,582
Mirafi RS 280i fabric	S.F.	\$1	124	\$71
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$193,267
Mobilization (10% of Construction)	Lump	10%	19,327	\$19,327
Contingency (25% of Construction)	Lump	25%	48,317	\$48,317
Subtotal				\$260,910
Preconstruction Engineering			10%	\$19,327
Construction Engineering			10%	\$19,327
Total Project Costs				\$300,000

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 - 126' - Five Lanes

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Ranches Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	1,222	\$5,605
Clearing and Grubbing	Acre	\$2,000	0	\$253
Roadway Excavation	C.Y.	\$11	444	\$5,351
HMA Concrete	Ton	\$85	124	\$12,085
Untreated Base Course	C.Y.	\$15	119	\$2,038
Granular Borrow	C.Y.	\$40	207	\$9,512
Curb and Gutter (2.5' width)	L.F.	\$23	400	\$10,319
Sidewalk (5' width)	L.F.	\$25	400	\$11,466
Drainage	L.F.	\$45	400	\$20,638
Right of Way	S.F.	\$2.30	200	\$527
Mirafi RS 280i fabric	S.F.	\$1	41	\$24
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$77,819
Mobilization (10% of Construction)	Lump	10%	7,782	\$7,782
Contingency (25% of Construction)	Lump	25%	19,455	\$19,455
Subtotal				\$105,055
Preconstruction Engineering			10%	\$7,782
Construction Engineering			10%	\$7,782
Total Project Costs				\$121,000

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 - 126' - Five Lanes

Eagle Mountain				
Transportation Master Plan				
Intersection Improvement: Lone Tree Pkwy/Pony Express Pkwy				
Costs				
Item	Unit	Unit Cost	Quantity	Cost(2025)
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	2,233	\$10,243
Clearing and Grubbing	Acre	\$2,000	0	\$0
Roadway Excavation	C.Y.	\$11	333	\$4,013
HMA Concrete	Ton	\$85	93	\$9,064
Untreated Base Course	C.Y.	\$15	89	\$1,529
Granular Borrow	C.Y.	\$40	156	\$7,134
Curb and Gutter (2.5' width)	L.F.	\$23	600	\$15,479
Sidewalk (5' width)	L.F.	\$25	600	\$17,199
Drainage	L.F.	\$45	600	\$30,957
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	62	\$36
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$95,653
Mobilization (10% of Construction)	Lump	10%	9,565	\$9,565
Contingency (25% of Construction)	Lump	25%	23,913	\$23,913
Subtotal				\$129,131
Preconstruction Engineering			10%	\$9,565
Construction Engineering			10%	\$9,565
Total Project Costs				\$149,000

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 - 126' - Five Lanes

Eagle Mountain Transportation Master Plan

New Road (unknown W/E road): Cedar Valley Freeway to Project 31

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	151	\$302,561
Roadway Excavation	C.Y.	\$11	350,520	\$3,680,460
HMA Concrete	Ton	\$85	97,795	\$8,312,582
Untreated Base Course	C.Y.	\$15	93,472	\$1,402,080
Granular Borrow	C.Y.	\$40	116,840	\$4,673,600
Curb and Gutter (2.5' width)	L.F.	\$23	140,208	\$3,154,680
Sidewalk (5' width)	L.F.	\$25	140,208	\$3,505,200
Drainage	L.F.	\$45	140,208	\$6,309,360
Right of Way	S.F.	\$2.30	70,104	\$161,239
Mirafi RS 280i fabric	S.F.	\$1	14,488	\$7,244
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$31,509,006
Mobilization (10% of Construction)	Lump	10%	3,150,901	\$3,150,901
Contingency (25% of Construction)	Lump	25%	7,877,251	\$7,877,251
Subtotal				\$42,537,158

Preconstruction Engineering	10%	\$3,150,901
Construction Engineering	10%	\$3,150,901

Total Project Costs	\$48,839,000
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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: 87
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Major Collector - 94'

Eagle Mountain Transportation Master Plan

East Expressway & Eagle Mountain Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 88
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

New Road (East Expressway): Eagle Mountain Blvd to Southern Border

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
Clearing and Grubbing	Acre	\$2,000	75	\$150,596
Roadway Excavation	C.Y.	\$11	196,659	\$2,064,917
HMA Concrete	Ton	\$85	54,868	\$4,663,763
Untreated Base Course	C.Y.	\$15	52,442	\$786,635
Granular Borrow	C.Y.	\$40	65,553	\$2,622,117
Curb and Gutter (2.5' width)	L.F.	\$23	53,770	\$1,209,825
Sidewalk (5' width)	L.F.	\$30	53,770	\$1,613,100
Drainage	L.F.	\$45	53,770	\$2,419,650
Right of Way	S.F.	\$2.30	26,885	\$61,836
Mirafi RS 280i fabric	S.F.	\$1	5,556	\$2,778
Bridge/Culvert	S.F.	\$225	0	\$0
Traffic Signal	Each	\$193,000	0	\$0
Construction Cost				\$15,595,217
Mobilization (10% of Construction)	Lump	10%	1,559,522	\$1,559,522
Contingency (25% of Construction)	Lump	25%	3,898,804	\$3,898,804
Subtotal				\$21,053,543

Preconstruction Engineering	10%	\$1,559,522
Construction Engineering	10%	\$1,559,522

Total Project Costs	\$24,173,000
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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: 89
Improvement Type: New Road
Completion Year: 2050
Roadway Functional Class: Minor Arterial - 122'

Eagle Mountain Transportation Master Plan

East Expressway & Bobby Wren Blvd - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 90
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Oquirrh Ranch Pkwy & Pony Express Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 91
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Blvd & Mid Valley Road - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 92
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Mid Valley Road & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 93
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

East Expressway & Project 66 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 94
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

East Expressway & 5000 North - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 95
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Eagle Park Entry Road

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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: 96
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Eagle Mountain Blvd & East Expressway - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 97
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pony Express Pkwy & Rachel Way

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 98
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

4000 North & SR-73 - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 99
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
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Sidewalk (5' width)	L.F.	\$25	0	\$0
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Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
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
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Sidewalk (5' width)	L.F.	\$25	0	\$0
Drainage	L.F.	\$45	0	\$0
Right of Way	S.F.	\$2.30	0	\$0
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
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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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal

Eagle Mountain Transportation Master Plan

Pole Canyon Rd & Tyson Pkwy - New Signal

Costs

Item	Unit	Unit Cost	Quantity	Cost
Parkstrip	S.F.	\$10	0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0
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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
Mirafi RS 280i fabric	S.F.	\$1	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
----------------------------	------------------

