



EAGLE MOUNTAIN PLANNING COMMISSION MEETING

January 25, 2022, 5:30 PM

Eagle Mountain City Council Chambers

1650 East Stagecoach Run, Eagle Mountain, Utah 84005

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

1. Discussion Items

1.A [DISCUSSION ITEM - Planning Commission Training Requirements](#)

A refresher on the yearly training required by the State of Utah for Planning Commissioners.

1.B [DISCUSSION ITEM - Upcoming Code Amendments](#)

An opportunity for Planning Commission members and staff to discuss desired or upcoming code amendments.

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

2. Pledge of Allegiance

3. Declaration of Conflicts of Interest

4. Approval of Meeting Minutes

4.A January 11, 2022 Planning Commission Minutes
[PC Minutes 01.11.22 DRAFT](#)

5. Status Report

6. Action and Advisory Items

6.A [PUBLIC HEARING - Development Code Amendment - Chapter 17.80](#)

An applicant proposed development code amendment that would allow for individual monument signs to be placed in Public ROW's, and would reduce the requirement for a 2' masonry base to 1'.

[Proposed Sign Code.pdf](#)

6.B [PUBLIC HEARING - Pinnacles Phase A Preliminary Plat](#)

A 222 lot preliminary plat located on 65.79 acres, parcel 59:034:0157

[Preliminary Plat](#)

Traffic Study
Color Coded Plat

6.C PUBLIC HEARING -- Rush Creek [Industrial] Subdivision

Rezone from Agricultural (Ag) to Light Manufacturing Distribution (LMD) Zone; and, a Preliminary Plat review and approval request for a 15-lot industrial subdivision...

[2021_0507 - Concept Plan - Rush Creek.pdf](#)

[C2 PRELIMINARY PLAT_010422.pdf](#)

[EX-A Trail Exhibit-010422.pdf](#)

6.D PUBLIC HEARING -- Eagle Mountain Data Campus

Rezone Application (Ag to RTI); and, a request for Conceptual Site Plan review for a data center...

[Eagle Mt Future Land Use Map and Zoning.pdf](#)

[2021_1112 - Eagle Mountain Data Campus - Concept Plan.pdf](#)

[2021_1213 - Eagle Mountain Data Campus - Infrastructure Map.pdf](#)

6.E PUBLIC HEARING -- Preliminary Plat (Phase "A") Review and Approval Request for "Founders' Square Subdivision" (formerly "Ault Farms")...

Preliminary Plat review of/for a 211-lot Single-Family, Detached Residential Subdivision on 67.44 Acres...

[Founders' Square Parcel Vicinity Map.Jan 2022.docx](#)

[Ault Farm MDA Exhibit B - Master Plan.pdf](#)

[Ault Farm MDA Exhibit C - Zoning Map.pdf](#)

[Ault Farm MDA Exhibit G - Parks and Open Space Map.pdf](#)

6.F ACTION ITEM - Oquirrh Mountain Amended and Restated Master Development Agreement

A proposed amended and restated MDA (Master Development Agreement) for the 120-acre Oquirrh Mountain project, located southwest of the Lone Tree neighborhood, north of Overland, west of Pony Express Parkway.

[OMR - Land Use Plan](#)

[OMR - Open Space Plan](#)

[OMR - Rezone Map](#)

[Oquirrh Mountain MDA 2022](#)

7. **Discussion Items**

8. **Next scheduled meeting**

9. **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 #th day of Month, 2022, 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
PLANNING COMMISSION MEETING
JANUARY 25, 2022

TITLE: DISCUSSION ITEM - Planning Commission Training Requirements

ITEM TYPE: Discussion

APPLICANT: n/a

ACTION ITEM:

No

PUBLIC HEARING:

No

PREPARED BY:

Tayler Jensen, Planning

BACKGROUND:

Planning Commissioner's are required to complete 4 hours of training per year, training requirements may be met in the following ways:

- 1 Hour on the general powers and duties of LUDMA - Required for new commission members before they may participate in a meeting.
 - a course sent out by staff
- 1 Hour by participating in 12 PC meetings
- 2 additional hours on land use, can be from
 - Conferences (We usually offer to send commissioners to Utah APA conference)
 - Seminars
 - In-House Training (we try to provide at least 1 hour of training per year in house).

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

ATTACHMENTS:



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022**

TITLE: DISCUSSION ITEM - Upcoming Code Amendments

ITEM TYPE: Discussion

APPLICANT: n/a

ACTION ITEM:

No

PUBLIC HEARING:

No

PREPARED BY:

Tayler Jensen, Planning

BACKGROUND:

An opportunity for Planning Commission members and staff to discuss desired or upcoming code amendments.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

RECOMMENDATION:

ATTACHMENTS:



EAGLE MOUNTAIN Planning Commission MEETING MINUTES

January 11, 2022, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

COMMISSION MEMBERS PRESENT: Jason Allen, Jeremy Bergener, and Matthew Everett. Commissioners Christopher Pengra and Erin Wells were excused.

ELECTED OFFICIALS PRESENT: Councilmember Donna Burnham, Primary Liaison to the Planning Commission.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Robert Hobbs, Planning Manager; Tayler Jensen, Senior Planner; and Elizabeth Fewkes, Recording Secretary.

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

Commissioner Everett called the meeting to order at 5:35 p.m.

1. Discussion Items

1.A. DISCUSSION – Planning Commission Guidelines

Senior Planner Tayler Jensen presented the item and explained the purpose of the discussion was to clarify and ask questions regarding the Planning Commission Rules of Order and Procedure.

Discussion ensued regarding the Rules of Order and Procedure guidelines for conflicts of interests when an abstention results in a split vote, concerns with compelling votes, perceived versus statutory conflicts of interests, ratification of actions due to lack of quorum, allowing a designee to function in the place of the Planning Commission Chair in assisting with setting the agenda if necessary, emphasizing application deadlines, creating a notification mechanism for upcoming appeals, ex parte conversations and disclosures, and benefits and concerns with potentially amending the procedures of order and decorum to allow the applicant to speak prior to the staff presentation to prevent the perception of staff endorsing or promoting the item.

Commissioner Everett requested for the item to return on a future agenda.

1.B. DISCUSSION – Code Amendment – New, Draft, Drainages/Washes Overlay Zone

Planning Manager Robert Hobbs presented the item. In conjunction with the passage of EMMC 17.63, it was intended for the now redundant EMMC 17.62 to be repealed and removed from Municipal Code once EMMC 17.63 was enacted. However, that action did not take place. Accordingly, staff is now proposing EMMC 17.62 be stricken from the standards as was contemplated and replaced with new overlay zone standards to provide reasonable protection to

certain natural, drainage washes. Staff anticipates possibly inviting other relevant parties' input in the future as well before bringing the text back for formal hearing vetting. The areas needing the most attention are Sections 17.45.070 and 17.45.100 to identify protected wash locations and the allowances and restrictions that will be applied to development around and adjoining the natural features.

Discussion ensued regarding the development of washes unintentionally excluded from the map and overlay, the mechanism for identifying protected washes, potential inclusion of interested parties and citizen groups in the process, whether to have statistical requirements rather than mapping, the ability to apply multiple overlay zones on an area, the focus of State guidelines for stream alteration permits on protecting waterways, considerations for the portions of the Tickville Wash located on private property or commercial areas outside of the wildlife migration area, and applying protection to washes in accordance with the nature and use specific sections and/or washes.

1.C. DISCUSSION ITEM – Conflict of Interest

Mr. Jensen presented the item in fulfillment of the Municipal Code requirement for the annual review of the requirements for members of public bodies regarding disclosures of and vote abstentions due to conflicts of interests.

Commissioner Everett encouraged the Commissioners to continue the Commission's current practice of being overly cautious regarding conflicts of interest.

Assistant City Administrator/Community Development Director Steve Mumford stated that Planning Commissioners are advised against meeting with developers outside of the public meetings regarding development items. He encouraged the Commissioners to inform the other commissioners and staff of any private communications they have received from residents. The Planning Commission is a separate body and acts independently of the will and desires of the Council. Although the Commission may consider the likely opinion of the Council, it is inappropriate for Councilmembers to advise or direct the Commission regarding item recommendations.

Discussion ensued regarding the General Plan and other methods to assist the Commission with understanding the vision of the Council for the City to facilitate the working relationship between the Council and Commission while retaining their independence as separate bodies.

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

Commissioner Everett called the policy session to order at 6:33 p.m.

2. Pledge of Allegiance

Commissioner Everett led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. December 14, 2021 Planning Commission Minutes

MOTION: *Commissioner Bergener moved to approve the December 14, 2021 minutes. Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.*

5. Status Report

Mr. Jensen reviewed the planning items discussed and voted upon during the January 4, 2022 City Council meeting.

6. Action and Advisory Items

6.A. Election of a Chair and Vice Chair for the Planning Commission

MOTION: *Commissioner Bergener moved to appoint Matthew Everett as the Planning Commission Chairman for 2022. Jason Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.*

MOTION: *Commissioner Everett moved to appoint Erin Wells as the Planning Commission Vice Chairwoman for 2022. Commissioner Bergener seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.*

6.B. PUBLIC HEARING – Rush Creek Preliminary Plat

This item was removed from the agenda.

6.C. ACTION ITEM/PUBLIC HEARING – Eagle Point Townhomes Pool and Clubhouse

Mr. Jensen presented the item. The preliminary plat and site plan for Eagle Point Townhomes were approved on November 20, 2018. Since the approval of the site plan, the project has been sold. The new owner, DR Horton, has redesigned the pool and clubhouse area and changed the layout and location. As the pool and clubhouse were included in the original site plan, significant changes require a new site plan approval. The original approval included a 1,800 square-foot pool and a 2,500 square-foot clubhouse. The new plan proposes an approximately 2,550 square-foot pool, a 4,870 square-foot pool deck, and a 2,750 square-foot clubhouse.

Staff recommends that the Planning Commission motion to recommend approval of the Eagle Point Townhomes Pool and Clubhouse to the City Council, for the reasons set forth in the staff report and in the meeting.

Applicant representative Korey Kinder explained that they upsized the pool and clubhouse to accommodate the number of residents and to be a better fit and benefit to the community.

Commissioner Everett opened the public hearing at 6:44 p.m. As there were no comments, Commissioner Everett closed the hearing.

Commissioner Bergener expressed approval of the applicant increasing the size of the amenities. He does not anticipate any negative impacts from the proposed changes.

Commissioner Allen stated his appreciation for the augmentation of the amenities and feels the location of the amenities is appropriate for the community.

Commissioner Everett approved of the applicant providing a hopefully adequately sized and useable amenity. Based upon the previous approval and the precedence to allow parking as proposed, he is willing to recommend allowing the parking in the location as proposed.

Commissioner Bergener suggested addressing an exemption from the commercial parking requirements for pools and clubhouses in a future amendment to Municipal Code.

MOTION: *Commissioner Bergener moved to recommend approval to the City Council of the site plan for the Eagle Point Townhomes pool and clubhouse. Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.*

6.D. PUBLIC HEARING – Skyline Ridge Phase 2 Plat 6

Mr. Jensen presented the item. The Skyline Ridge Phase 2 Plat 6 Preliminary Plat was approved on February 19, 2019, with 23 units.

Staff recommends that the Planning Commission motion to recommend approval of the Skyline Ridge Phase 2 Plat 6 Amended Preliminary Plat to the City Council, for the reasons set forth in the staff report and in the meeting with the following conditions:

1. The maximum height of retaining walls shall be 5 feet with a maximum of four tiers, with all tiers to be evenly divided in height. All retaining walls should be inspected by a licensed geotechnical engineer throughout the construction period who will provide a letter at the completion of the project stating that the walls have been constructed per their recommendations and conform to typical construction requirements, including the stability makeup of the materials. Retaining walls shall not be located any closer than 10 feet from a home;
2. No blasting may be used in this project;
3. A fence and drainage swale shall be constructed on the top of any retaining wall area;

4. Homes shall be designed with the hillside to reduce necessary cutting/grading and retaining wall heights;
5. Lots that average 25% or greater slope shall be removed; and
6. All retaining walls, drainage, and required fence along the top of retaining walls shall be completed before home construction.

Applicant representative Shaun Athey explained that the excavation for Plat 5 resulted in more dirt removal than anticipated and they calculated that the original plan for Plat 6 would require approximately double the debris removal as Plat 5. They determined to adjust the plan to reduce the amount of excavation work and to retain more of the hillside as mutually beneficial for them and the community.

Commissioner Everett opened the public hearing at 6:51 p.m. As there were no comments, Commissioner Everett closed the hearing.

Commissioner Allen expressed support for the decrease in the number of units and less dirt removal resulting in fewer trucks on the road due to the reduced excavation. He agreed with prohibited blasting.

Mr. Jensen confirmed that the proposed plan excludes the development of lots with an average of 25% or greater slope.

Commissioner Everett supported recommending approval of the proposed decreased unit count and excluding blasting.

MOTION: *Commissioner Allen moved to recommend approval to the City Council of the amended preliminary plat for Skyline Ridge Phase 2 Plat 6 with the following conditions:*

- 1. The maximum height of retaining walls shall be 5 feet with a maximum of four tiers, with all tiers to be evenly divided in height. All retaining walls should be inspected by a licensed geotechnical engineer throughout the construction period who will provide a letter at the completion of the project stating that the walls have been constructed per their recommendations and conform to typical construction requirements, including the stability makeup of the materials. Retaining walls shall not be located any closer than 10 feet from a home;*
- 2. No blasting may be used in this project;*
- 3. A fence and drainage swale shall be constructed on the top of any retaining wall area;*
- 4. Homes shall be designed with the hillside to reduce necessary cutting/grading and retaining wall heights;*
- 5. Lots that average 25% or greater slope shall be removed; and*
- 6. All retaining walls, drainage, and required fence along the top of retaining walls shall be completed before home construction.*

Commissioner Everett seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.

6.E. PUBLIC HEARING – Fire Station 251

Mr. Jensen presented the item. Fire Station 251 is currently located near Eagle Mountain City Hall. On September 1, 2015, a site plan was approved and a modular was added to the fire station to serve as the living quarters for the firefighters stationed at 251. The modular was designed and intended to be a temporary solution until a new Fire Station 251 could be constructed to serve the City Center. On October 19, 2021, 1.25 acres were rezoned to the Public Facilities Zone to facilitate the construction of a new Fire Station 251. The applicant is seeking a site plan approval for this new Fire Station 251 to replace the existing facility.

Staff recommends that the Planning Commission motion to recommend approval of the Fire Station 251 Site Plan to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

1. A 6-foot masonry wall shall be constructed along the east and south property lines; and
2. All property from the east edge of the pedestrian path westward shall be dedicated to the City as right-of-way, providing 54.5 feet on the east side of the median.

Mr. Jensen verified that the developer would be responsible for the removal of a portion of the median on Pony Express Parkway to accommodate site access. The future developer of the property to the north of the fire station will be responsible for extending the 6-foot privacy wall.

Mr. Mumford clarified that there are existing homes to the south and east and the only vacant property is the commercial area to the north.

Applicant representative Steve Simmons verified that a pre-cast wall could be used to fulfill the requirement for the 6-foot masonry wall.

Commissioner Everett opened the public hearing at 7:00 p.m. As there were no comments, Commissioner Everett closed the hearing.

Commissioner Everett commented that he approves of the architecture and appreciates the design's compliance with City standards.

MOTION: ***Commissioner Bergener moved to recommend approval to the City Council of the site plan for Fire Station 251 with the following conditions:***

- 1. A 6-foot masonry wall shall be constructed along the east and south property lines; and***
- 2. All property from the east edge of the pedestrian path westward shall be dedicated to the City as right-of-way, providing 54.5 feet on the east side of the median.***

Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.

6.F. PUBLIC HEARING – Antelope Meadows

Mr. Jensen presented the item. The Antelope Meadow Preliminary Plat was approved in 2008 and included 54.76 acres, 1.75 acres of improved open space, an average residential lot size of 9,839 square feet, 156 residential lots, a density of 2.85 dwelling units per acre, and two church sites. The Church of Jesus Christ of Latter-day Saints site located on lot 101 has since been approved and constructed. The applicant has indicated that they have been informed by the LDS Church that there is no longer an intent or design to construct another church in the development. The new proposal includes 54.76 acres, 1.75 acres of improved open space, an average residential lot size of 10,003 square feet, 165 residential lots, a density of 3.01 dwelling units per acre, and one church site. The proposed amendment results in an increase in average lot size by 164 square feet; ten additional residential lots, and an increase of .16 dwelling units per acre. The proposed amendment does not move or change any roadways or infrastructure in the development.