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

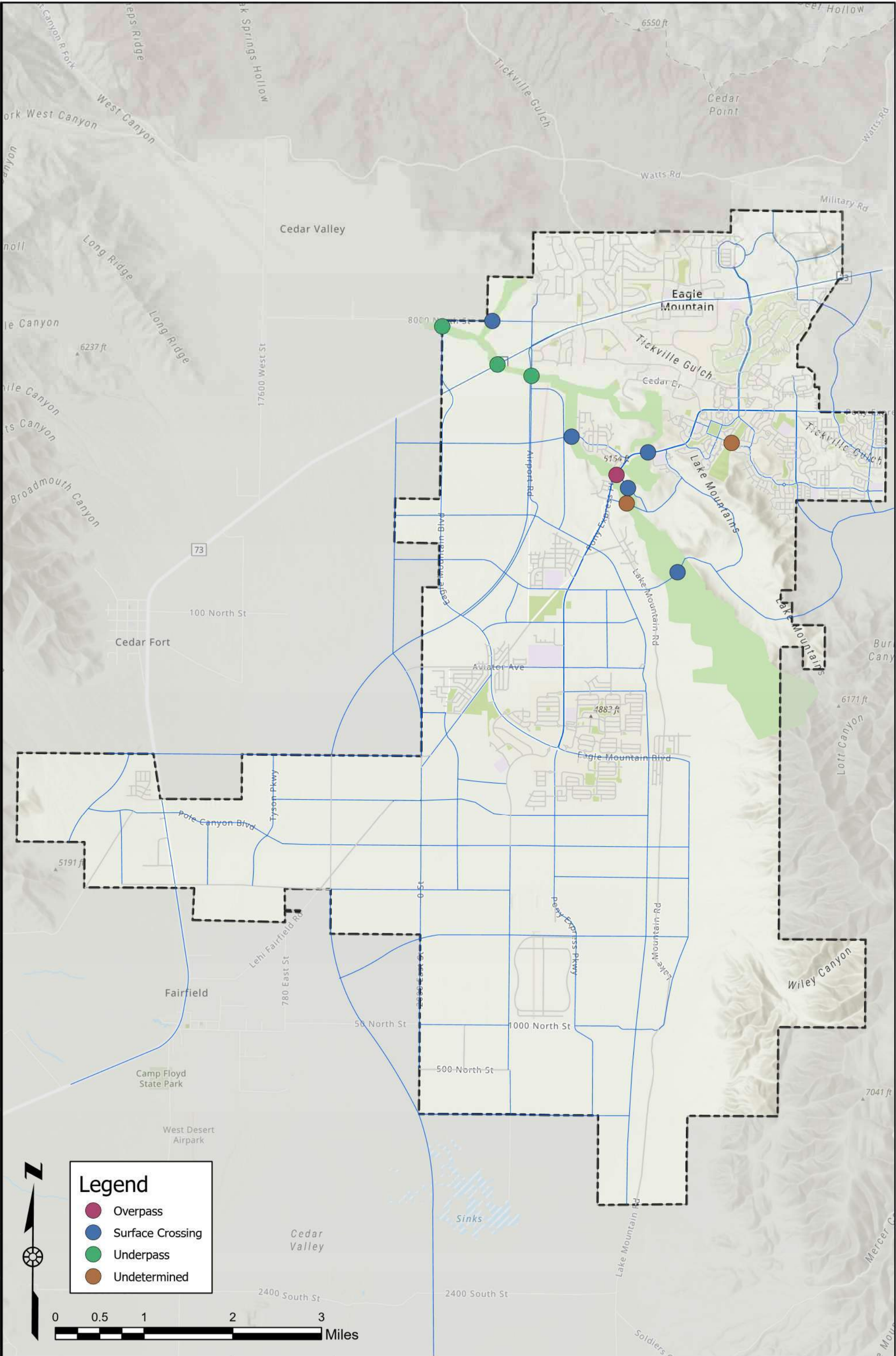
Project Parameters:

Project Number: 100
Improvement Type: Traffic Signal
Completion Year: 2050
Roadway Functional Class: Traffic Signal



APPENDIX C: WILDLIFE CORRIDOR CONFLICT MAP





C:\2020\UT-2843-2012 Eagle Mountain Master Transportation Plan\Project Data\GIS\Horrocks\Pro\UT-2843-2012 Eagle Mountain MTP.aprx, 12/6/2022 12:12 PM, shane ellor



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

Wildlife Corridor Conflict Areas
Eagle Mountain Transportation Master Plan

DATE	12/6/2022
DRAWN	
Figure App.	

C:\Users\shane.eller\Horrocks Engineers\Eagle Mountain TMP - General\Project Data\Figures\Cedar Valley Freeway Alignment\Cedar Valley Freeway Alignment.dwg - ALT #1 - 1/30/2023 1:30 PM - shane.eller



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE	
HORIZONTAL	1" = 500'
VERTICAL	NONE

WARNING

0 1/2 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE



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

Eagle Mountain Transportation Master Plan

Alternative #1

DESIGNED	SEE	DATE	1/4/2023	PROJECT NO.	UT-2843-2012
DRAWN	SEE	DATE	1/4/2023	SHEET NO.	1 OF 4
CHECKED	KJC	DATE	1/4/2023	DRAWING NO.	ALT #1

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PRELIMINARY
NOT FOR CONSTRUCTION

SCALE	
HORIZONTAL	1" = 500'
VERTICAL	NONE

WARNING

0 1/2 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE



2162 West Grove Parkway
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(801) 763-5100

Eagle Mountain Transportation Master Plan

Alternative #2

DESIGNED	SEE	DATE	1/4/2023	PROJECT NO.	UT-2843-2012
DRAWN	SEE	DATE	1/4/2023	SHEET NO.	2 OF 4
CHECKED	KJC	DATE	1/4/2023	DRAWING NO.	ALT #2

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ALTERNATIVE #3 NOTES

1. MINIMAL CHANGE TO RESIDENTIAL ACCESS TO AIRPORT ROAD

2. FREEWAY ALIGNMENT REMAINS OUT WEST OF AIRPORT ROAD



PRELIMINARY
NOT FOR CONSTRUCTION

SCALE	
HORIZONTAL	1" = 500'
VERTICAL	NONE

WARNING

0 1/2 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE



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

Eagle Mountain Transportation Master Plan

Alternative #3

DESIGNED	SEE	DATE	1/4/2023	PROJECT NO.	UT-2843-2012
DRAWN	SEE	DATE	1/4/2023	SHEET NO.	3 OF 4
CHECKED	KJC	DATE	1/4/2023	DRAWING NO.	ALT #3

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PRELIMINARY
NOT FOR CONSTRUCTION

SCALE	
HORIZONTAL	1" = 500'
VERTICAL	NONE

WARNING

0 1/2 1

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE



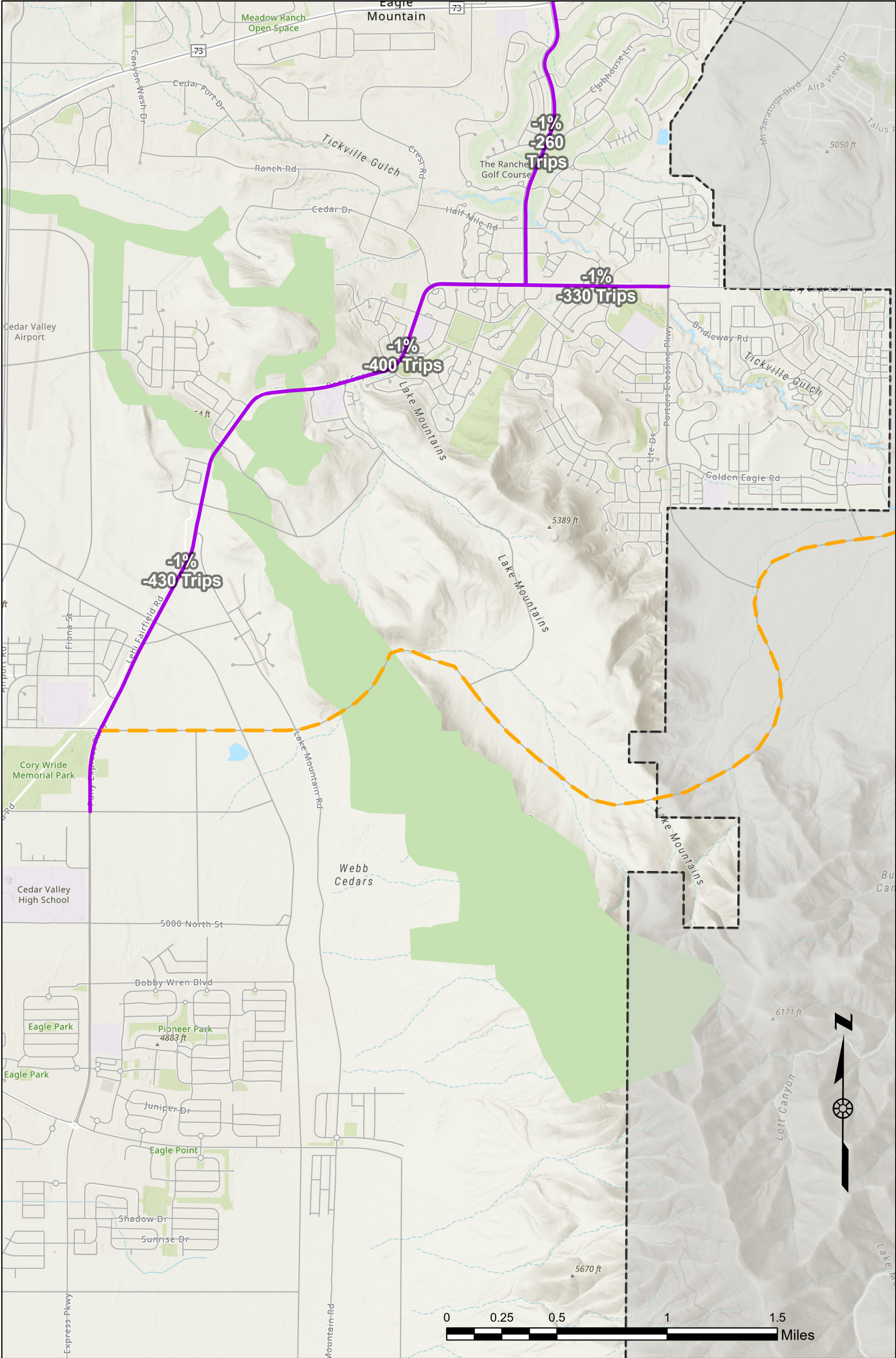
2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 763-5100