The proposed change adds 10 units to Antelope Meadows and alters the layout of 10 existing lots. While the original preliminary plat was approved under a different zoning ordinance in 2008, staff has evaluated how the proposed changes would comply with the current ordinance. The lots that are added or included in the changes proposed meet all requirements of the R2 zone, comply with the future land use plan, and are similar to the existing lots within Antelope Meadows. The applicant recently had a site plan approved for a pool and clubhouse that would serve the Antelope Meadows subdivision. Through the approval, the City Council indicated the pool and clubhouse would count toward amenity points should Antelope Meadows be amended. As such staff is not recommending any additional amenities be approved for this project. However, as the project is equivalent to the R2 zone, staff feels it is appropriate to require additional open space for the 10 additional lots because the amount of improved open space has not been increased with this plan despite the addition of units. The required open space for an R2 zone is 900 square feet per unit, therefore staff is recommending an additional 9,000 square feet be provided with the amended preliminary plat. Per EMMC 16.35.105(A)(11), the City may require an applicant to pay a fee in lieu of dedication and construction of improved open space. As the requirement for additional open space is not sufficient to create a functional park, staff recommends requiring a fee in lieu. Municipal Code describes the fee as \$3.75 per square foot plus the appraised value of the open space being bought. Thus, a fee in lieu of \$33,750 plus the appraised value of 9,000 square feet is required. As a part of the Antelope pool and clubhouse project, the applicant is dedicating unimproved park space to Eagle Mountain City. The Eagle Mountain Parks Director suggests that rather than be charged the fee-in-lieu, the applicant could instead improve the portion of the Autumn Ridge Park intended to be dedicated to the City.

Staff recommends that the Planning Commission motion to recommend approval of the Antelope Meadows Amended Preliminary Plat to the City Council, for the reasons set forth in the staff report and in the meeting with one of the following conditions:

1. A fee in lieu of \$33,750 plus the appraised value of 9,000 square feet of open space located in Autumn Ridge Park shall be paid to the City prior to recording any amended lots; – OR –
2. The applicant shall improve the unimproved open space being dedicated to the City in Autumn Ridge Park.

Applicant representative Robert Lusk indicated that they are open to either option to meet the open space requirement; however, they are considering both options to determine which would be preferable.

Commissioner Everett opened the public hearing at 7:09 p.m. As there were no comments, Commissioner Everett closed the hearing.

Commissioner Allen said he would prefer for the applicant to improve the open space if it is in the best interests of and more cost-effective for the City and is not a huge burden to the developer as it would be permissible under the Municipal Code allowance for flexible park improvements requirements that most benefit the community.

Commissioner Everett suggested motioning to allow either option to fulfill the increased improved open space requirement to give the applicant time to determine their preference prior to discussions with the City Council; nevertheless, he concurred with the preference for the developer to improve the dedicated open space.

Mr. Jensen clarified that the improvement of the open space would be at the discretion of the applicant. The City is unable to compel the applicant to improve the additional square footage as the fee in lieu would be sufficient to cover the expense of the City improving the area.

MOTION: *Commissioner Bergener moved to recommend approval to the City Council of the amended preliminary plat for Antelope Meadows with either of the following conditions as determined to be the most feasible by the developer with preference for option two:*

1. *A fee in lieu of \$33,750 plus the appraised value of 9,000 square feet of open space in Autumn Ridge Park shall be paid to the city prior to recording any amended lots; – OR –*
2. *The applicant shall improve the unimproved open space being dedicated to the City in Autumn Ridge Park.*

Commissioner Allen seconded the motion. Those voting aye: Jeremy Bergener, Matthew Everett, Jason Allen. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.

7. Discussion Items

7.A. CONCEPT PLAN – Stonebridge Corner Mixed-Use Development

Commissioner Everett explained that the item had been noticed as a public hearing then it was later determined that the rezone to Commercial had previously been approved in February 2010, thus a public hearing is not required. Discussion clarified that although it was determined the item excludes the requirement for a public hearing, due to the noticing of a hearing and the attendance of residents desiring to speak, the Chair will permit comment on the item.

Mr. Hobbs presented the item. The parcel made the subject of this report comprises a 2.41-acre parcel of raw ground located on the southwest corner of Stonebridge Lane and Ranches Parkway. The property was once included in the now-expired Ranches Master Plan and was represented as being an area set aside for a golf course hole. On February 2, 2010, the City Council approved the conversion of the property into a commercial site, overlaying a Mix-Use Commercial setting thereon and approving an associated request to assign the then codified Commercial Zone to the property. The City's portrayal of the property as being in a Parks and Open Space General Plan setting is a mapping error. The Planning Division has received an application for a conceptual site plan review of a mixed-use development slated for build-out on the land. Because the plan features a combined residential and commercial use, a conditional use permit (CUP) will have to be applied for to entertain allowing the residential element on the property. Nevertheless, it is agreeable to consider the applicant's idealized plans at this time to help them adjust their design prior to the CUP submittal.

Mr. Mumford stated that a Montessori School and Tagg N Go carwash were approved north of the project with access on Stonebridge Lane. An area to the north on the eastern side of Ranches Parkway has received applications for a 7-Eleven and Betos. The 7-Eleven was tabled to address traffic solutions for Campus Drive left-hand turns onto Ranches Parkway. The City is working with a traffic consultant on solutions for Campus Drive. This project will require a traffic study during the site plan, the next step for the project, to determine if a traffic light or other traffic mitigation is needed at the Stonebridge Lane and Ranches Parkway intersection to accommodate further development.

Mr. Hobbs noted that the site plan review will include a public hearing. He explained that the February 2, 2010 approval vested the property with certain standards in place at that time that are no longer included in current Municipal Code such as a 50-foot setback requirement for the southwest side of the project, a five-story height maximum, outside events and use controls, and consideration of a mixed-use residential development.

Applicant Scot Hazard stated he welcomes feedback from the public and Commission regarding their opinions on the project and uses. The mixed-use building is smaller but similar to the building approved at Parkway Crossroads. The proposed restaurant is intended for a drink shop with drive-through and possibly walkup services rather than dine-in options. The northwest area includes an eatery adjacent to improved open space with picnic tables and shade structures. He had been unaware of the 50-foot buffer requirement. The plan includes a tree-lined, 9-foot buffer. Due to the elevation difference from the homes to the west, a six-foot wall could offer security but not privacy; however, trees may provide screening. The residential use would have reserved carports. Users have expressed interest in the lower-level office spaces. The building location provides for additional right-of-way in the event of a future expansion of Ranches Parkway. The fencing adjacent to the golf course would be open, rather than privacy fencing to

create an open feel. He recognizes the impact of the forthcoming traffic study on the consideration of the project. The design provides eleven one-bedroom, one-bathroom rental units that would be centrally managed.

Discussion ensued regarding potential occupants, occupancy controls, renter turnover, and noise mitigations including floor truss soundproofing for the rental units.

Commissioner Everett recognized the public to speak.

Doug Gardner, Karen Roberts, Camille Gardner, Deborah Gardiner, and Kent Gardiner spoke against the proposed concept due to concerns with compliance with Municipal Code standards, increased traffic, pedestrian safety, homeowner safety, multifamily housing, privacy, noise, screening, emergency vehicle access, development transparency and addressing citizen input, setbacks, negative property value and quality of life impacts, and traffic backing up due to a traffic light at Stonebridge Lane and Ranches Parkway.

Mr. Mumford clarified that the zoning of the property was decided in a public meeting as were the approved uses for the area.

Commissioner Bergener noted the application is a concept plan to provide feedback to the developer and explained that the site plan review will evaluate the plan to ensure it complies with Municipal Code. He agrees with concerns regarding adequate screening and desires an appropriate transition to fencing for the golf course that is visually appealing. The traffic study will further inform their decision.

Commissioner Allen agreed with the need for the masonry wall to provide security. He feels that mixed-use buildings are more appropriate in an urban setting while recognizing that the City has already set precedence by approving the use in another location. Approving a residential component at this location will increase traffic in an already congested area. He approves of the building renderings and the layout in consideration of the unique challenges of the parcel. However, he is concerned with the traffic and stacking impacts of a beverage business due to their popularity and traffic impacts elsewhere in the City. He spoke regarding balancing property rights for residents and developers and expressed appreciation for and encouragement of resident participation in the process.

Commissioner Everett expressed concern with the proposed layout for the northwest portion of the project due to the adjacent uses. Traffic in the general area is an ongoing challenge especially in consideration of the expanding commercial development. He reiterated that adherence to Municipal Code standards will be addressed during the upcoming reviews of the project. He encouraged the developer and the residents to collaborate to resolve issues as much as possible. Although current standards would not permit mixed-use residential, vested rights for the property include consideration for the use. Parking and architectural standards appear to have been met.

8. [Next scheduled meeting](#)

The next Planning Commission meeting is scheduled for January 25, 2022.

9. Adjournment

MOTION: *Commissioner Bergener moved to adjourn the meeting at 8:22 p.m. Commissioner Allen seconded the motion. Those voting aye: Jason Allen, Jeremy Bergener, and Matthew Everett. The motion passed with a unanimous vote.*

The meeting was adjourned at 8:22 p.m.

Approved by the Planning Commission on January 25, 2022.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022**

TITLE: PUBLIC HEARING - Development Code Amendment - Chapter 17.80

ITEM TYPE: Development Code Amendment

APPLICANT: Tanner Kinde

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Tayler Jensen, Planning

BACKGROUND:

ITEMS FOR CONSIDERATION:

It should be noted the applicant had also requested that the maximum height for Individual monument signs be increased to 6', however, a similar request was approved by the City council on 1/18/2022 so that is not included in this request.

REQUIRED FINDINGS:

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

RECOMMENDATION:

A recommendation of approval to the City Council may be made for the reasons set forth in the staff report and in the meeting along with any conditions of approval or changes added by the Commission.

ATTACHMENTS:

[Proposed Sign Code.pdf](#)

C. Individual Monument Signs in the Commercial, Industrial, and Airpark Zones. Developments that have multiple pads and are located in a commercial, industrial, or airpark zone shall be allowed to construct one individual monument sign for each freestanding building. In an effort to maintain aesthetic consistency, all individual monument signs within a project/development shall be substantially similar in design and materials. All monument signs must comply with the standards enumerated in subsections (A)(4) through (A)(7) and (C)(1) through (C)(6) of this section. Minor variations to the sign designs within a development may be considered by the planning director. More significant variations require approval by the planning commission and city council. If multiple businesses share a common structure, then a combined monument sign containing signage for each business is required. No individual monument sign is allowed for businesses that share a structure.

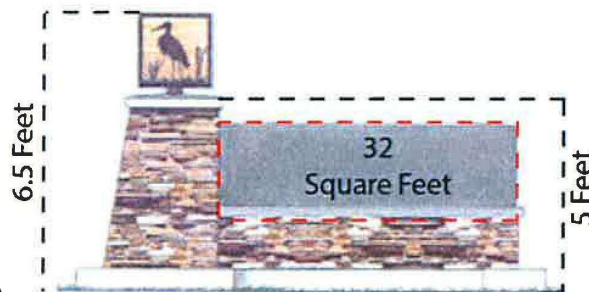


Figure 17.80.070(B)

Preferred example of an individual monument sign

1. Height. The maximum height shall be five feet. Additional design elements, such as those depicted in Figure 17.80.070(B), may be no higher than six and one-half feet.
2. Sign Copy. The maximum sign copy of any monument sign shall be 32 square feet.
3. Materials. Each sign shall, at a minimum, contain stone, rock, or brick at the base (at least two feet one foot high). The recommended monument sign design is depicted in Figure 17.80.070(B). The materials and design shall be consistent for each sign in the development/project.
4. Design. Each development should contain an element of uniqueness, but the signage throughout a development must be consistent.
5. Setback. There is no required setback for individual monument signs. These signs must follow the clear vision triangle standards, and may not cause a traffic/visibility concern. The specific sign location must be approved by the planning director or designee. Signs shall be allowed to project 7.5' into a public ROW.
6. Proximity to Other Such Signs. Signs must be separated by at least 100 feet as measured diagonally across the property from center to center of both signs and shall be no closer than 100 feet to any other monument sign located on the same frontage.



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022

TITLE: PUBLIC HEARING - Pinnacles Phase A Preliminary Plat

ITEM TYPE: Preliminary Plat

APPLICANT: Kyle Weckesser (Century Communities)

ACTION ITEM:

Yes

PUBLIC HEARING:

Yes

PREPARED BY:

Tayler Jensen, Planning

BACKGROUND:

The Pinnacles General Plan Amendment, Rezone and Master Development Plan were approved by the City Council on April 6th 2021, with the Pinnacles Master Development Agreement being approved on November 16th 2021. The entire land area of the Pinnacles is 161 acres. This proposal only contains the property within the Designated RC, R2, R3, and OS-I zones

The approved MDA/MDP includes:

88 RC Lots
47 R2 Lots, and
87 R3 Lots

The proposed Preliminary Plat includes:

88 RC Lots
47 R2 Lots
87 R3 Lots
6.5 Acres of improved Open Space

ITEMS FOR CONSIDERATION:

Development Standards

This preliminary plat contains lots within three (3) different residential zones, each of which has different development standards, which the lots must comply.

RC Development Standards

RC Development Standards	Project Facts
Minimum Lot Size: 4,500 SF	Minimum Lot Size: 5,356 SF
Minimum Average Lot Size: 6,000 SF	Average Lot Size: 6,406 SF
Minimum Lot Frontage: 58'	Complies
Minimum Lot Frontage Cul-de-sac or circle : 20'	Complies

R2 Development Standards

R2 Development Standards	Project Facts
Minimum Lot Size: 8,000 SF	Smallest Lot: 9,041 SF
Minimum Average Lot Size: 10,890 SF	Average Lot Size: 11,366 SF
Minimum Lot Frontage: 80'	Complies
Minimum Lot Frontage Cul-de-sac or circle: 40'	Complies

R3 Development Standards

R3 Development Standards	Project Facts
Minimum Lot Size: 6,500 SF	Smallest Lot: 7,000 SF
Minimum Average Lot Size: 8,500 SF	Average Lot Size: 8,506 SF
Minimum Lot Frontage: 62'	Complies
Minimum Lot Frontage Cul-de-sac or circle: 20'	Complies

Open Space

The applicant is providing 6.5 acres of improved open space, as required by the MDA, the applicant shall pay an escrow of \$3,750 per lot due at time of plat recording. The park shall be completed no later than the recording of a plat that includes more than 50% of the area within the RC, R3, and R2 zones.

Access

No more than 30 units may be built off of a single access.

REQUIRED FINDINGS:

Preliminary Plat approvals are based upon compliance with City Code requirements and requirements of [The Pinnacles Master Development Agreement](#) The approval criteria for a Preliminary Plat can be found in EMMC 16.20. The Pinnacles master development agreement should also be considered when reviewing this

application.