Eagle Mountain Transportation Master Plan

Alternative #4

DESIGNED	SEE	DATE	1/4/2023	PROJECT NO.	UT-2843-2012
DRAWN	SEE	DATE	1/4/2023	SHEET NO.	4 OF 4
CHECKED	KJC	DATE	1/4/2023	DRAWING NO.	ALT #4

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

Functional Classification Volume Change
Eagle Mountain Transportation Master Plan

DATE	1/30/2023
DRAWN	
Figure App	



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE/PUBLIC HEARING - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Title 17 Zoning, Regarding Religious or Cultural Meeting Halls.		
ITEM TYPE:	Development Code Amendment		
FISCAL IMPACT:	None		
APPLICANT:	City-initiated		
GENERAL PLAN DESIGNATION N/A	CURRENT ZONE N/A	ACREAGE N/A	COMMUNITY City-wide

PUBLIC HEARING:

Yes

PREPARED BY:

David Stroud, Planning

PRESENTED BY:

David Stroud

RECOMMENDATION:

BACKGROUND:

From EMMC 17.10.030: *Religious or Cultural Meeting Hall: a building or buildings owned or maintained by organized religious organizations and nonprofit associations for social, civil or philanthropic purposes, or as a place of worship. Uses also include public nonprofit displays of art, historic or cultural artifacts or other inanimate exhibits, a building used as a lending library or reading room, seminaries (associated with schools), monasteries and convents. This definition shall not include tents or temporary structures.*

A church wishes to locate in the Rush Creek plat (yet to be recorded) but the use is not compatible with the current Light Manufacturing/Distribution (LMD) zone. The LMD zone, along with the Medical/Educational Campus (MEC) zone, and Office Professional (OP) zone constitute the Business Park zones.

Religious uses in prohibited zones, including industrial zones, have been litigated across the nation with favorable rulings on behalf of

the religious organization. While not a large demand in Utah, some churches use this type of zone as a start-up location due to lower lease cost which then provides the organization time to accrue funds to be at a financial level to build a permanent location or lease a larger site.

Staff discussed amending EMMC with the City Attorney and while a rezone is possible, it would still be adjacent to the LMD zone. Due to case law and protecting religious liberties, the option to permit in any zone is the preferred direction as it eliminates any potential discrimination issue and legal challenge.

EMMC currently permits a Religious or Cultural Meeting Hall as a permitted use in all 3 commercial zones, a special permitted use in all 11 residential zones, special use in the the PF zone, and conditional (permitted) use in the Agriculture zone. A Religious or Cultural Meeting Hall in the Business Park zones of LMD, MEC and OP zones is currently not permitted.

The proposed land use table changes are 1) permitting a Religious or Cultural Meeting Hall in the LMD zone, MEC zone, and OP zone; 2) changing from a special use to a permitted use in all residential zones and the PF zone; and 3) changing from a conditional use to a permitted use in the Agriculture zone. No change in the commercial zones as the use is currently permitted.

The proposed change also eliminates the standards of 17.75 (Standards for Special Uses) regarding Religious or Cultural Meeting Halls since the additional "special" standards are not unique and only state the use is to meet the parking, lighting, and landscaping applicable to any non-residential use. Unlike other uses with special standards found in 17.75, there are no "special" standards required of a Religious or Cultural Meeting Hall.

Several uses that may cause a large gathering of people are currently

permitted in the LMD, MEC, and/or OP zones. These include *Vocational Schools* (LMD and MEC), *Assisted Living, Intermediate Care, Long Term Care, Memory Care* (MEC), *Public/Civic Buildings and Facilities City-Owned* (LMD, MEC, OP), *Sports Facilities* (MEC), *Athletic Instruction, Including Dance, Gymnastics, Martial Arts, etc.* (LMD), *Child Day Care Center or Preschool* (LMD, MEC, OP), and *Reception/Conference/Meeting Center* (LMD, MEC, OP).

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

Ordinances pertaining to zoning code amendments, and processing of the same, may be found in EMMC 17.05.120 & USC 10-9a-501. Development Code Amendments are legislative decisions and are considered valid if reasonably debatable and not illegal.

PLANNING COMMISSION ACTION/RECOMMENDATION:

The Planning Commission recommends approval (5-0) to the City Council of the amendments to Eagle Mountain Municipal Code Title 17 regarding a Religious or Cultural Meeting Hall.

ATTACHMENTS:

[ORD--EMMC 17 Zoning - Religious or Cultural Meeting Halls](#)
[EXHIBIT-EMMC 17 Zoning - Religious or Cultural Meeting Halls](#)
[EMMC 17 Zoning - Religious or Cultural Meeting Halls - Redlines](#)

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE TITLE 17 ZONING
(RELIGIOUS OR CULTURAL MEETING HALLS)**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Title 17 Zoning, 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 Title 17 Zoning.
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 this 7th day of February, 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 this 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____ .

Exhibit A

Chapter 17.20

AGRICULTURE ZONE

17.20.030 Permitted uses.

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

- A. Single-family detached dwellings.
- B. Agricultural uses such as row crops, livestock boarding, grazing and associated cultivating and herding activities; provided, that such grazing and associated activities are not part of, nor conducted in conjunction with, any livestock feed yard, livestock sales yard, or any other confined feeding facilities or animal by-product business.
- C. Public and private utility structures or facilities.
- D. Public parks.
- E. Religious or cultural meeting hall.

17.20.050 Conditional uses.

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

- A. Limited processing of agricultural products.
- B. Radio, microwave or other transmission towers.
- C. Home businesses (as allowed by this title).
- D. Accessory dwelling units (ADUs) in accordance with the standards contained in this title.
- E. Commercial hunting areas as a temporary land use with no long-term vesting.
- F. Stables.
- G. Commercial riding arena.
- H. Equestrian center.
- I. Equine assisted therapy center.

Chapter 17.25 RESIDENTIAL ZONES

17.25.030 Land Use Table

[illegible]

Chapter 17.31
PUBLIC FACILITIES ZONE

17.31.030 Allowed Uses

The following uses shall be allowed within the public facilities zone as permitted uses subject to this chapter:

- A. Cultural uses (theaters, museums, galleries, libraries, performing arts center, etc.).
- B. Public/civic building or facilities (city, county, state, or federally owned).
- C. Public safety facility (police, fire, ambulance).
- D. Public transportation facilities, including storage and stations.
- E. Religious or cultural meeting hall

17.31.040 Special Uses

The following uses shall be allowed within the public facilities zone as special uses subject to Chapter [17.75](#) EMMC and this chapter:

- A. Communication facilities and towers.
- B. Parking garage.
- C. Reception/conference/meeting center.
- D. Schools (public, private, and charter).
- E. Utilities, public and private.

**Chapter 17.37
BUSINESS PARK ZONES**

17.37.030 Land Use Table

LAND USE	ZONING DISTRICT		
	Light Manufacturing/ Distribution (LMD)	Medical/Educational Campus (MEC)	Office Professional (OP)
CIVIC/INSTITUTIONAL			
Religious or Cultural Meeting Halls	P	P	P

**Chapter 17.75
STANDARDS FOR SPECIAL USES**

Sections:

Article III. Civic-Related Uses

17.75.051 Schools (public/charter/private)

Article III. Civic-Related Uses

17.75.051 Schools (public/charter/private)

17.20.030 Permitted Uses

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

A. Single-family detached dwellings.

B. Agricultural uses such as row crops, livestock boarding, grazing and associated cultivating and herding activities; provided, that such grazing and associated activities are not part of, nor conducted in conjunction with, any livestock feed yard, livestock sales yard, or any other confined feeding facilities or animal by-product business.

C. Public and private utility structures or facilities.

D. Public parks.

E. Religious or cultural meeting hall

17.20.050 Conditional uses.

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

A. Limited processing of agricultural products.

~~B. Religious or cultural meeting hall.~~

~~B~~. Radio, microwave or other transmission towers.

~~D~~. Home businesses (as allowed by this title).

~~E~~. Accessory dwelling units (ADUs) in accordance with the standards contained in this title.

~~F~~. Commercial hunting areas as a temporary land use with no long-term vesting.

~~G~~. Stables.

~~H~~. Commercial riding arena.

~~H~~. Equestrian center.

~~J~~. Equine assisted therapy center.

17.25.030 Land Use Table

Land Use	RA1	RA2	RD1	RD2	FR	R1	R2	R3	RC	MF1	MF2
Religious or Cultural Meeting Halls	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>	<u>SP</u>

17.31.030 Allowed Uses

The following uses shall be allowed within the public facilities zone as permitted uses subject to this chapter:

- A. Cultural uses (theaters, museums, galleries, libraries, performing arts center, etc.).
- B. Public/civic building or facilities (city, county, state, or federally owned).
- C. Public safety facility (police, fire, ambulance).
- D. Public transportation facilities, including storage and stations.

E. Religious or cultural meeting hall

17.31.040 Special Uses

The following uses shall be allowed within the public facilities zone as special uses subject to Chapter 17.75 EMMC and this chapter:

- A. Communication facilities and towers.
- B. Parking garage.
- C. Reception/conference/meeting center.

~~D. Religious or cultural meeting halls.~~

~~ED.~~ Schools (public, private, and charter).

~~FE.~~ Utilities, public and private. [Ord. O-31-2020 § 2 (Exh. A)]

17.37.030 Land Use Table

LAND USE	ZONING DISTRICT		
	Light Manufacturing/Distribution (LMD)	Medical/Educational Campus (MEC)	Office Professional (OP)
CIVIC/INSTITUTIONAL			
<u>Religious or Cultural Meeting Halls</u>	<u>P</u>	<u>P</u>	<u>P</u>

Chapter 17.75 STANDARDS FOR SPECIAL USES

Sections:

Article III. Civic-Related Uses

~~17.75.051 Religious or cultural meeting halls.~~

Article III. Civic-Related Uses

~~17.75.051 Religious or cultural meeting halls.~~

~~Religious and cultural meeting halls may be permitted only where:~~

~~A. Parking. The development shall comply with Chapter 17.55 EMMC.~~

~~B. Outdoor Lighting. The development shall comply with Chapter 17.56 EMMC.~~

~~C. Landscaping. The development shall comply with Chapter 17.60 EMMC. [Ord. O-27-2020 § 2 (Exh. A)].~~



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending Eagle Mountain Municipal Code Section 2.15.040 Order of Business and Chapter 2.17 Appointed Officers, and Enacting Chapter 2.19 Director of Legislative Affairs.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:			
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Fionnuala Kofoed, Recorder's Office

PRESENTED BY:

RECOMMENDATION:

BACKGROUND:

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[ORD--EMMC Title 2 Administration and Personnel](#)

[EXHIBIT--EMMC Title 2 Administration and Personnel](#)

[EMMC Title 2 Administration and Personnel - Redlines](#)

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE SECTION 2.15.040
ORDER OF BUSINESS AND CHAPTER 2.17 APPOINTED OFFICERS, AND
ENACTING CHAPTER 2.19 DIRECTOR OF LEGISLATIVE AFFAIRS**

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City finds that it is in the public interest to amend the Eagle Mountain Municipal Code Section 2.15.040 Order of Business and Chapter 2.17 Appointed Officers, and enact Chapter 2.19 Director of Legislative Affairs, 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 amending Eagle Mountain Municipal Code Section 2.15.040 Order of Business and Chapter 2.17 Appointed Officers, and enacting Chapter 2.19 Director of Legislative Affairs.
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 this 7th day of February, 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 this 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____ .

Exhibit A

Chapter 2.15 CITY COUNCIL

Sections:

- 2.15.010 Compensation.
- 2.15.020 Presiding officer.
- 2.15.030 Agenda.
- 2.15.040 Order of business.
- 2.15.050 Consideration of agenda items.
- 2.15.060 Rules of procedure.
- 2.15.070 Standards of civil discourse.
- 2.15.080 Conflicts of interest.
- 2.15.090 Legislative priorities list established.

2.15.040 Order of business.

The order of regular meetings shall be as follows:

- A. Call to order;
- B. Pledge of Allegiance;
- C. Declarations of conflicts of interest.
- D. Information items;
- E. Public comment (limited to three minutes for each comment);
- F. Council/mayor comments (limited to three minutes each);
- G. Consent agenda;
- H. Scheduled items; Scheduled items shall include a review and an actionable item adopting/amending the legislative priorities task list (no time limit).
- I. Council/mayor comments (no time limit);
- J. Adjournment

2.15.090 Legislative priorities list established.

The legislative priorities list is hereby established 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. No individual member of the council shall have authority to assign day-to-day activities to the director of legislative affairs, only through the legislative priorities list. Nevertheless, the mayor, as chief executive officer of the city, may assign day-to-day activities provided that they are reasonably calculated to pursue the adopted legislative priorities. The list shall contain the following sections:

- A. Adopted - High Priority
- B. Adopted – Secondary Priority
- C. Proposed

The director of legislative affairs shall coordinate with the city administrator to request and schedule resources to pursue the priorities in the order identified in the legislative priorities list. In the event extenuating circumstances make it unreasonable to progress on a legislative priority, the director of legislative affairs shall seek direction from the city administrator to determine an appropriate course of action.

Prior to each regularly scheduled city council meeting, the director of legislative affairs, under the direction of the city administrator, shall prepare the legislative priorities list with a brief written status update on each adopted priority and coordinate with the city recorder's office to distribute it with the council packet.

Chapter 2.17 APPOINTED OFFICERS

2.17.010 Appointed municipal officials established.

In accordance with Title 10, Chapter 3, Part 9, Utah Code Annotated 1953, the mayor, with the advice and consent of the city council, shall appoint a qualified person to the offices of city recorder, city treasurer, city attorney, city engineer and director of legislative affairs. If Eagle Mountain City creates a municipal fire or police department, the police chief and fire chief shall also be appointed officers. All appointed officers shall continue in office until their successors are appointed and qualified. All appointments of officers designated herein shall follow the process as outlined in Chapter 2.27 EMMC, Appointment Process.