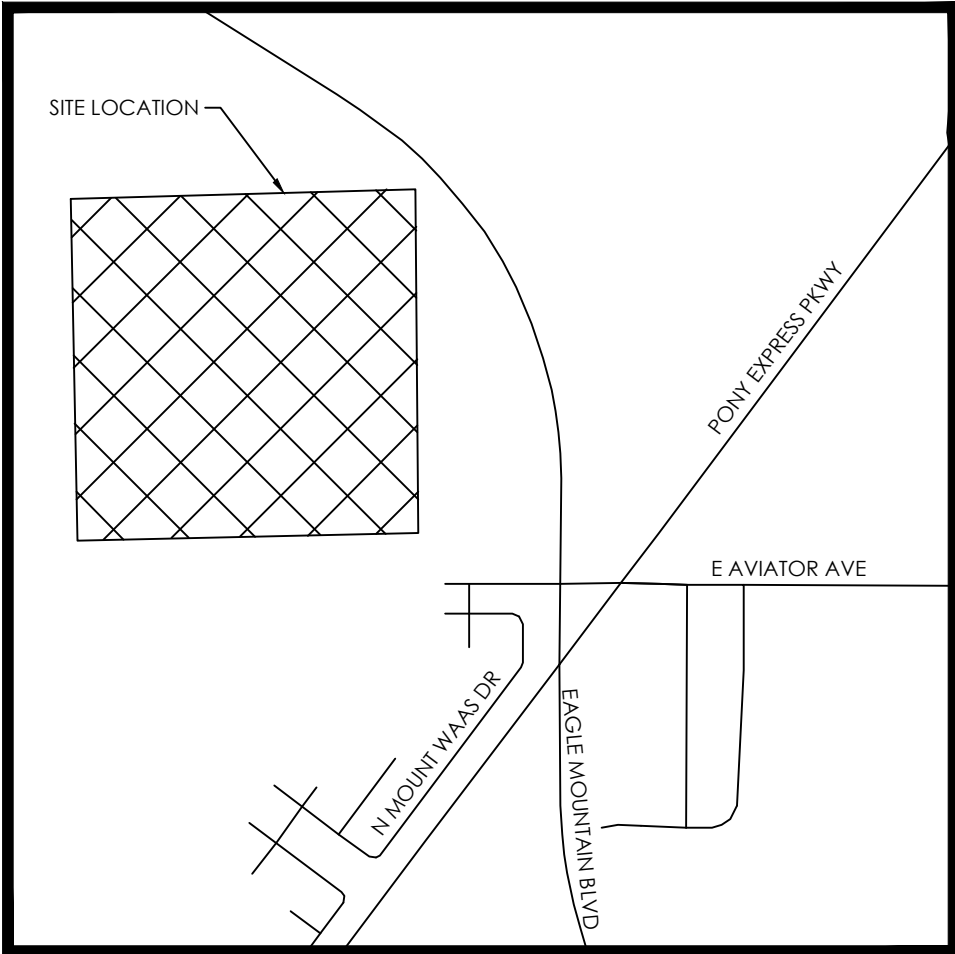
RECOMMENDATION:

We recommend the Planning Commission make a motion to recommend approval of the Pinnacles Phase A Preliminary Plat to the City Council with the following conditions:

1. A park escrow fee of \$3,750 per lot shall be paid at the time of plat recording.
2. The park shall be completed no later than the recording of a plat that includes more than 50% of the area within the RC, R3, and R2 Zones
3. No more than 30 units may be built off a single road access.

ATTACHMENTS:

[Preliminary Plat](#)
[Traffic Study](#)
[Color Coded Plat](#)



VICINITY MAP

GENERAL NOTES

- CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
- ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ALL CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN CITY STANDARD PLANS AND SPECIFICATIONS.
- ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.
- THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

PINNACLES PLAT A

PREPARED FOR:
CENTURY COMMUNITIES
LOCATED IN:
EAGLE MOUNTAIN



SITE MAP

ENGINEER'S NOTES TO CONTRACTOR

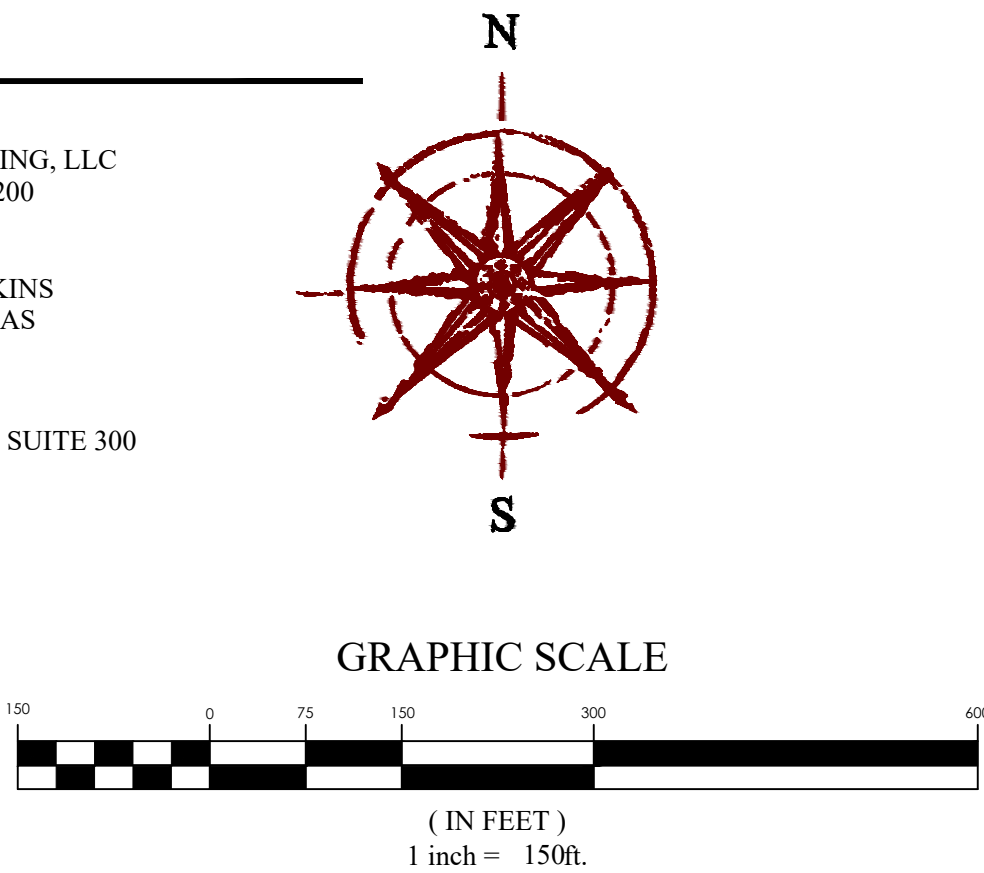
- THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS, IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.
- CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
- UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.
- ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER SHEET
C2	PRELIMINARY PLAT
C2.1	PRELIMINARY PLAT
C2.2	PRELIMINARY PLAT
C3	PHASING PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C4	OVERALL GRADING & DRAINAGE PLAN
C4.1	GRADING & DRAINAGE PLAN
C4.2	GRADING & DRAINAGE PLAN
C4.3	GRADING & DRAINAGE PLAN
C4.4	GRADING & DRAINAGE PLAN
C4.5	GRADING & DRAINAGE PLAN
C4.6	GRADING & DRAINAGE PLAN
C5	UTILITY PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C5.3	UTILITY PLAN
C5.4	UTILITY PLAN
C5.5	UTILITY PLAN
C6	EROSION CONTROL PLAN
L1.0	OVERALL LANDSCAPE PLAN
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE DETAILS
L1.4	LANDSCAPE DETAILS
L1.5	LANDSCAPE DETAILS

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: RYAN HOPKINS
SURVEY MANAGER: BRETT DUMAS

OWNER/DEVELOPER
CENTURY COMMUNITIES
10644 SOUTH JORDAN GATEWAY SUITE 300
SOUTH JORDAN, UTAH 84095
(385)345-4987
CONTACT: ANDREW BURBIDGE



PINNACLES PLAT A
EAGLE MOUNTAIN
COVER SHEET

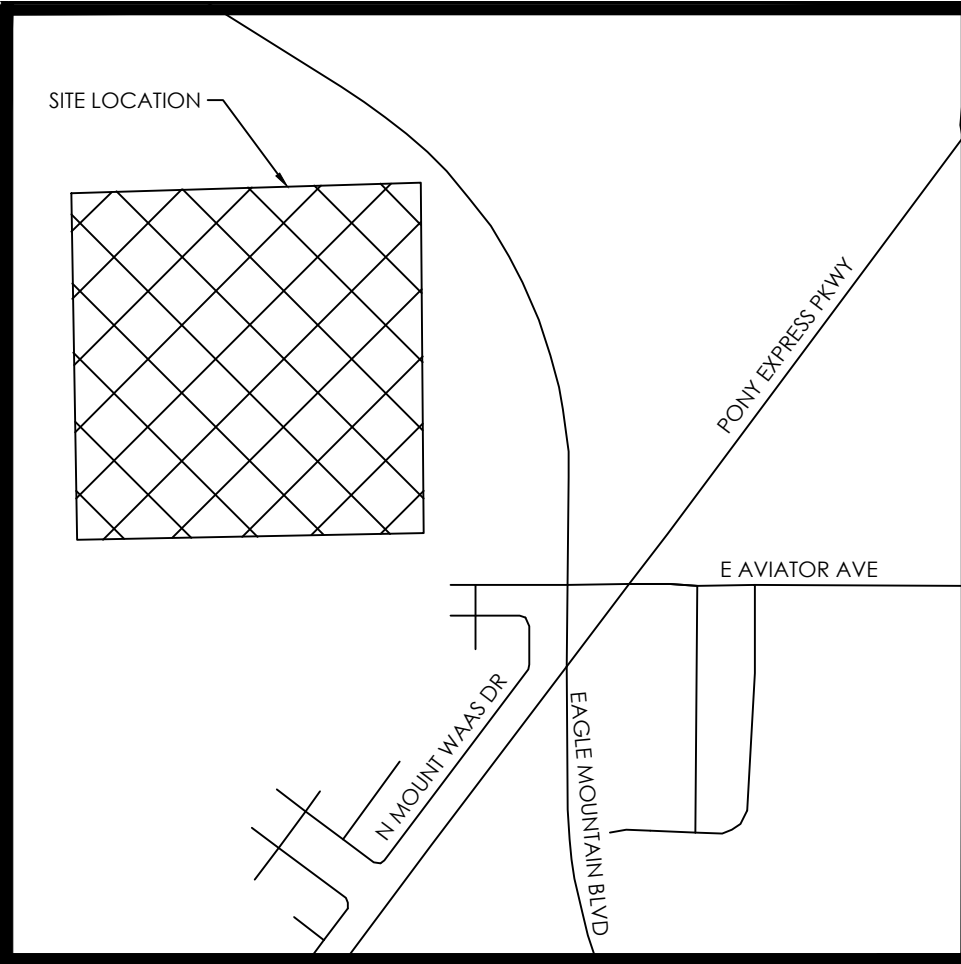
REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

COVER SHEET

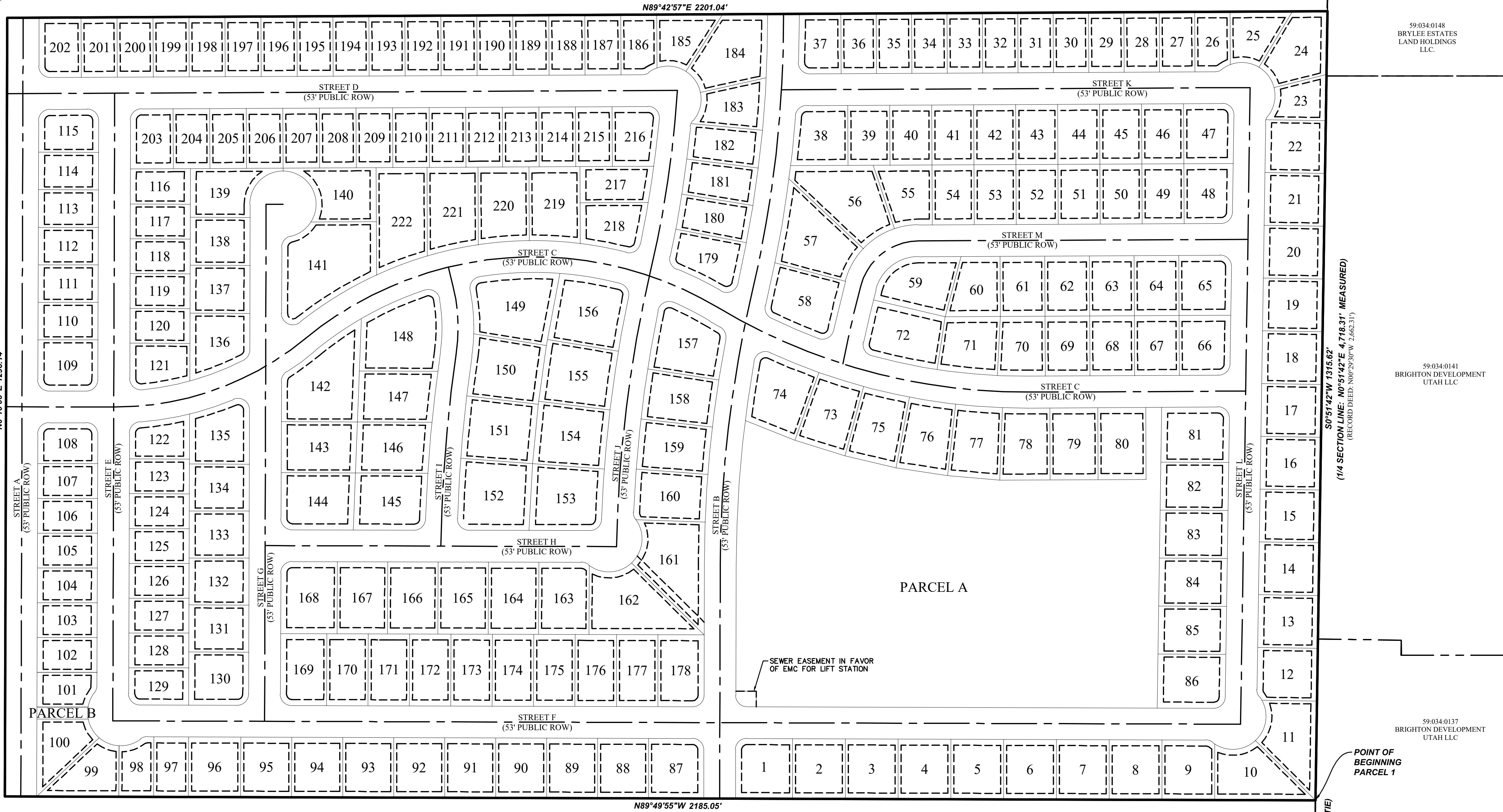
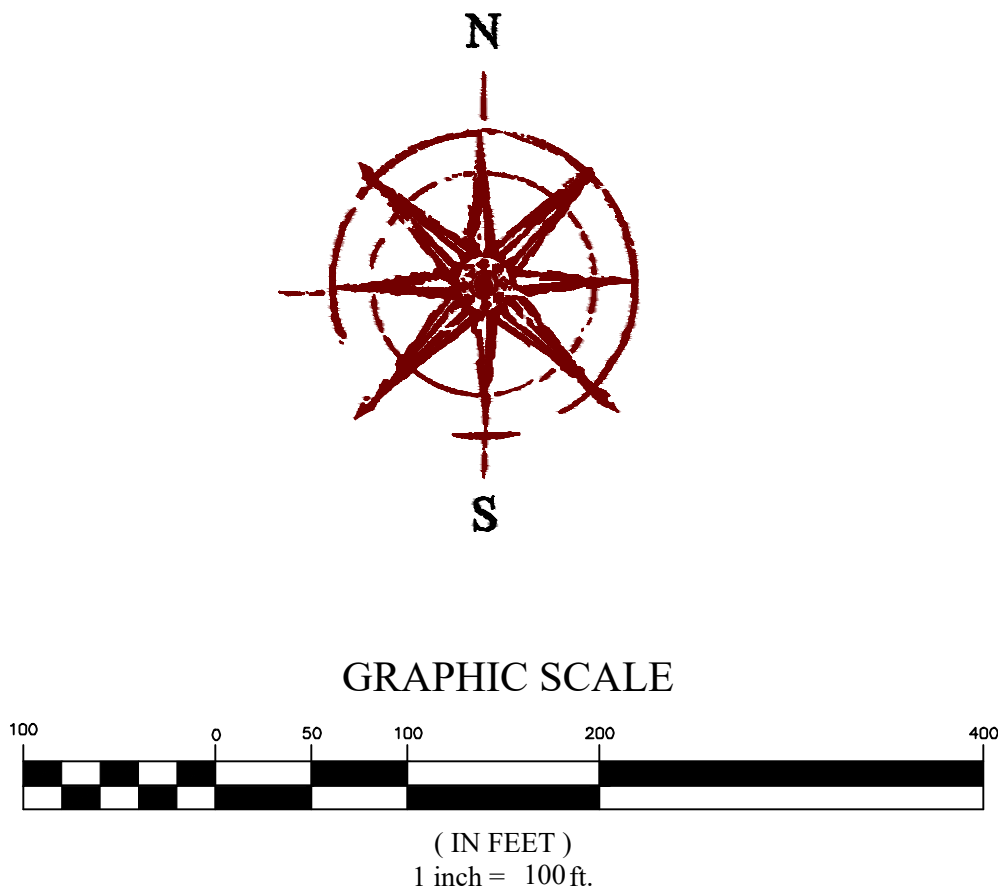
Scale: 1"=150'
Date: 01/14/2022
Sheet: C1

Drawn: MC
Job #: 21-0316





VICINITY MAP
N.T.S



OVERALL SITE TABULATIONS

- TOTAL # OF LOTS: 222 LOTS
- TOTAL ACREAGE: 65.79 ACRES
- TOTAL ACREAGE IN LOTS: 42.06 ACRES
- TOTAL OPEN SPACE: 23.73 ACRES
- TOTAL AREA IN ROW: 17.5 ACRES
- TOTAL ASPHALT AREA: 9.75 ACRES
- AVERAGE LOT SIZE: 0.19 ACRES OR 8,252.97 SQFT
- LARGEST LOT SIZE: 0.46 ACRES OR 20,097.24 SQFT
- SMALLEST LOT SIZE: 0.12 ACRES OR 5,356.00 SQFT
- OVERALL DENSITY: 3.37 LOTS/ACRE

ZONE R2 SITE TABULATIONS

- TOTAL # OF LOTS: 222 LOTS
- TOTAL ACREAGE: 65.79 ACRES
- TOTAL ACREAGE IN LOTS: 42.06 ACRES
- TOTAL OPEN SPACE: 23.73 ACRES
- TOTAL AREA IN ROW: 17.5 ACRES
- TOTAL ASPHALT AREA: 9.75 ACRES
- AVERAGE LOT SIZE: 0.19 ACRES OR 8,252.97 SQFT
- LARGEST LOT SIZE: 0.46 ACRES OR 20,097.24 SQFT
- SMALLEST LOT SIZE: 0.12 ACRES OR 5,356.00 SQFT
- OVERALL DENSITY: 3.37 LOTS/ACRE

ZONE R3 SITE TABULATIONS

- TOTAL # OF LOTS: 222 LOTS
- TOTAL ACREAGE: 65.79 ACRES
- TOTAL ACREAGE IN LOTS: 42.06 ACRES
- TOTAL OPEN SPACE: 23.73 ACRES
- TOTAL AREA IN ROW: 17.5 ACRES
- TOTAL ASPHALT AREA: 9.75 ACRES
- AVERAGE LOT SIZE: 0.19 ACRES OR 8,252.97 SQFT
- LARGEST LOT SIZE: 0.46 ACRES OR 20,097.24 SQFT
- SMALLEST LOT SIZE: 0.12 ACRES OR 5,356.00 SQFT
- OVERALL DENSITY: 3.37 LOTS/ACRE

ZONE RC SITE TABULATIONS

- TOTAL # OF LOTS: 222 LOTS
- TOTAL ACREAGE: 65.79 ACRES
- TOTAL ACREAGE IN LOTS: 42.06 ACRES
- TOTAL OPEN SPACE: 23.73 ACRES
- TOTAL AREA IN ROW: 17.5 ACRES
- TOTAL ASPHALT AREA: 9.75 ACRES
- AVERAGE LOT SIZE: 0.19 ACRES OR 8,252.97 SQFT
- LARGEST LOT SIZE: 0.46 ACRES OR 20,097.24 SQFT
- SMALLEST LOT SIZE: 0.12 ACRES OR 5,356.00 SQFT
- OVERALL DENSITY: 3.37 LOTS/ACRE

**SOUTHWEST CORNER OF
SECTION 2, T6S, R2W, SLB&M
FOUND 3\"/>**

BASIS OF BEARING: S89°49'57\"/>

OWNER/DEVELOPER
CENTURY COMMUNITIES
10644 SOUTH JORDAN GATEWAY SUITE 300
SOUTH JORDAN, UTAH 84095
(385)345-4987
CONTACT: ANDREW BURBIDGE

SURVEYOR'S CERTIFICATE

I, Evan J. Wood, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 183395 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, have verified all measurements, and have subdivided said tract of land into lots, a parcel, streets, and easements, to be hereafter known as CENTURY PINNACLES, and the same has, or will be correctly surveyed and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

EVAN J. WOOD
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 183395

DATE

BOUNDARY DESCRIPTION

Beginning at a point located along the Quarter Section Line North 00°51'42\"/>

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, 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):		AUTHORIZED SIGNATURE(S)	
PRINTED NAME OF OWNER			

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF _____
ON THE _____ DAY OF _____, A.D. 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____ 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: _____	A NOTARY PUBLIC COMMISSIONED IN _____ COUNTY
MY COMMISSION No. _____	PRINTED FULL NAME OF NOTARY _____

ACCEPTANCE BY LEGISLATIVE BODY

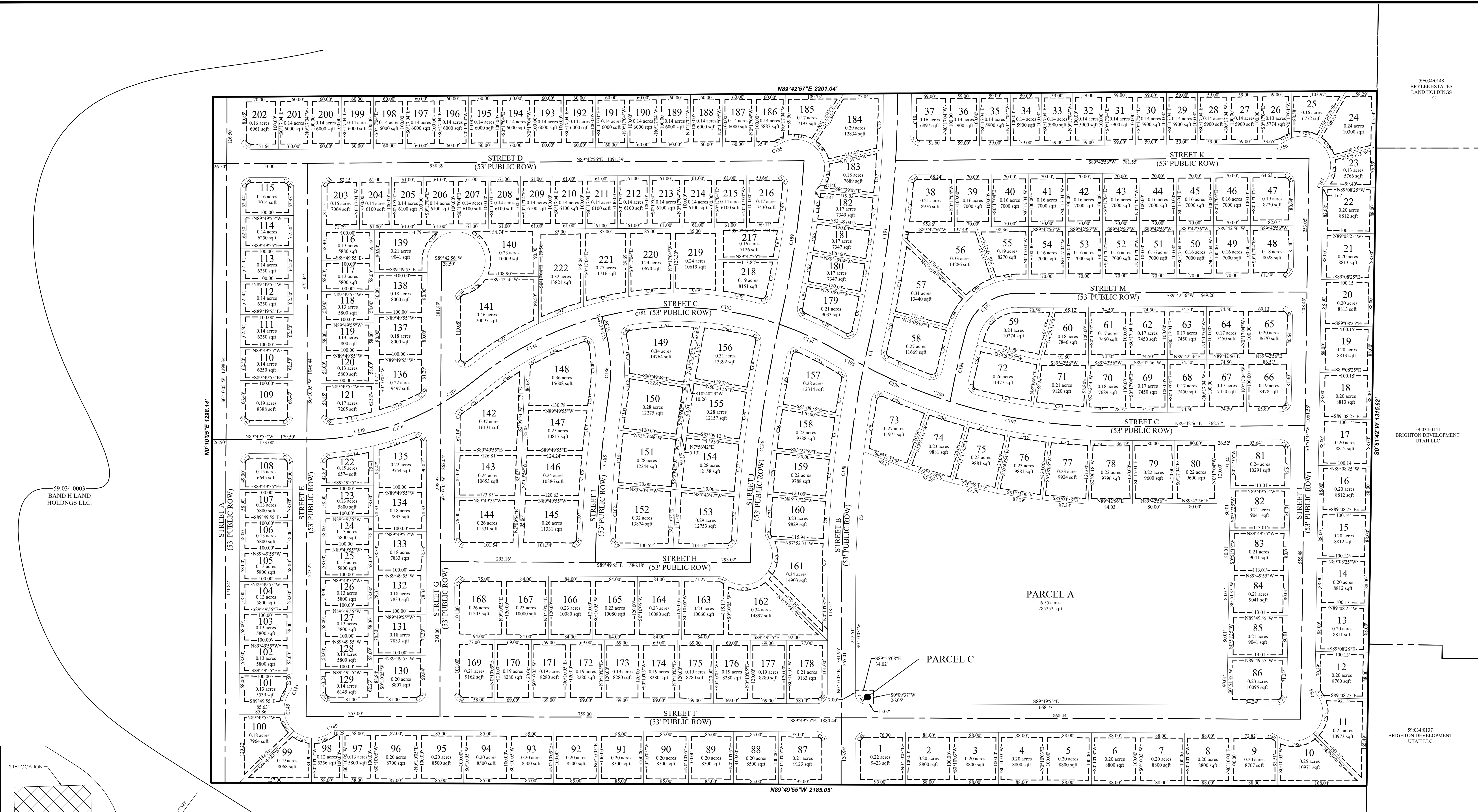
THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, 20____.

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

PRELIMINARY PLAT PINNACLES PLAT A

LOCATED IN THE SOUTHWEST 1/4 OF SECTION 2, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

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



59-034-0148
BRYLEE ESTATES
LAND HOLDINGS
LLC.

59-034-0141
BRIGHTON DEVELOPMENT
UTAH LLC

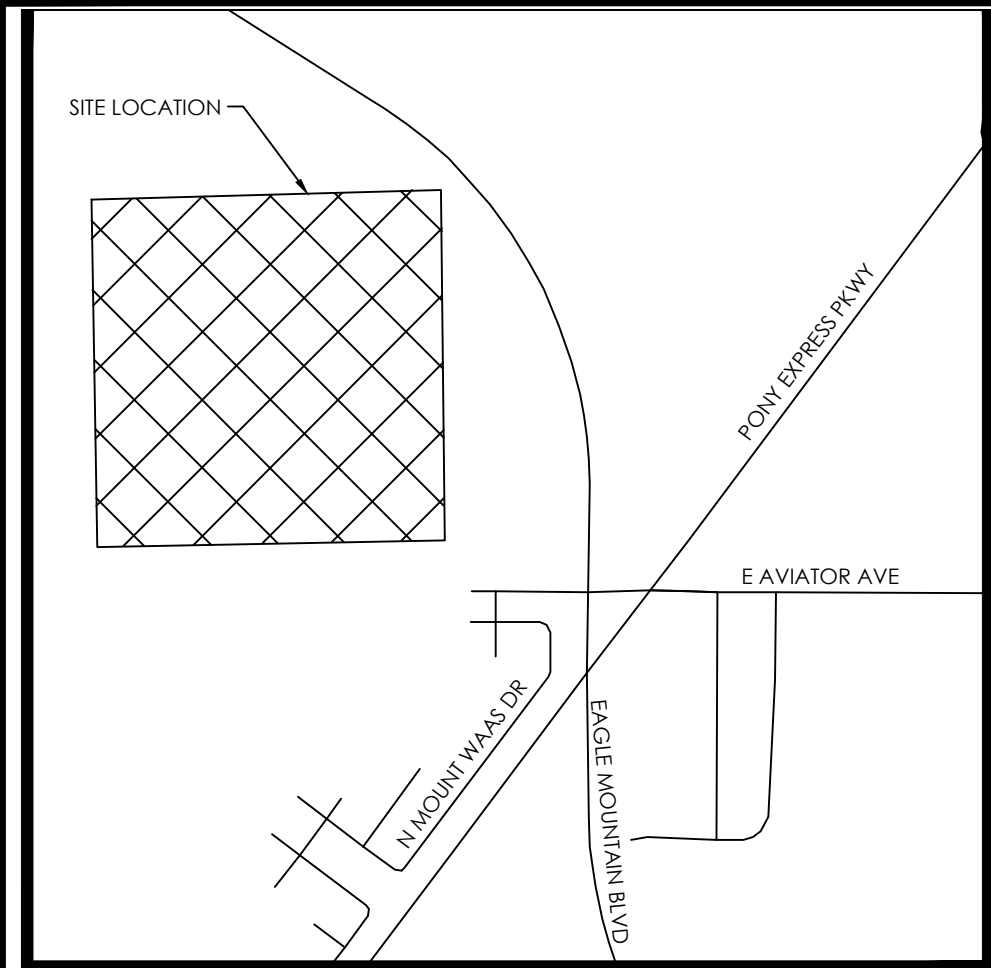
59-034-0137
BRIGHTON DEVELOPMENT
UTAH LLC

PRELIMINARY PLAT
PINNACLES PLAT A
SUBDIVISION
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 2, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

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

VICINITY MAP
NTS

2024-03-21 12:21 - 0316 Century Pinnacles Design 21-0316 City of Eagle Mountain PRELIM C21 - PRELIMINARY

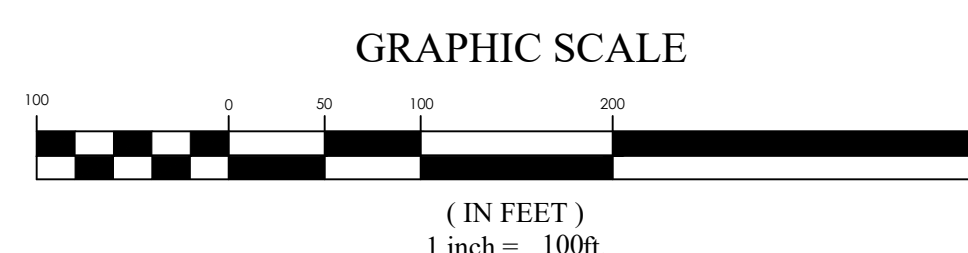
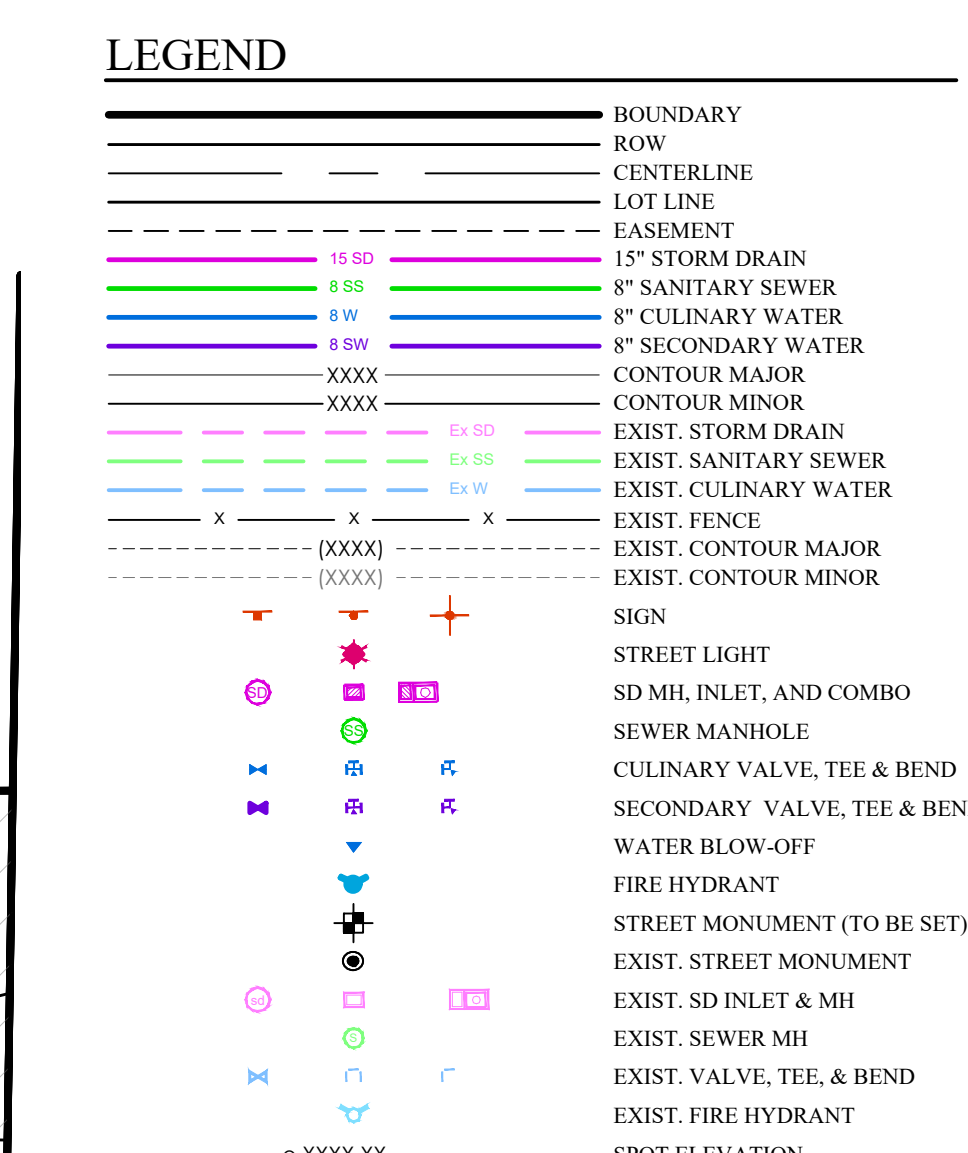


VICINITY MAP
N.T.S.