Chapter 2.19 DIRECTOR OF LEGISLATIVE AFFAIRS

2.19.010 Position created.

There is hereby established the position of director of legislative affairs. The director of legislative affairs is an appointed officer subject to EMMC Chapters 2.17, and 2.27. Pursuant to Utah Code Ann. Section 10-3b-104 (1) (a) and EMMC Section 2.16.060, the director of legislative affairs reports to the city administrator. The director of legislative affairs shall have no supervisory authority over the city administrator. It is the duty of the city administrator to ensure the director of legislative affairs is given the resources, including, without limitation, access to staff, data, and legal counsel, reasonably necessary to accomplish the duties enumerated by the city council in this chapter.

2.19.020 Process for hiring director of legislative affairs.

If the position of director of legislative affairs is vacant, or if the mayor has been informed that the director of legislative affairs' employment will be voluntarily or involuntarily terminated, the mayor shall notify the city council and implement the process outlined in the policies and procedures manual for hiring municipal employees with the following additional requirements:

- A. The mayor, or designee, shall review all applications and resumes and determine the four most qualified candidates to perform the duties outlined in this chapter;
- B. If fewer than four individuals apply, the mayor shall report the deficiency to the city council and seek direction regarding remedies;
- C. The mayor, or designee, shall convene a panel to interview each of the candidates composed of the mayor, city administrator, and two council members determined by lot. If a council member is unable or unwilling to participate, a replacement shall be selected by lot;

D. At the conclusion of interviews, the panel members should discuss, and offer advice to the mayor, or designee, regarding the most appropriate candidate, or if further candidates are warranted; and

E. The mayor shall make an appointment subject to the advice and consent of the city council on the next scheduled agenda where noticing requirements can be met.

2.19.030 Authority and Duties.

The city council hereby establishes the following authority and duties of the director of legislative affairs pursuant to Utah Code Ann. Section 10-3b-105. The director of legislative affairs shall:

A. Liaise with the city administrator, or designee, on behalf of the city council. This does not preclude the city administrator's right to communicate freely with members of the city council at their discretion;

B. Coordinate city council public requests and appearances, including, without limitation, resident and applicant meetings, town halls, ribbon cuttings, ground breakings, educational requests, and other requests for council interaction;

C. Coordinate the creation, implementation, and annual review of the six-member city council's adopted vision, mission statement, and strategic goals;

D. Review the effectiveness of the implementation of city council's legislative directives and priorities and recommend needed legislative adjustments to the city council. Convey suggestions for administrative adjustments, when necessary to better implement the council's vision, to the city administrator;

E. Attend city council, citizen, administrative, staff, department, and other meetings as requested by the city administrator and city council;

F. Prior to the agenda deadline, coordinate written requests of items placed on the agenda with the mayor;

G. Prepare research and analysis of legislative issues for city council review as requested by the city council, including;

a. Bill tracking of state legislative issues during the session and throughout the year;

b. Local municipal issues;

H. The director of legislative affairs shall have the same right as all other director-level positions to access the city attorney;

I. Regularly review Eagle Mountain Municipal Code to identify the timely updating, accuracy, consistency, and coordinate with the city attorney to ensure compliance of the code with federal and state law. Inform the city council of any deficiencies.

J. Coordinate with the city administrator for a regular (at least every two years) city council review of the priorities and implementation strategies of the city master plans. Recommend a schedule for review and amendment of the following plans according to staff recommendations:

a. General Plan;

- b. Future Land Use Plan;
- c. Transportation Master Plan;
- d. Bike and Pedestrian Master Plan;
- e. Parks and Open Space Master Plan;
- f. Facilities Master Plan;
- g. Annexation Plan;

K. Create and maintain the legislative priorities list as adopted/amended by the city council in its regular council meetings;

L. The director of legislative affairs shall report to the city administrator who shall be responsible to ensure the director of legislative affairs is performing their duties as outlined in the legislative priorities list and this chapter;

M. Perform other duties, under the direction of the city administrator, as adopted by the city council; The city administrator may propose additional tasks to be included on the adopted legislative priorities list, should a lack of work be anticipated.

2.19.040 Removal.

The director of legislative affairs may be terminated according to the procedures outlined in the policies and procedures manual.

2.19.050 Review of duties.

The city council may regularly review and may amend the authority and duties of the director of legislative affairs.

Chapter 2.15 CITY COUNCIL

Sections:

- 2.15.010 Compensation.
- 2.15.020 Presiding officer.
- 2.15.030 Agenda.
- 2.15.040 Order of business.
- 2.15.050 Consideration of agenda items.
- 2.15.060 Rules of procedure.
- 2.15.070 Standards of civil discourse.
- 2.15.080 Conflicts of interest.

2.15.090 Legislative priorities list established.

2.15.040 Order of business.

The order of regular meetings shall be as follows:

A. Call to order;

B. Pledge of Allegiance;

B.C. Declarations of conflicts of interest.

C.D. Information items;

D.E. Public comment (limited to three minutes for each comment);

E.F. Council/mayor comments (limited to three minutes each);

F.G. Consent agenda;

G.H. Scheduled items; Scheduled items shall include a review and an actionable item adopting/amending the legislative priorities task list (no time limit).

H.I. Council/mayor comments (no time limit);

I.J. Adjournment

2.15.090 Legislative priorities list established.

The legislative priorities list is hereby established 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. No individual member of the council shall have authority to assign day-to-day activities to the director of legislative affairs, only through the legislative priorities list. Nevertheless, the mayor, as chief executive

officer of the city, may assign day-to-day activities provided that they are reasonably calculated to pursue the adopted legislative priorities. The list shall contain the following sections:

A. Adopted - High Priority

B. Adopted – Secondary Priority

C. Proposed

The director of legislative affairs shall coordinate with the city administrator to request and schedule resources to pursue the priorities in the order identified in the legislative priorities list. In the event extenuating circumstances make it unreasonable to progress on a legislative priority, the director of legislative affairs shall seek direction from the city administrator to determine an appropriate course of action.

Prior to each regularly scheduled city council meeting, the director of legislative affairs, under the direction of the city administrator, shall prepare the legislative priorities list with a brief written status update on each adopted priority and coordinate with the city recorder's office to distribute it with the council packet.

Chapter 2.17

APPOINTED OFFICERS

2.17.010 ~~Process for appointing officers~~ Appointed municipal officials established.

In accordance with Title 10, Chapter 3, Part 9, Utah Code Annotated 1953, the mayor, with the advice and consent of the city council, shall appoint a qualified person to the offices of city recorder, city treasurer, city attorney, ~~and~~ city engineer and director of legislative affairs. If Eagle Mountain City creates a municipal fire or police department, the police chief and fire chief shall also be appointed officers. All appointed officers shall continue in office until their successors are appointed and qualified. All appointments of officers designated herein shall follow the process as outlined in Chapter 2.27 EMMC, Appointment Process.

Chapter 2.19

DIRECTOR OF LEGISLATIVE AFFAIRS

2.19.010 Position created.

There is hereby established the position of director of legislative affairs. The director of legislative affairs is an appointed officer subject to EMMC Chapters 2.17, and 2.27. Pursuant to Utah Code Ann. Section 10-3b-104 (1) (a) and EMMC Section 2.16.060, the director of legislative affairs reports to the city administrator. The director of legislative affairs shall have no supervisory authority over the city administrator. It is the duty of the city administrator to ensure the director of legislative affairs is given the resources, including, without limitation, access to staff, data, and

legal counsel, reasonably necessary to accomplish the duties enumerated by the city council in this chapter.

2.19.020 Process for hiring director of legislative affairs.

If the position of director of legislative affairs is vacant, or if the mayor has been informed that the director of legislative affairs' employment will be voluntarily or involuntarily terminated, the mayor shall notify the city council and implement the process outlined in the policies and procedures manual for hiring municipal employees with the following additional requirements:

A. The mayor, or designee, shall review all applications and resumes and determine the four most qualified candidates to perform the duties outlined in this chapter;

B. If fewer than four individuals apply, the mayor shall report the deficiency to the city council and seek direction regarding remedies;

C. The mayor, or designee, shall convene a panel to interview each of the candidates composed of the mayor, city administrator, and two council members determined by lot. If a council member is unable or unwilling to participate, a replacement shall be selected by lot;

D. At the conclusion of interviews, the panel members should discuss, and offer advice to the mayor, or designee, regarding the most appropriate candidate, or if further candidates are warranted; and

E. The mayor shall make an appointment subject to the advice and consent of the city council on the next scheduled agenda where noticing requirements can be met.

2.19.030 Authority and Duties.

The city council hereby establishes the following authority and duties of the director of legislative affairs pursuant to Utah Code Ann. Section 10-3b-105. The director of legislative affairs shall:

A. Liaise with the city administrator, or designee, on behalf of the city council. This does not preclude the city administrator's right to communicate freely with members of the city council at their discretion;

B. Coordinate city council public requests and appearances, including, without limitation, resident and applicant meetings, town halls, ribbon cuttings, ground breakings, educational requests, and other requests for council interaction;

C. Coordinate the creation, implementation, and annual review of the six-member city council's adopted vision, mission statement, and strategic goals;

D. Review the effectiveness of the implementation of city council's legislative directives and priorities and recommend needed legislative adjustments to the city council. Convey suggestions

for administrative adjustments, when necessary to better implement the council's vision, to the city administrator;

E. Attend city council, citizen, administrative, staff, department, and other meetings as requested by the city administrator and city council;

F. Prior to the agenda deadline, coordinate written requests of items placed on the agenda with the mayor;

G. Prepare research and analysis of legislative issues for city council review as requested by the city council, including:

a. Bill tracking of state legislative issues during the session and throughout the year;

b. Local municipal issues;

H. The director of legislative affairs shall have the same right as all other director-level positions to access the city attorney;

I. Regularly review Eagle Mountain Municipal Code to identify the timely updating, accuracy, consistency, and coordinate with the city attorney to ensure compliance of the code with federal and state law. Inform the city council of any deficiencies.

J. Coordinate with the city administrator for a regular (at least every two years) city council review of the priorities and implementation strategies of the city master plans. Recommend a schedule for review and amendment of the following plans according to staff recommendations:

a. General Plan;

b. Future Land Use Plan;

c. Transportation Master Plan;

d. Bike and Pedestrian Master Plan;

e. Parks and Open Space Master Plan;

f. Facilities Master Plan;

g. Annexation Plan;

K. Create and maintain the legislative priorities list as adopted/amended by the city council in its regular council meetings;

L. The director of legislative affairs shall report to the city administrator who shall be responsible to ensure the director of legislative affairs is performing their duties as outlined in the legislative priorities list and this chapter;

M. Perform other duties, under the direction of the city administrator, as adopted by the city council; The city administrator may propose additional tasks to be included on the adopted legislative priorities list, should a lack of work be anticipated.

2.19.040 Removal.

The director of legislative affairs may be terminated according to the procedures outlined in the policies and procedures manual.

2.19.050 Review of duties.

The city council may regularly review and may amend the authority and duties of the director of legislative affairs.



**EAGLE MOUNTAIN CITY
CITY COUNCIL MEETING
FEBRUARY 7, 2023**

TITLE:	ORDINANCE - An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 1.20 Campaign Finance Disclosures, and Chapter 2.15 City Council.		
ITEM TYPE:	Ordinance		
FISCAL IMPACT:			
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:

No

PREPARED BY:

Fionnuala Kofoed, Recorder's Office

PRESENTED BY:

Director of Administrative Services/City Recorder
Fionnuala Kofoed

RECOMMENDATION:

Staff recommends the City Council approve an amendment to the Eagle Mountain Municipal Code, Chapter 1.20 Campaign Finance Disclosures and Chapter 2.15 City Council.

BACKGROUND:

The proposed amendments to EMMC Chapter 1.20 reflect requirements in UCA 10-3-208 regarding the number of and due dates for campaign finance statements to be filed during municipal elections. The proposed amendment to EMMC Chapter 2.15 City Council adds the time and place for holding regular City Council meetings, as required by UCA 10-3-502.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

[ORD--EMMC 1.20 Campaign Finance Disclosures & 2.15 City Council](#)

EXHIBIT--EMMC 1.20 and EMMC 2.15

EMMC 1.20 Campaign Finance Disclosures - Redlines

EMMC 2.15 City Council - Redlines

ORDINANCE NO. O- -2023

**AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,
AMENDING THE EAGLE MOUNTAIN MUNICIPAL CODE,
CHAPTERS 1.20 CAMPAIGN FINANCE DISCLOSURES AND 2.15 CITY COUNCIL**

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 1.20 Campaign Finance Disclosures and 2.15 City Council, 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 1.20 Campaign Finance Disclosures and 2.15 City Council.
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 this 7th day of February, 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 this 7th day of February, 2023.

Those voting yes:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Colby Curtis

☐ Jared Gray

☐ Carolyn Love

☐ Brett Wright

Fionnuala B. Kofoed, MMC
City Recorder

Posted on _____ by _____ .

Exhibit A

Chapter 1.20

CAMPAIGN FINANCE DISCLOSURES

Sections:

- 1.20.010 Purpose and intent.
- 1.20.020 Definitions.
- 1.20.030 Reporting.
- 1.20.040 Classification.
- 1.20.050 Penalty.

1.20.030 Reporting.

A. Each candidate for elected municipal office shall file a signed campaign finance statement with the city recorder containing itemized and total campaign contributions and expenditures as required below:

1. Candidates in the Municipal Primary Election. Candidates in the municipal primary election shall file the following campaign finance statements:

a. An initial campaign finance statement shall be filed with the City Recorder no later than seven days before the primary election date.

b. Candidates who are eliminated at the municipal primary election shall file a campaign finance statement within the 30 days after the municipal primary election.

2. Candidates in the Municipal General Election. Candidates in the municipal general election shall file the following campaign finance statements:

a. A campaign finance statement shall be filed no later than 28 days before the municipal general election. The campaign finance statement shall include contributions received and expenditures made up through and including 5 days before the campaign finance statement is due, excluding contributions and expenditures previously reported.

b. A campaign finance statement shall be filed no later than 7 days before the municipal general election and shall include contributions received and expenditures made up through and including five days before the campaign finance statement is due, excluding contributions and expenditures previously reported.

c. A post-election campaign finance statement shall be filed within the 30 days following the municipal general election. The post-election campaign finance statement shall include contributions received and expenditures made after the cutoff date for the second municipal general election campaign finance statement filing period (7 days prior to the municipal general election) until the date the candidate files the post-election campaign finance statement.

d. If the candidate receives contributions or makes expenditures after the date the candidate files the post-election campaign finance statement, the candidate shall file an additional campaign finance statement(s) within 30 days of receiving the contribution or making the expenditure.

B. The campaign finance statement must include the following information:

1. For each contribution of more than \$25.00, the name of the donor of each contribution and the amount of the contribution.

2. An aggregate total of all contributions of \$25.00 or less received by the candidate.

3. For each expenditure for a political purpose made during the campaign period, the name of the recipient and the amount of the expenditure. [Ord. O-15-2007 § 3].