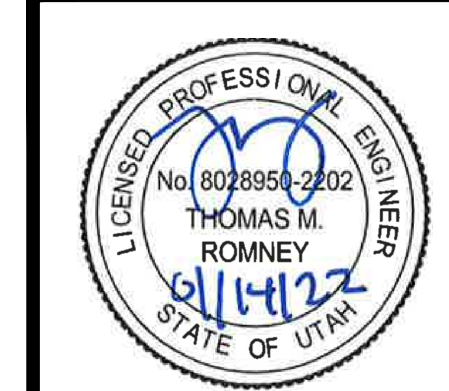
Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	2000.00	1°26'08"	50.11	S12°28'06"W	50.11
C2	1973.50	6°57'10"	239.48	S03°38'38"W	239.34
C3	2026.50	1°57'26"	69.22	N01°08'46"E	69.22
C4	2026.50	2°15'10"	79.68	N03°15'03"E	79.67
C5	2026.50	2°14'23"	79.22	N05°29'50"E	79.21
C6	2026.50	2°14'23"	79.22	N07°44'13"E	79.21
C7	2026.50	1°56'53"	68.91	N09°49'51"E	68.90
C8	1973.50	2°54'18"	100.06	S08°34'22"W	100.05
C9	1973.50	2°01'18"	69.63	N11°51'35"E	69.63
C10	2026.50	1°40'06"	59.01	S12°21'07"W	59.01
C11	2026.50	4°00'30"	141.78	S09°30'49"W	141.75
C12	1973.50	1°50'00"	63.15	N09°55'56"E	63.14
C13	1973.50	1°50'00"	63.15	N08°05'56"E	63.14
C14	2026.50	0°37'19"	22.00	S07°11'54"W	22.00
C15	1973.50	1°50'03"	63.18	N06°15'55"E	63.18
C16	2026.50	2°20'54"	83.06	S05°42'48"W	83.05
C17	1973.50	2°32'27"	87.51	N04°04'40"E	87.51
C18	1973.50	3°05'31"	106.49	N01°15'41"E	106.48
C19	2026.50	2°16'10"	80.27	S00°51'01"W	80.26
C20	19.00	85°10'35"	28.25	S47°07'38"W	25.72
C21	19.00	92°16'10"	30.60	S44°08'59"E	27.40
C22	19.00	77°02'16"	25.55	S25°44'52"E	23.67
C23	19.00	107°01'53"	35.49	N66°23'10"E	30.55
C24	19.00	71°08'08"	23.59	N24°45'46"W	22.10
C25	19.00	104°26'13"	34.63	S62°14'38"W	30.03
C26	1026.50	4°54'14"	87.86	N67°59'22"W	87.83
C27	973.50	5°00'38"	85.14	S66°46'19"E	85.11
C28	573.50	6°44'10"	67.42	N62°34'13"W	67.39
C29	626.50	7°29'35"	81.93	S63°50'41"E	81.87
C30	1026.50	4°21'48"	78.17	N72°37'24"W	78.15
C31	1026.50	4°21'48"	78.17	N76°59'12"W	78.15
C32	1026.50	4°21'48"	78.17	N81°21'00"W	78.15
C33	1026.50	4°21'48"	78.17	N85°42'48"W	78.15
C34	973.50	5°57'02"	101.10	S84°18'46"E	101.06
C35	973.50	6°34'02"	111.58	S78°03'14"E	111.52
C36	19.00	86°47'14"	28.78	S31°22'35"E	26.11
C37	73.50	74°49'04"	95.98	S52°18'24"W	89.30
C38	126.50	28°21'01"	62.59	N29°04'23"E	61.96
C39	1853.50	2°35'24"	83.79	N13°36'10"E	83.78
C40	126.50	28°07'26"	62.09	N57°18'36"E	61.47
C41	126.50	18°20'37"	40.50	N80°32'38"E	40.33
C42	19.00	98°24'54"	32.64	N61°30'55"E	28.77
C43	973.50	2°59'48"	50.91	S88°47'10"E	50.91
C44	1026.50	2°23'22"	42.81	N89°05'23"W	42.81
C45	19.00	89°59'58"	29.84	S44°49'56"E	26.87
C46	19.00	90°00'02"	29.85	N45°10'04"E	26.87
C47	19.00	89°59'58"	29.84	N44°49'56"W	26.87
C48	19.00	90°00'02"	29.85	S45°10'04"W	26.87
C49	19.00	37°35'44"	12.47	N71°02'03"W	12.24
C50	55.00	76°03'01"	73.00	S85°09'26"W	67.76
C51	55.00	76°18'46"	73.25	S08°58'32"W	67.96
C52	55.00	76°18'46"	73.25	S08°58'32"W	67.96
C53	55.00	7°33'18"	7.25	S32°57'29"E	7.25
C54	19.00	37°35'44"	12.47	S17°56'16"E	12.24
C55	19.00	89°18'30"	29.62	N45°30'50"E	26.71
C56	19.00	91°08'39"	30.22	N44°42'44"W	27.14
C57	19.00	88°51'21"	29.47	N45°17'16"E	26.60
C58	1800.50	2°19'03"	72.83	S13°10'34"W	72.82
C59	626.50	7°10'04"	78.38	S79°18'26"E	78.33
C60	573.50	10°11'56"	102.08	N80°32'10"W	101.95

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C61	573.50	13°24'27"	134.20	S87°39'39"W	133.90
C62	19.00	92°03'23"	30.53	S34°55'44"W	27.35
C63	326.50	12°45'41"	72.72	S04°43'08"E	72.57
C64	2199.50	2°23'27"	91.78	N10°37'07"E	91.78
C65	2146.50	2°38'05"	98.70	S10°10'27"W	98.69
C66	19.00	102°34'13"	34.01	S62°46'36"W	29.65
C67	19.00	87°15'03"	28.93	N31°48'41"W	26.22
C68	2199.50	2°34'36"	98.91	N08°08'06"E	98.90
C69	2146.50	2°14'23"	83.91	S07°44'13"W	83.90
C70	2146.50	2°14'23"	83.91	S05°29'50"W	83.90
C71	2199.50	2°34'36"	98.91	N05°33'30"E	98.90
C72	2199.50	2°12'15"	84.62	N03°10'05"E	84.61
C73	2146.50	1°56'15"	72.59	S03°24'31"W	72.58
C74	19.00	38°20'07"	12.71	S16°43'40"E	12.48
C75	55.00	82°42'40"	79.40	S05°27'37"W	72.68
C76	55.00	80°01'40"	76.82	S86°49'47"W	70.73
C77	19.00	42°03'19"	13.95	N68°48'15"W	13.64
C78	19.00	88°06'08"	29.22	N46°07'01"E	26.42
C79	19.00	92°18'38"	30.61	N58°07'18"E	27.41
C80	19.00	79°52'07"	26.49	S27°39'25"E	24.39
C81	1800.50	2°14'22"	70.38	N10°50'47"E	70.37
C82	1853.50	1°25'43"	46.21	S11°33'47"W	46.21
C83	1853.50	1°50'00"	59.31	S09°55'56"W	59.30
C84	1800.50	1°50'00"	60.76	N08°45'36"E	60.76
C85	1853.50	1°50'00"	59.31	S08°05'56"W	59.30
C86	1800.50	2°32'14"	79.73	N06°31'29"E	79.73
C89	626.50	7°47'39"	85.22	S86°47'17"E	85.16
C90	626.50	7°48'06"	85.31	N85°24'51"E	85.24
C91	626.50	7°57'33"	87.03	N77°32'02"E	86.96
C92	626.50	8°17'46"	90.71	N69°24'23"E	90.63
C93	626.50	13°42'06"	149.82	N58°24'27"E	149.46
C94	19.00	128°36'42"	42.65	S08°08'15"E	34.24
C95	526.50	6°26'05"	59.13	S53°46'31"W	59.10
C96	573.50	9°20'52"	93.57	S55°13'55"W	93.46
C97	573.50	11°37'25"	116.35	S65°43'04"W	116.15
C98	573.50	11°37'25"	116.35	S65°43'04"W	116.15
C99	19.00	98°19'20"	32.60	N59°18'33"W	28.75
C100	273.50	18°26'03"	88.00	N00°55'52"W	87.62
C101	2492.50	0°45'14"	32.80	N07°54'33"E	32.80
C102	326.50	6°37'27"	37.75	S04°58'26"W	37.73
C103	2439.50	1°33'58"	66.68	S07°30'11"W	66.68
C104	2492.50	1°57'58"	85.53	N06°32'56"E	85.53
C105	2439.50	2°26'59"	104.31	S05°29'42"W	104.30
C106	2492.50	1°57'35"	85.26	N04°35'10"E	85.25
C107	2492.50	1°45'42"	76.64	N02°43'31"E	76.63
C108	2439.50	2°21'46"	100.60	S03°05'20"W	100.59
C109	19.00	91°44'32"	30.42	S43°57'44"E	27.27
C110	19.00	88°19'25"	29.29	N46°00'23"E	26.47
C111	19.00	90°00'00"	29.85	S44°49'55"E	26.87
C112	19.00	90°00'00"	29.85	S45°10'05"W	26.87
C113	19.00	56°49'28"	18.84	S28°34'50"W	18.08
C114	19.00	112°21'27"	37.26	N56°00'38"W	31.57
C115	526.50	8°27'19"	77.70	S72°02'18"W	77.63
C116	473.50	11°40'09"	96.44	N68°50'18"E	96.27
C117	473.50	9°44'59"	80.57	N79°32'52"E	80.48
C118	526.50	9°07'04"	83.78	S80°49'29"W	83.70
C119	19.00	85°12'55"	28.26	S42°46'33"W	25.73
C120	19.00	95°44'44"	31.75	S47°42'17"E	28.18
C121	19.00	90°00'00"	29.85	N45°10'05"E	26.87
C122	19.00	90°00'00"	29.85	S44°49'55"E	26.87

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C123	19.00	90°00'00"	29.85	S45°10'05"W	26.87
C124	19.00	90°00'00"	29.85	N44°49'55"W	26.87
C125	19.00	62°50'08"	20.84	N31°35'09"E	19.81
C126	55.00	90°16'15"	86.65	N44°51'03"E	77.97
C127	55.00	122°47'06"	117.87	S28°37'16"E	96.57
C128	55.00	44°06'54"	42.35	S54°49'44"W	41.31
C129	19.00	76°43'05"	25.44	S38°31'38"W	23.58
C130	19.00	89°32'51"	29.70	S44°56'31"W	26.76
C131	19.00	90°27'09"	30.00	S45°03'29"E	26.98
C132	19.00	90°27'09"	30.00	N45°03'29"W	26.98
C133	19.00	89°32'51"	29.70	S44°56'31"W	26.76
C134	19.00	95°32'25"	31.68	N42°30'51"W	28.14
C135	19.00	35°15'59"	11.69	N72°04'56"E	11.51
C136	55.00	16°00'24"	15.37	N62°27'09"E	15.32
C137	55.00	52°11'23"	50.10	S83°26'58"E	48.38
C138	55.00	45°00'50"	43.21	S34°50'52"E	42.11
C139	55.00	52°53'34"	50.77	S14°06'20"W	48.99
C140	19.00	16°36'59"	5.51	S32°14'37"W	5.49
C141	19.00	18°24'08"	6.10	S14°44'04"W	6.08
C142	1853.50	1°38'56"	53.34	S06°21'28"W	53.34
C143	19.00	37°20'57"	12.39	N18°50'34"E	12.17
C144	55.00	27°30'58"	26.41	N23°45'33"E	26.16
C145	55.00	20°57'10"	20.11	S00°28'31"E	20.00
C146	55.00	37°58'02"	36.45	N29°56'07"W	35.78
C147	55.00	37°58'02"	36.45	N67°54'08"W	35.78
C148	55.00	40°17'42"	38.68	S72°58'00"W	37.89
C149	19.00	37°20'57"	12.39	S71°29'37"W	12.17
C150	19.00	90°00'00"	29.85	S44°49'55"E	26.87
C151	19.00	90°00'00"	29.85	N45°10'05"E	26.87
C152	19.00	90°00'00"	29.85	S44°49'55"E	26.87
C153	19.00	91°08'39"	30.22	N44°42'44"W	27.14
C154	19.00	88°51'21"	29.47	N45°17'16"E	26.60
C155	19.00	91°08'39"	30.22	N44°42'44"W	27.14
C156	19.00	36°56'06"	12.25	N71°14'53"E	12.04
C157	55.00	16°35'30"	15.93	N61°04'35"E	15.87
C158	55.00	51°32'09"	49.47	S84°51'36"E	47.82
C159	55.00	45°00'44"	43.21	S36°35'09"E	42.11
C160	55.00	51°52'29"	49.80	S11°51'27"W	48.11
C161	19.00	20°40'52"	6.86	S27°27'15"W	6.82
C162	19.00	16°15'14"	5.39	S08°59'12"W	5.37
C178	500.00	39°36'36"	345.66	N70°21'47"E	338.82
C179	500.00	30°23'52"	265.27	N74°58'09"E	262.17
C180	500.00	9°12'44"	80.39	N55°09'51"E	80.31
C181	600.00	70°14'23"	735.55	S85°40'40"W	690.35
C182	600.00	25°43'46"	269.44	S63°25'22"W	267.18
C183	600.00	32°28'00"	339.99	N87°28'45"W	335.46
C184	600.00	12°02'37"	126.12	N65°13'27"W	125.89
C185	2466.00	7°28'05"	321.42	S04°33'07"W	321.20
C186	300.00	21°59'55"	115.18	N02°42'48"W	114.48
C188	2173.00	12°16'50"	465.75	S07°02'45"W	464.86
C189	1827.00	9°30'01"	302.94	N08°26'10"E	302.59
C190	1000.00	31°04'56"	542.49	S74°44'36"E	535.86
C191	2000.00	13°28'14"	470.21	N06°27'03"E	469.13
C193	100.00	74°49'04"	130.58	S52°18'24"W	121.50
C194	1827.00	4°138.00	124.00	S12°47'48"W	133.97
C195	1000.00	2°59'56"	52.34	S60°42'06"E	52.34
C196	1000.00	10°07'42"	176.77	S67°15'56"E	176.54
C197	1000.00	17°57'17"	313.37	N81°18'25"E	312.09
C198	2000.00	11°34'59"	403.33	S05°57'33"W	403.64



Know what's below
Call 811 before you dig



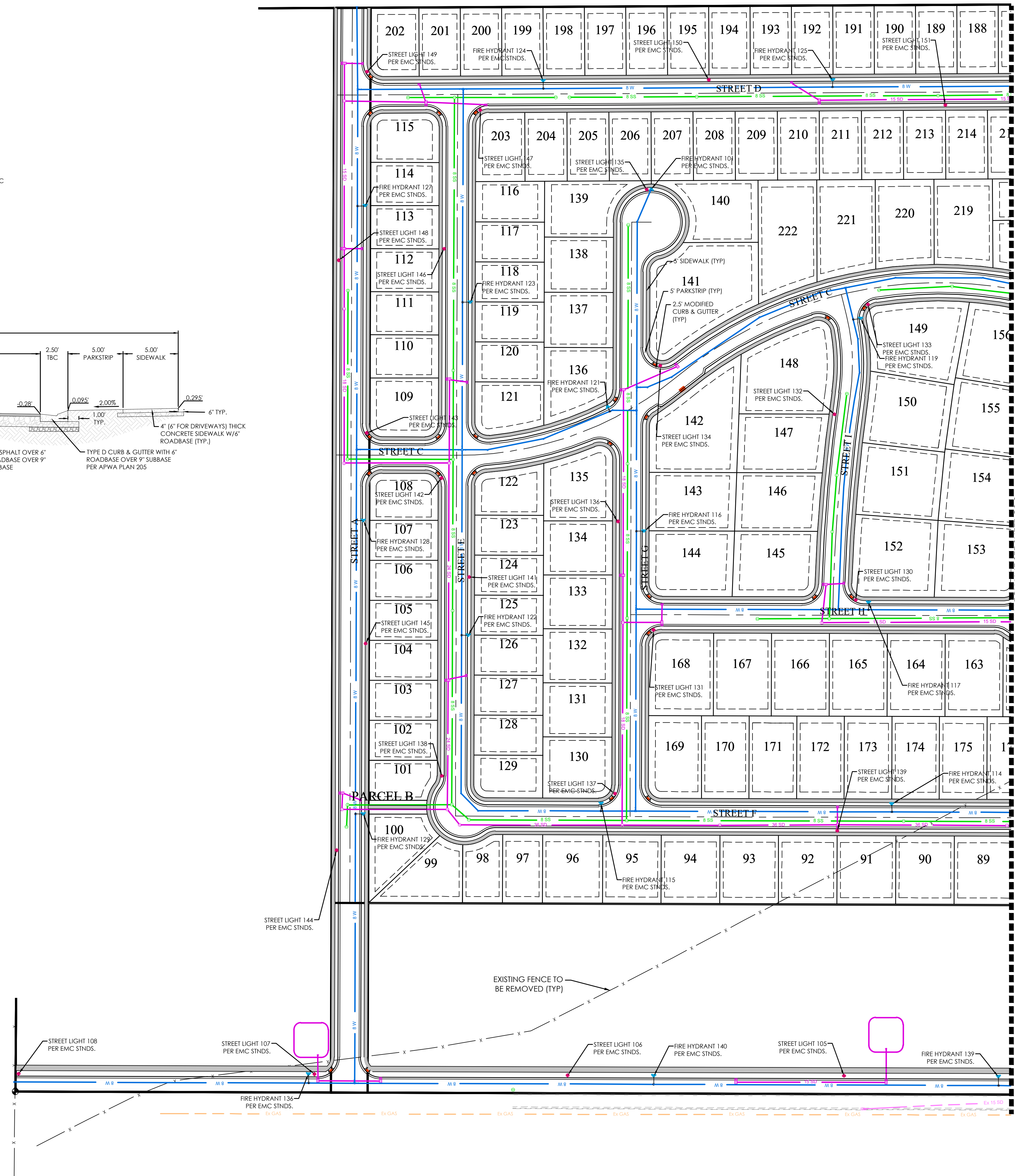
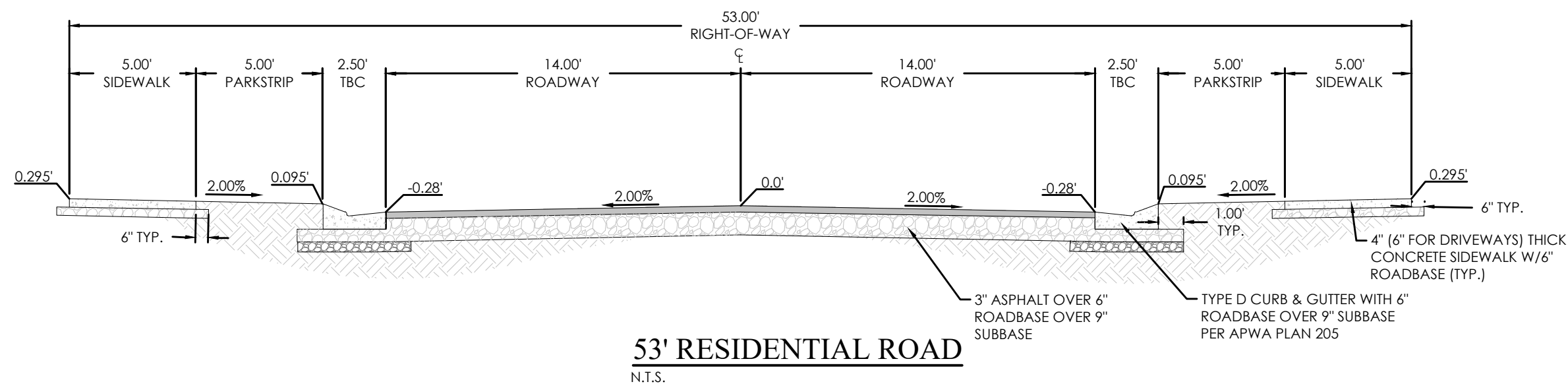
PINNACLES PLAT A

EAGLE MOUNTAIN

PHASING PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
1	1/1/00	1/1/00
2	1/1/00	1/1/00
3	1/1/00	1/1/00
4	1/1/00	1/1/00
5	1/1/00	1/1/00
6	1/1/00	1/1/00

PHASING PLAN	
Scale: 1"=100'	Drawn: MC
Date: 01/14/2022	Job #: 21-0316
Sheet:	
C3	



LEGEND

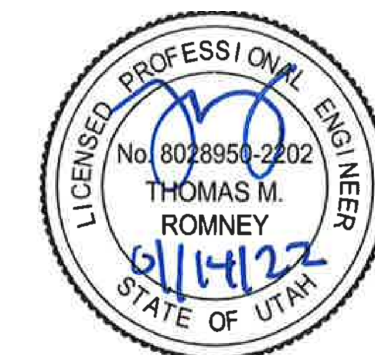
	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
	15 SD
	8 SS
	8 W
	8 SW
	XXXX
	XXXX
	Ex SD
	Ex SS
	Ex W
	Ex SW
	X
	X
	(XXXX)
	(XXXX)
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
	SPOT ELEVATION

o XXXX.XX



GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.



PINNACLES PLAT A

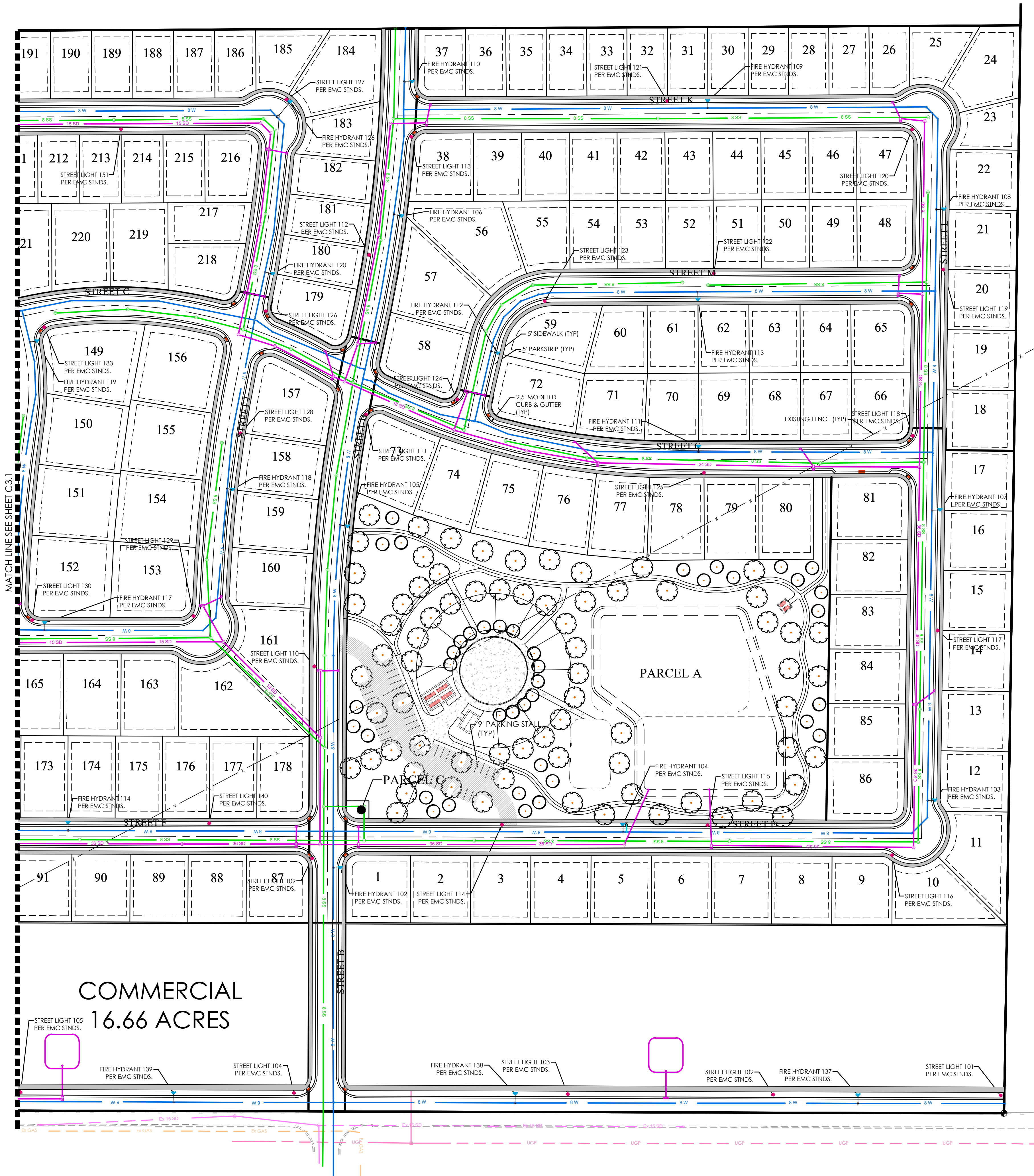
EAGLE MOUNTAIN SITE PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
1	04-01-04	04-01-04
2	04-01-04	04-01-04
3	04-01-04	04-01-04
4	04-01-04	04-01-04
5	04-01-04	04-01-04
5	04-01-04	04-01-04

SITE PLAN

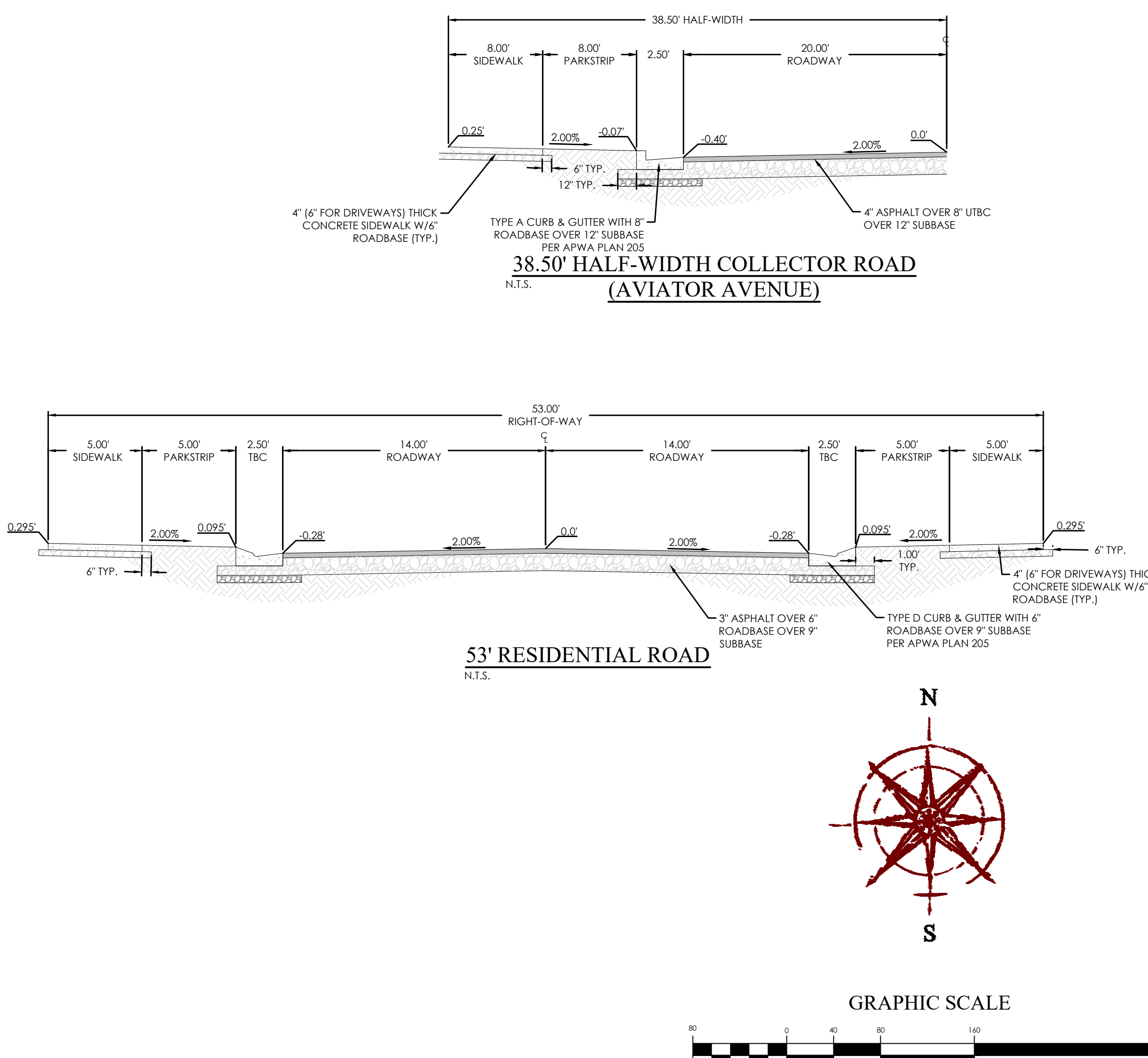
Scale: 1"=80'	Drawn: MC
Date: 01/14/2022	Job #: 21-0316
Sheet:	

C3.1



LEGEND

BOUNDARY	15" STORM DRAIN
ROW	8" SANITARY SEWER
CENTERLINE	8" CULINARY WATER
LOT LINE	8" SECONDARY WATER
EASEMENT	CONTOUR MAJOR
15" STORM DRAIN	CONTOUR MINOR
8" SANITARY SEWER	EXIST. STORM DRAIN
8" CULINARY WATER	EXIST. SANITARY SEWER
8" SECONDARY WATER	EXIST. CULINARY WATER
CONTOUR MAJOR	EXIST. FENCE
CONTOUR MINOR	EXIST. CONTOUR MAJOR
EXIST. STORM DRAIN	EXIST. CONTOUR MINOR
EXIST. SANITARY SEWER	SIGN
EXIST. CULINARY WATER	STREET LIGHT
EXIST. FENCE	SD MH, INLET, AND COMBO
EXIST. CONTOUR MAJOR	SEWER MANHOLE
EXIST. CONTOUR MINOR	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
	SPOT ELEVATION