Chapter 2.15 CITY COUNCIL

Sections:

- 2.15.010 Compensation.
- 2.15.020 Presiding officer.
- 2.15.030 Regular meetings.
- 2.15.040 Agenda.
- 2.15.050 Order of business.
- 2.15.060 Consideration of agenda items.
- 2.15.070 Rules of procedure.
- 2.15.080 Standards of civil discourse.
- 2.15.090 Conflicts of interest.

2.10.030 Regular meetings.

Regular City Council meetings shall be held on the first and third Tuesday of the month, excluding city-observed holidays, in the City Hall Council Chambers, 1650 E Stagecoach Run, Eagle Mountain, UT 84005. Work sessions begin at 4:00 PM and policy sessions begin at 7:00 PM.

2.15.040 Agenda.

The mayor shall include any matter requested in writing by not less than two city council members on an agenda which shall be added to the agenda at the next regularly scheduled meeting of the city council following the written request. [Ord. O-01-2012 § 2; Ord. O-24-2006 § 5].

2.15.050 Order of business.

The order of regular meetings shall be as follows:

- A. Call to order;
- B. Pledge of Allegiance;
- C. Information items;
- D. Public comment (limited to three minutes for each comment);
- E. Council/mayor comments (limited to three minutes each);
- F. Consent agenda;
- G. Scheduled items;
- H. Council/mayor comments (no time limit);
- I. Adjournment. [Ord. O-01-2012 § 3; Ord. O-24-2006 § 2].

2.15.060 Consideration of agenda items.

A. Subjects under consideration at every public meeting are limited to the published agenda and the meeting is limited under the requirements of the Utah Open and Public Meetings Act to the items stated on the agenda, unless an emergency exists as defined in the Open and Public Meetings Act for the consideration of a matter not on the published agenda.

B. Each agenda item at the meeting will be considered as described on the published agenda for the meeting or in the sequence for consideration otherwise announced by the mayor, without objection from a member of the council, in the following sequence:

1. The mayor will announce the agenda item number, state the title as published on the agenda, and invite the appropriate person or persons to present the item, including recommendations.
2. The mayor will invite members of the city council to state any technical questions for clarification. Members of the city council may ask clarifying questions and the appropriate person or persons should be given time to respond.
3. If the item is a formal public hearing, the mayor will invite public comments and open the public hearing for public comment. At the conclusion of public hearings, the mayor will state that the public hearing is closed.
4. The mayor should invite a motion directed to the agenda item. The mayor should state the name of the member of the city council offering the motion if a motion is offered. If a motion is not offered, the mayor may delete the item from the agenda or continue consideration of the item to a subsequent meeting.
5. The mayor should ask, if necessary, if a member of the city council will second the motion. The mayor should announce the name of the member of the city council offering a second to the motion. If there is no second, the item will be deemed concluded without decision.
6. If a motion is made and seconded, the mayor may restate the motion to assure that each member understands the proposed action or may request that the city recorder repeat the motion.
7. The mayor will invite discussion of the motion by the city council. If there is no additional discussion after discussion has ended, or a council member asks for vote on the pending motion, the mayor will state that the city council will vote on the motion. If requested by a member of the council or at the discretion of the mayor, the motion should be restated by the mayor or city recorder at the request of the mayor.
8. The mayor will call for the vote of each council member. All votes for purposes of the meeting minutes shall be by roll call of the council. Three affirmative votes are required to approve or pass any item before the council with limited exceptions. The exceptions are a motion to go into closed session (executive session) which requires a two-thirds vote of the members present, and when the mayor is entitled to vote as specifically allowed by state law on matters that add to or diminish the powers of the mayor. The mayor is also entitled to vote when there is a tie vote of the city council.
9. The result of the vote will be stated by the mayor and the action taken by the city council should be briefly stated. [Ord. O-01-2012 §§ 4, 5; Ord. O-24-2006 § 4].

2.15.070 Rules of procedure.

The following short form rules of meeting procedures shall govern the conduct of the meeting under the direction of the mayor as presiding officer or, in the absence of the mayor, the mayor pro tem:

A. One matter or question will be discussed at a time. There will only be one speaker at a time. A council member who wishes to speak must ask to be recognized to speak by the mayor. The mayor will call upon the council member by name. The speaker may not be interrupted except as allowed by these rules. If a council member wishes to ask a question and retain the floor to speak after the question has been answered, the council member may so indicate by informing the mayor and city council.

B. Three basic forms of motions are allowed: an initial motion, a motion to amend the initial motion, and a substitute motion for the initial motion. Only one motion may be under consideration at a time; provided, however, that a motion to limit debate may be made at any time.

C. Discussion may continue as long as members of the city council wish to discuss a pending motion subject to the mayor determining that repetitive comments should be avoided and debate should be limited. The following motions are not debatable: a motion to adjourn; a motion to recess; a motion to fix a time to adjourn; a motion to table; and a motion to limit debate.

D. A Motion to Adjourn. This motion, if passed, requires the city council to immediately adjourn to its next regularly scheduled meeting. It requires a simple majority vote to approve the motion.

E. A Motion to Recess. This motion, if passed, requires the city council to immediately take a recess. The length of the recess should be stated in the motion. It requires a simple majority vote for approval.

F. A Motion to Fix the Time to Adjourn. This motion, if passed, requires the city council to adjourn the meeting at the specific time set in the motion. For example, the motion might be: "I move we adjourn this meeting at midnight." It requires a simple majority vote.

G. A Motion to Table. This motion, if passed, requires discussion of the agenda item to be halted and the agenda item to be placed on hold. The motion can contain a specific date and time at which the item can be considered by the city council. The motion may contain no specific time for the return of the item, in which case the matter will not be placed back on an agenda for a future city council meeting except at the order of the mayor or the request of any two council members. A motion to table an item requires a simple majority vote.

H. A Motion to Limit Debate. The most common form of this motion is to say: "I move the previous question" or "I move the question" or "I call the question." It requires a simple majority vote.

I. Reconsideration of Actions. An action of the city council may be placed on the agenda for reconsideration if requested in writing by three members of the city council. The item shall be placed on the next city council agenda where all required notices can be met. In addition, a council member who voted in the majority on the original motion may make a motion to reconsider the action at the meeting where the action was taken. If an item is placed back on the agenda for reconsideration at a subsequent meeting, or if a motion to reconsider is adopted at the same meeting, the original matter is back before the city council, and a new initial motion is

then in order. The matter can be discussed and debated as if it were on the floor for the first time. [Ord. O-08-2019 § 1 (Exh. A); Ord. O-01-2012 § 6].

2.15.080 Standards of civil discourse.

In compliance with Utah law and in the public interest, the Eagle Mountain city council hereby adopts the following standards of civil discourse in the conduct of city meetings and city activities of Eagle Mountain City elected officials, members of city boards and commissions and employees. The following standards are intended to encourage and require Eagle Mountain City elected officials, members of city boards and commissions and employees to meet obligations of civil discourse to each other and to the public and comply with the requirements of Section 10-3-606, Utah Code (as amended) 2011. Elected officials, members of city boards and commissions and employees are expected to make mutual and firm commitments to adhere to the city standards of civil discourse adopted here.

A. Conduct and language that is condescending, uncivil, abrasive, abusive, hostile, or obstructive impedes the fundamental goal of participating in civil discourse in public processes and the rational, peaceful, and efficient resolution of decisions and is a violation of this standard. Such conduct tends to delay and often to deny resolution of issues in the public interest.

B. Elected and appointed officials and city employees should exhibit courtesy, candor and cooperation in dealing with each other and the public and in the administration of the city.

C. Elected officials, members of city boards and commissions and employees shall not, without an adequate factual basis, attribute to other persons improper motives, purpose, or conduct. Each person affiliated with the city should avoid hostile, demeaning, or humiliating conduct and words in written and oral communications. Neither written submissions nor oral statements or conduct should disparage the integrity, intelligence, morals, ethics, or personal behavior of others. [Ord. O-01-2012 § 7].