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusnh.com

LICENSED PROFESSIONAL ENGINEER
No. 8028956-2002
THOMAS M. ROMNEY
01/14/22
STATE OF UTAH

PINNACLES PLAT A
EAGLE MOUNTAIN
SITE PLAN

REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

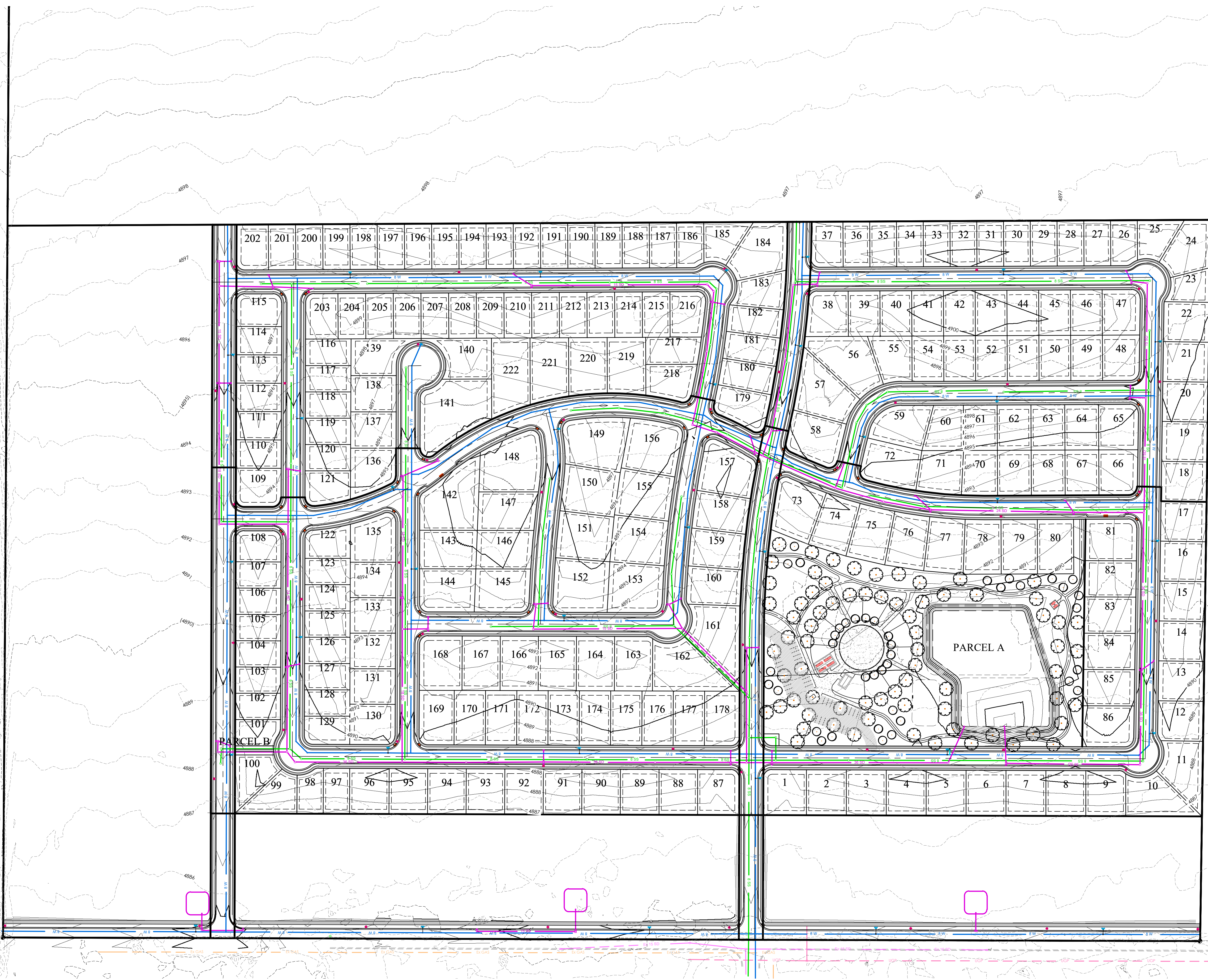
SITE PLAN

Scale: 1"=80'
Date: 01/14/2022
Sheet: C3.2

Drawn: MC
Job #: 21-0316

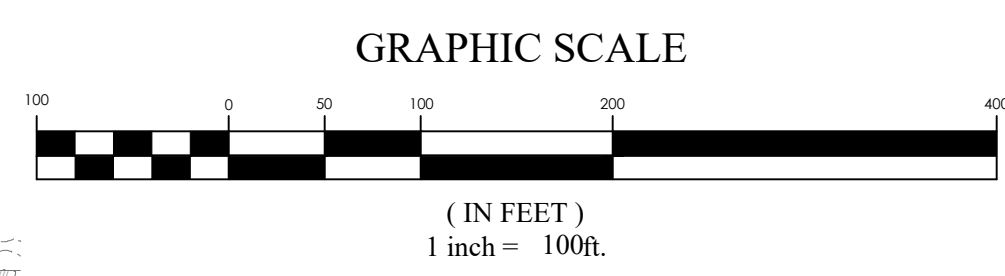
811
Know what's below.
Call 811 before you dig.

Z:\2021\21-0316 Century Pinnacles Design\21-0316 C3.1 Site Plan.dwg



LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
—	EASEMENT
—	15" SD
—	8" SS
—	8" W
—	8" SW
—	15" STORM DRAIN
—	8" SANITARY SEWER
—	8" CULINARY WATER
—	8" SECONDARY WATER
—	CONTOUR MAJOR
—	CONTOUR MINOR
—	EXIST. STORM DRAIN
—	EXIST. SANITARY SEWER
—	EXIST. CULINARY WATER
—	EXIST. FENCE
—	EXIST. CONTOUR MAJOR
—	EXIST. CONTOUR MINOR
+	SIGN
+	STREET LIGHT
+	SD MH, INLET, AND COMBO
+	SEWER MANHOLE
+	CULINARY VALVE, TEE & BEND
+	SECONDARY VALVE, TEE & BEND
+	WATER BLOW-OFF
+	FIRE HYDRANT
+	STREET MONUMENT (TO BE SET)
+	EXIST. STREET MONUMENT
+	EXIST. SD INLET & MH
+	EXIST. SEWER MH
+	EXIST. VALVE, TEE, & BEND
+	EXIST. FIRE HYDRANT
+	SPOT ELEVATION



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com



PINNACLES PLAT A
EAGLE MOUNTAIN
OVERALL GRADING & DRAINAGE PLAN

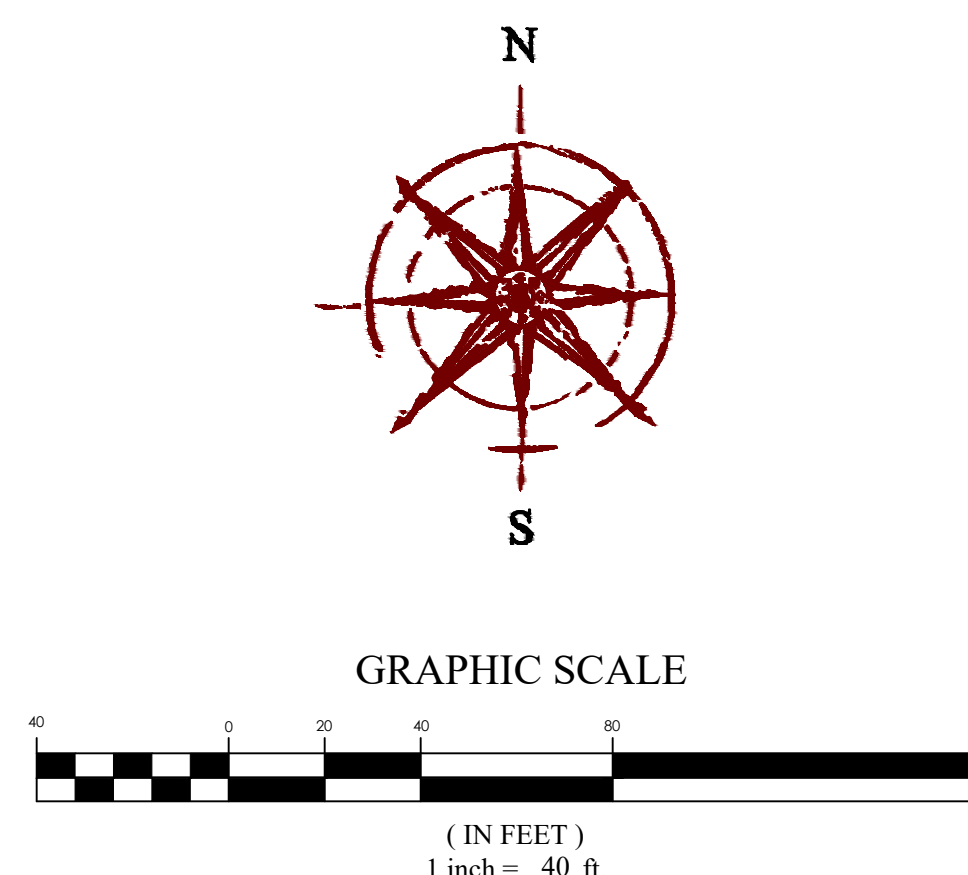
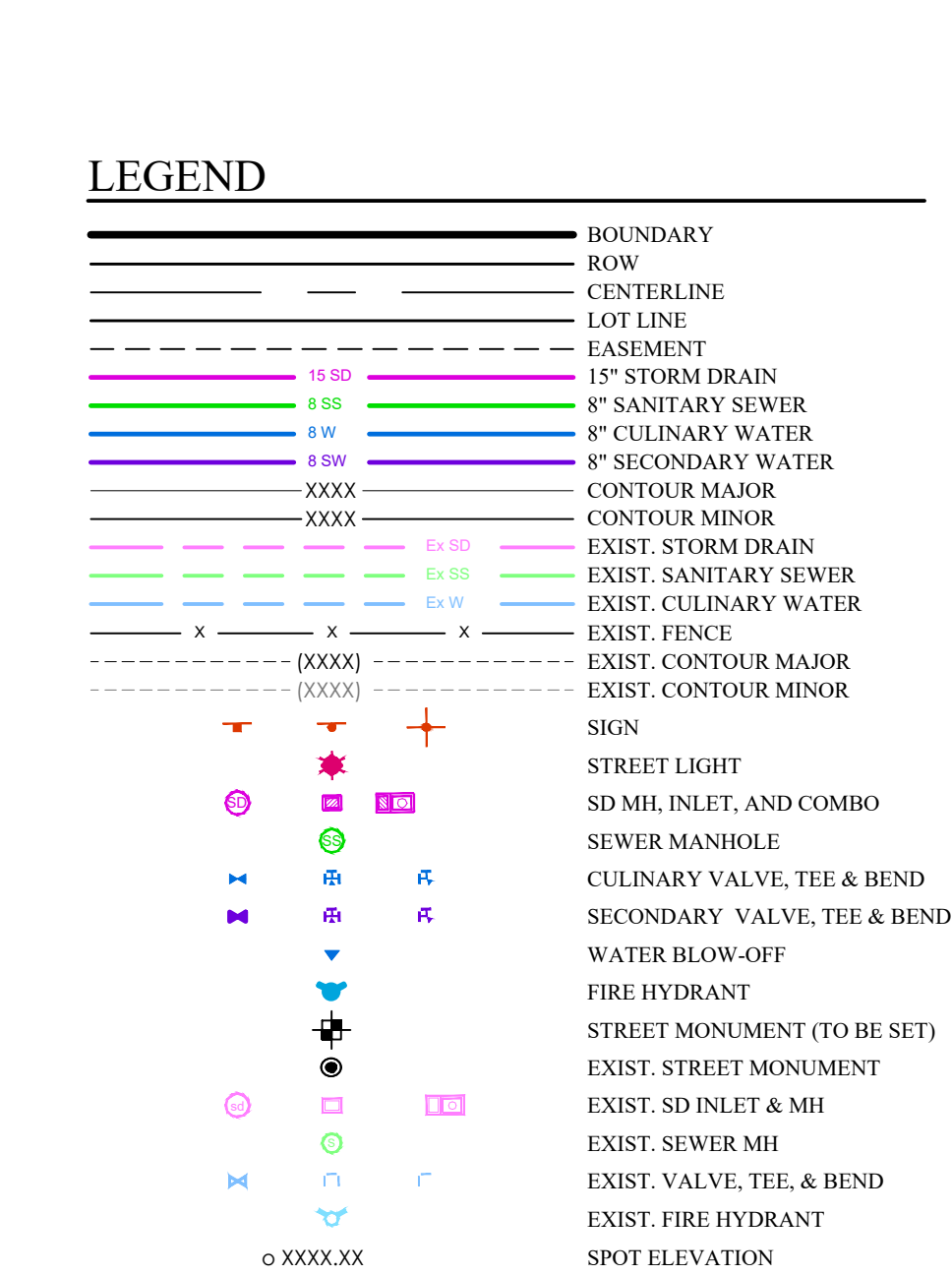
REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

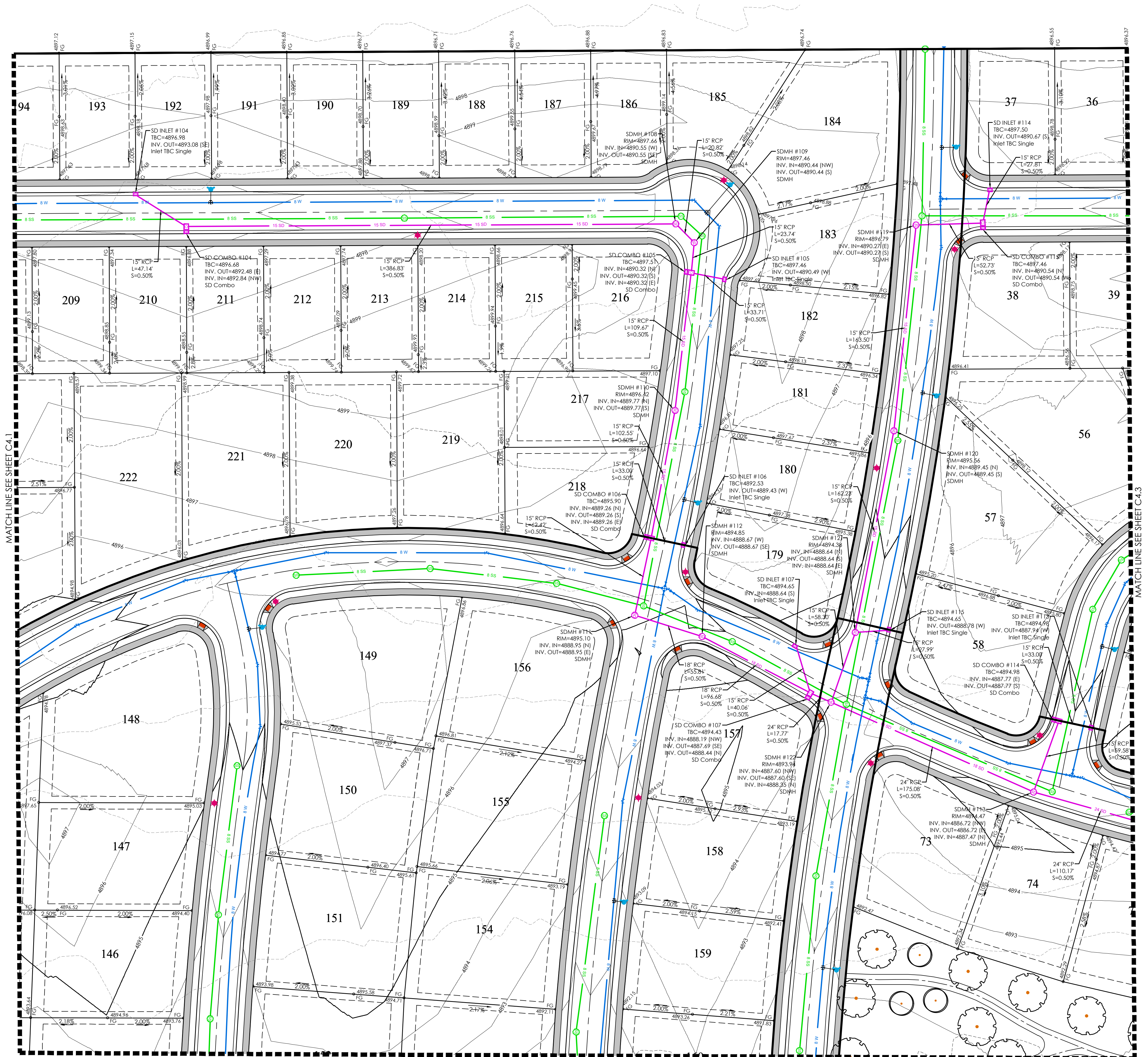
OVERALL GRADING & DRAINAGE PLAN

Scale: 1"=100' Drawn: MC
Date: 01/14/2022 Job #: 21-0316
Sheet: **C4**



Z:\2021\21-0316 Pinnacles Plat A\Design\21-0316-01.dwg Sheets\C4 OVERALL GRADING PLAN.dwg





LEGEND

—	BOUNDARY
—	ROW
—	LOT LINE
—	EASEMENT
—	15" STORM DRAIN
—	8" SANITARY SEWER
—	8" CULINARY WATER
—	8" SECONDARY WATER
—	CONTOUR MAJOR
—	CONTOUR MINOR
—	EXIST. STORM DRAIN
—	EXIST. SANITARY SEWER
—	EXIST. CULINARY WATER
—	EXIST. FENCE
—	EXIST. CONTOUR MAJOR
—	EXIST. CONTOUR MINOR
—	SIGN
—	STREET LIGHT
—	SD MH, INLET, AND COMBO
—	SEWER MANHOLE
—	CULINARY VALVE, TEE & BEND
—	SECONDARY VALVE, TEE & BEND
—	WATER BLOW-OFF
—	FIRE HYDRANT
—	STREET MONUMENT (TO BE SET)
—	EXIST. STREET MONUMENT
—	EXIST. SD INLET & MH
—	EXIST. SEWER MH
—	EXIST. VALVE, TEE, & BEND
—	EXIST. FIRE HYDRANT
—	SPOT ELEVATION

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

811
Know what's below.
Call 811 before you dig.

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com

PROFESSIONAL ENGINEER
No. 802895-2002
THOMAS M. ROMNEY
6/11/22
STATE OF UTAH

PINNACLES PLAT A
EAGLE MOUNTAIN
GRADING & DRAINAGE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING & DRAINAGE PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C4.2

Drawn: MC
Job #: 21-0316

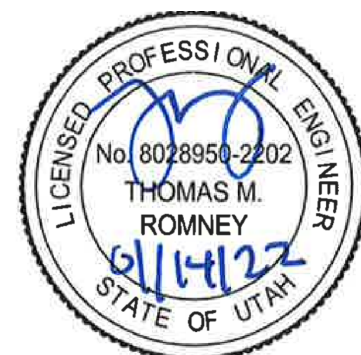
z:\2021\21-0316 6 century pinnacles (design)\21-0316.dwg Sheets\C4.2 GRADING PLAN.dwg