2.15.090 Conflicts of interest.

Declarations of conflicts of interest may be made at any time as appropriate but need not appear as an agenda item. City elected and appointed officials and employees shall comply with the standards of ethical conduct enacted by the city council of Eagle Mountain City and the applicable requirements of Utah law enacted from time to time. [Ord. O-01-2012 § 8; Ord. O-24-2006 § 3].

Chapter 1.20

CAMPAIGN FINANCE DISCLOSURES

Sections:

- 1.20.010 Purpose and intent.
- 1.20.020 Definitions.
- 1.20.030 Reporting.
- 1.20.040 Classification.
- 1.20.050 Penalty.

1.20.030 Reporting.

A. Each candidate for elected municipal office shall file a signed campaign finance statement with the city recorder containing itemized and total campaign contributions and expenditures as required below:

1. Candidates in the Municipal Primary Election. Candidates in the municipal primary election shall file the following campaign finance statements:

a. An initial campaign finance statement shall be filed with the City Recorder no later than seven days before the primary election date.

b. Eliminated at the Municipal Primary Election. Candidates who are eliminated at the municipal primary election shall file a campaign finance statement within the 30 days after the municipal primary election.

2. Candidates in the Municipal General Election. Candidates in the municipal general election shall file the following campaign finance statements:

a. An initial campaign finance statement shall be filed at least seven days, but not more than 14 days, no later than 28 days before the municipal general election. The first campaign finance statement shall include contributions received and expenditures made up through and including 15 days prior to the municipal general election before the campaign finance statement is due, excluding contributions and expenditures previously reported.

b. A campaign finance statement shall be filed no later than 7 days before the municipal general election and shall include contributions received and expenditures made up through and including five days before the campaign finance statement is due, excluding contributions and expenditures previously reported.

bc. A post-election campaign finance statement shall be filed within the 30 days following the municipal general election. The second post-election campaign finance statement shall include contributions received and expenditures made after the cutoff date for the first second municipal

general election campaign finance statement filing period (~~45~~7 days prior to the municipal general election) until the date the candidate files the ~~second~~post-election campaign finance statement.

~~ed~~. If the candidate receives contributions or makes expenditures after the date the candidate files the ~~second~~post-election campaign finance statement, the candidate shall file an additional campaign finance statement(s) within 30 days of receiving the contribution or making the expenditure.

B. The campaign finance statement must include the following information:

1. For each contribution of more than \$25.00, the name of the donor of each contribution and the amount of the contribution.
2. An aggregate total of all contributions of \$25.00 or less received by the candidate.
3. For each expenditure for a political purpose made during the campaign period, the name of the recipient and the amount of the expenditure. [Ord. O-15-2007 § 3].

Chapter 2.15 CITY COUNCIL

Sections:

2.15.010 Compensation.

2.15.020 Presiding officer.

2.15.030 Regular meetings.

2.15.~~030-040~~ Agenda.

2.15.~~040-050~~ Order of business.

2.15.~~050-060~~ Consideration of agenda items.

2.15.~~060-070~~ Rules of procedure.

2.15.~~070-080~~ Standards of civil discourse.

2.15.~~080-090~~ Conflicts of interest.

2.10.030 Regular meetings.

Regular City Council meetings shall be held on the first and third Tuesday of the month, excluding city-observed holidays, in the City Hall Council Chambers, 1650 E Stagecoach Run, Eagle Mountain, UT 84005. Work sessions begin at 4:00 PM and policy sessions begin at 7:00 PM.

2.15.030-040 Agenda.

The mayor shall include any matter requested in writing by not less than two city council members on an agenda which shall be added to the agenda at the next regularly scheduled meeting of the city council following the written request. [Ord. O-01-2012 § 2; Ord. O-24-2006 § 5].

2.15.040-050 Order of business.

The order of regular meetings shall be as follows:

- A. Call to order;
- B. Pledge of Allegiance;
- C. Information items;
- D. Public comment (limited to three minutes for each comment);
- E. Council/mayor comments (limited to three minutes each);
- F. Consent agenda;
- G. Scheduled items;
- H. Council/mayor comments (no time limit);
- I. Adjournment. [Ord. O-01-2012 § 3; Ord. O-24-2006 § 2].

2.15.050-060 Consideration of agenda items.

A. Subjects under consideration at every public meeting are limited to the published agenda and the meeting is limited under the requirements of the Utah Open and Public Meetings Act to the items stated on the agenda, unless an emergency exists as defined in the Open and Public Meetings Act for the consideration of a matter not on the published agenda.

B. Each agenda item at the meeting will be considered as described on the published agenda for the meeting or in the sequence for consideration otherwise announced by the mayor, without objection from a member of the council, in the following sequence:

1. The mayor will announce the agenda item number, state the title as published on the agenda, and invite the appropriate person or persons to present the item, including recommendations.
2. The mayor will invite members of the city council to state any technical questions for clarification. Members of the city council may ask clarifying questions and the appropriate person or persons should be given time to respond.
3. If the item is a formal public hearing, the mayor will invite public comments and open the public hearing for public comment. At the conclusion of public hearings, the mayor will state that the public hearing is closed.
4. The mayor should invite a motion directed to the agenda item. The mayor should state the name of the member of the city council offering the motion if a motion is offered. If a motion is not offered, the mayor may delete the item from the agenda or continue consideration of the item to a subsequent meeting.
5. The mayor should ask, if necessary, if a member of the city council will second the motion. The mayor should announce the name of the member of the city council offering a second to the motion. If there is no second, the item will be deemed concluded without decision.
6. If a motion is made and seconded, the mayor may restate the motion to assure that each member understands the proposed action or may request that the city recorder repeat the motion.
7. The mayor will invite discussion of the motion by the city council. If there is no additional discussion after discussion has ended, or a council member asks for vote on the pending motion, the mayor will state that the city council will vote on the motion. If requested by a member of the council or at the discretion of the mayor, the motion should be restated by the mayor or city recorder at the request of the mayor.
8. The mayor will call for the vote of each council member. All votes for purposes of the meeting minutes shall be by roll call of the council. Three affirmative votes are required to approve or pass any item before the council with limited exceptions. The exceptions are a motion to go into closed session (executive session) which requires a two-thirds vote of the members present, and when the mayor is entitled to vote as specifically allowed by state law on matters that add to or diminish the powers of the mayor. The mayor is also entitled to vote when there is a tie vote of the city council.
9. The result of the vote will be stated by the mayor and the action taken by the city council should be briefly stated. [Ord. [O-01-2012](#) §§ 4, 5; Ord. [O-24-2006](#) § 4].

2.15.060-070 Rules of procedure.

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I. Reconsideration of Actions. An action of the city council may be placed on the agenda for reconsideration if requested in writing by three members of the city council. The item shall be placed on the next city council agenda where all required notices can be met. In addition, a council member who voted in the majority on the original motion may make a motion to reconsider the action at the meeting where the action was taken. If an item is placed back on the agenda for reconsideration at a subsequent meeting, or if a motion to reconsider is adopted at the same meeting, the original matter is back before the city council, and a new initial motion is

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B. Elected and appointed officials and city employees should exhibit courtesy, candor and cooperation in dealing with each other and the public and in the administration of the city.

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2.15.080-090 Conflicts of interest.

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UPCOMING AGENDA ITEMS

Upcoming Items

Consolidated Fee Schedule Update – Impact Fees
City Mission Statement

Planning Items

AT&T Tower Site Plan
Eagle Mountain Big Box Concept Plan
Eagle Quest East Master Development Agreement
Gardner Farms Concept Plan
Firefly (Pole Canyon) MDA/MDP Amendment
Porter's Crossing Town Center MDA/MDP Amendment
Rush Creek Rezone

Code Amendments

Accessory Structures
Architectural Standards
Parking Codes
Streetlights