	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
	15" STORM DRAIN
	8" SANITARY SEWER
	8" CULINARY WATER
	8" SECONDARY WATER
	CONTOUR MAJOR
	CONTOUR MINOR
	EXIST. STORM DRAIN
	EXIST. SANITARY SEWER
	EXIST. CULINARY WATER
	EXIST. FENCE
	EXIST. CONTOUR MAJOR
	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH INLET, AND COMBO
	SEWER MANHOLE
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
	SPOT ELEVATION



GRAPHIC SCALE



PINNACLES PLAT A

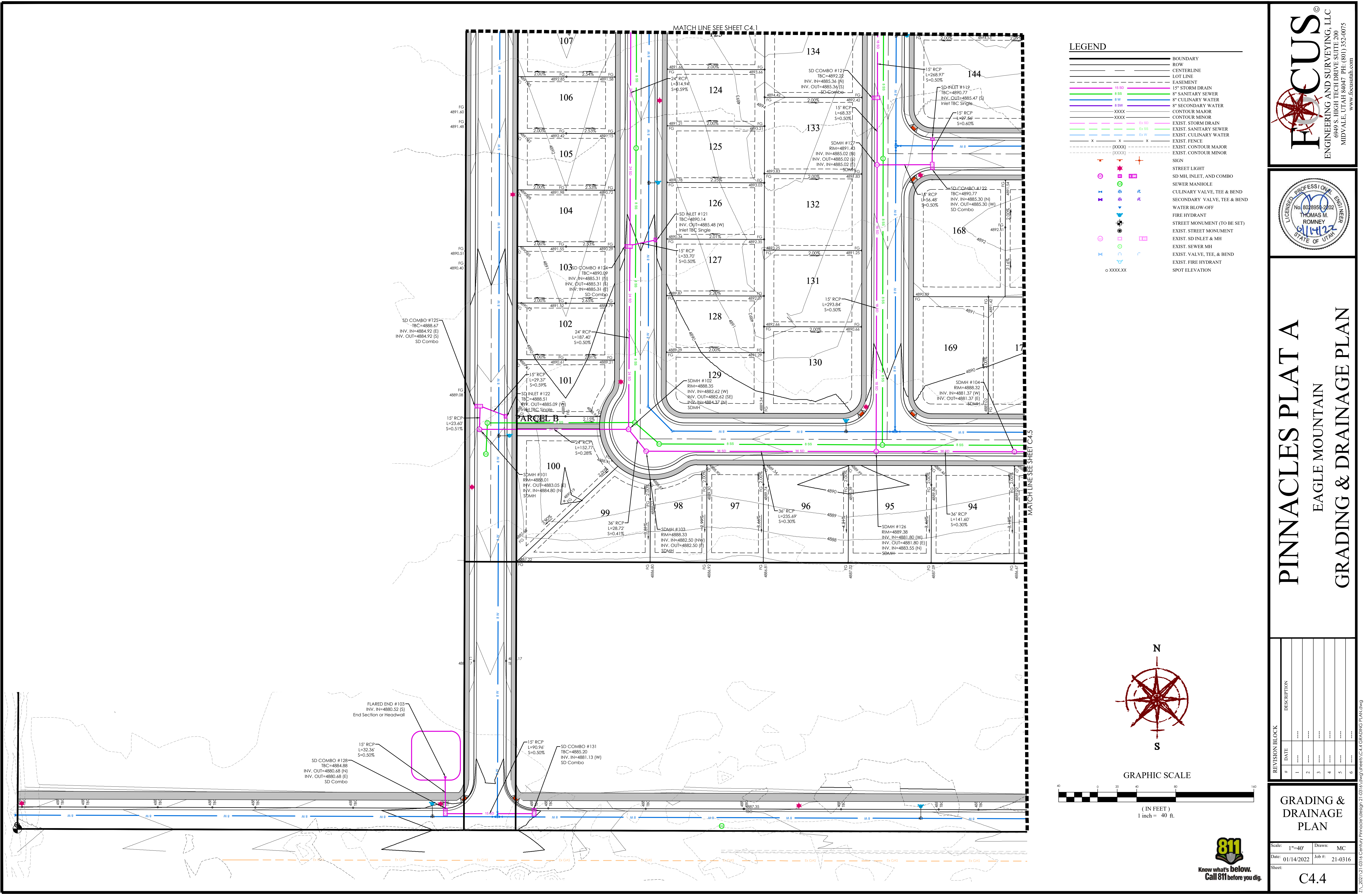
EAGLE MOUNTAIN

GRADING & DRAINAGE PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
1	10/2/20	10/2/20
2	10/2/20	10/2/20
3	10/2/20	10/2/20
4	10/2/20	10/2/20
5	10/2/20	10/2/20
6	10/2/20	10/2/20

GRADING & DRAINAGE PLAN

Scale: 1"=40'	Drawn: MC
Date: 01/14/2022	Job #: 21-0316



LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
—	EASEMENT
—	15" STORM DRAIN
—	8" SANITARY SEWER
—	8" CULINARY WATER
—	8" SECONDARY WATER
—	CONTOUR MAJOR
—	CONTOUR MINOR
—	EXIST. STORM DRAIN
—	EXIST. SANITARY SEWER
—	EXIST. CULINARY WATER
—	EXIST. FENCE
—	EXIST. CONTOUR MAJOR
—	EXIST. CONTOUR MINOR
—	SIGN
—	STREET LIGHT
—	SD MH, INLET, AND COMBO
—	SEWER MANHOLE
—	CULINARY VALVE, TEE & BEND
—	SECONDARY VALVE, TEE & BEND
—	WATER BLOW-OFF
—	FIRE HYDRANT
—	STREET MONUMENT (TO BE SET)
—	EXIST. STREET MONUMENT
—	EXIST. SD INLET & MH
—	EXIST. SEWER MH
—	EXIST. VALVE, TEE, & BEND
—	EXIST. FIRE HYDRANT
—	SPOT ELEVATION

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusnh.com

LICENSED PROFESSIONAL ENGINEER
No. 8028956-2002
THOMAS M. ROMNEY
01/14/22
STATE OF UTAH

PINNACLES PLAT A
EAGLE MOUNTAIN
GRADING & DRAINAGE PLAN

REVISION BLOCK	
DATE	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING & DRAINAGE PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C4.4

Drawn: MC
Job #: 21-0316

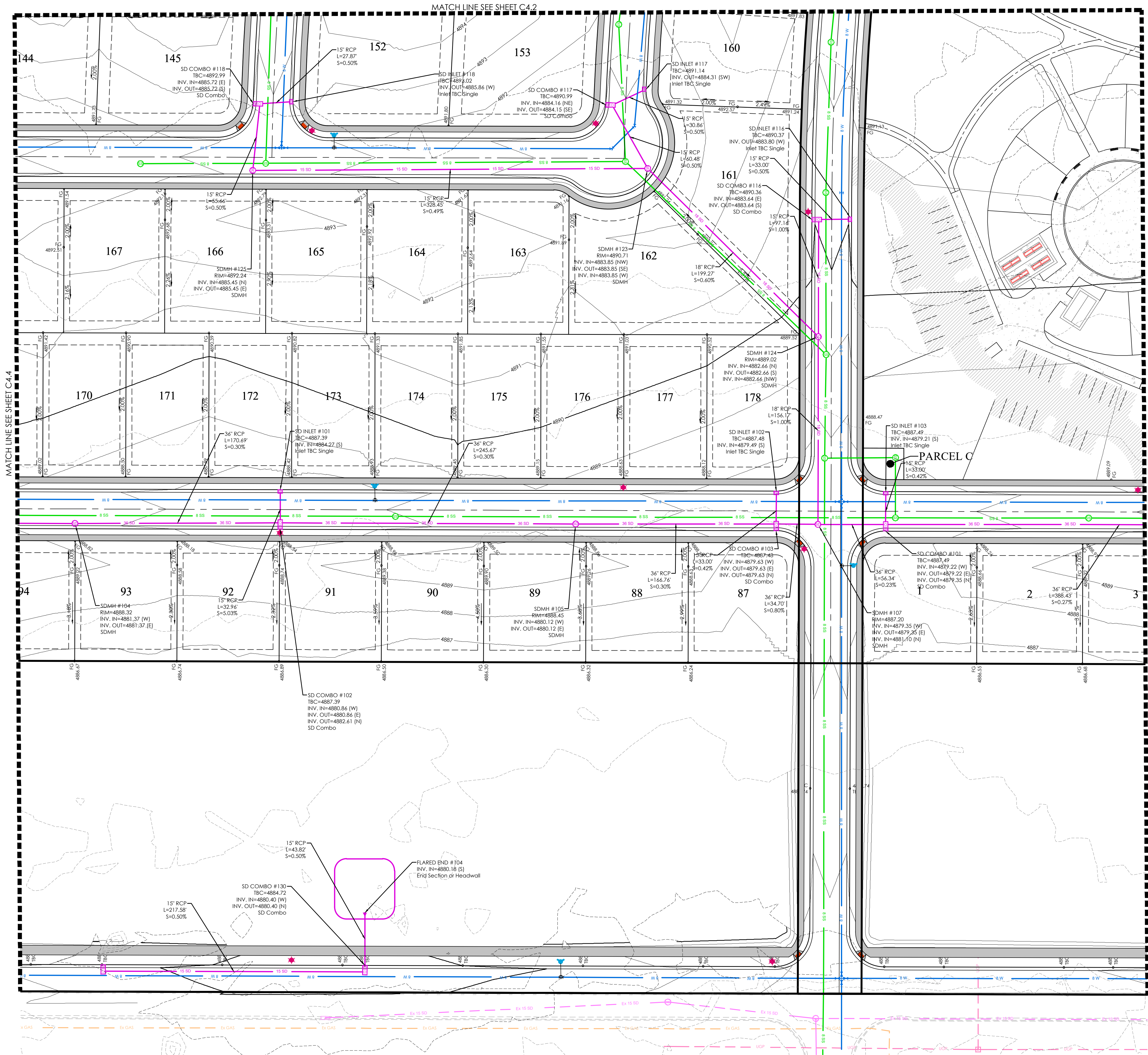
GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

0 10 20 30 40 50 60 70 80 90 100



Z:\2021\21-0316 Century Pinnacle Design\21-0316 C4.4 Grading Plan.dwg



LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
—	EASEMENT
—	15" STORM DRAIN
—	8" SANITARY SEWER
—	8" CULINARY WATER
—	8" SECONDARY WATER
—	CONTOUR MAJOR
—	CONTOUR MINOR
—	EXIST. STORM DRAIN
—	EXIST. SANITARY SEWER
—	EXIST. CULINARY WATER
—	EXIST. FENCE
—	EXIST. CONTOUR MAJOR
—	EXIST. CONTOUR MINOR
—	SIGN
—	STREET LIGHT
—	SD MH, INLET, AND COMBO
—	SEWER MANHOLE
—	CULINARY VALVE, TEE & BEND
—	SECONDARY VALVE, TEE & BEND
—	WATER BLOW-OFF
—	FIRE HYDRANT
—	STREET MONUMENT (TO BE SET)
—	EXIST. STREET MONUMENT
—	EXIST. SD INLET & MH
—	EXIST. SEWER MH
—	EXIST. VALVE, TEE, & BEND
—	EXIST. FIRE HYDRANT
—	SPOT ELEVATION

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

811
Know what's below.
Call 811 before you dig.

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com

PROFESSIONAL ENGINEER
No. 8028956-2202
THOMAS M. ROMNEY
6/11/22
STATE OF UTAH

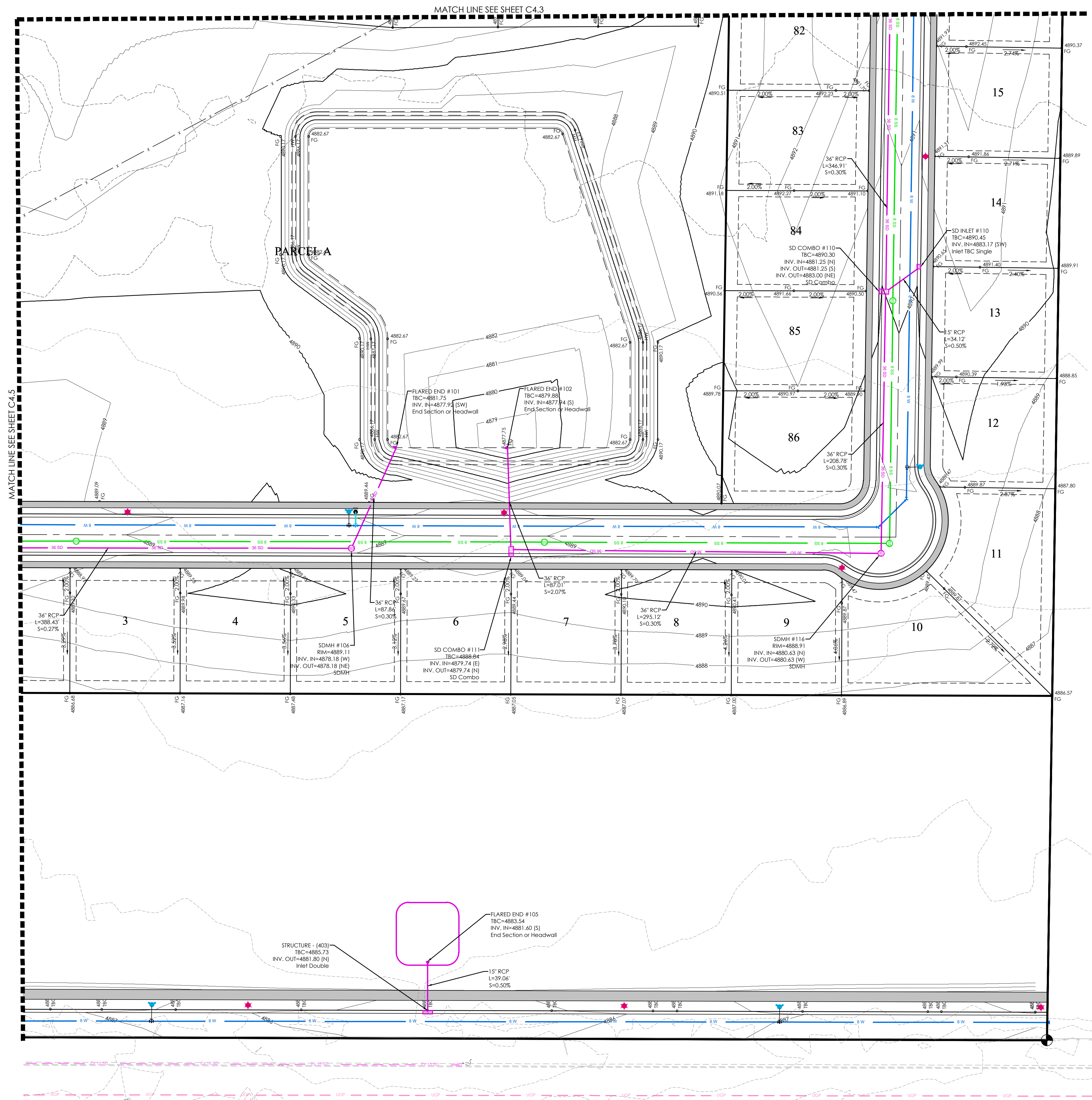
PINNACLES PLAT A
EAGLE MOUNTAIN
GRADING & DRAINAGE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING & DRAINAGE PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C4.5

Drawn: MC
Job #: 21-0316



LEGEND

[Symbol]	BOUNDARY
[Symbol]	ROW
[Symbol]	CENTERLINE
[Symbol]	LOT LINE
[Symbol]	EASEMENT
[Symbol]	15" STORM DRAIN
[Symbol]	8" SANITARY SEWER
[Symbol]	8" CULINARY WATER
[Symbol]	8" SECONDARY WATER
[Symbol]	CONTOUR MAJOR
[Symbol]	CONTOUR MINOR
[Symbol]	EXIST. STORM DRAIN
[Symbol]	EXIST. SANITARY SEWER
[Symbol]	EXIST. CULINARY WATER
[Symbol]	EXIST. FENCE
[Symbol]	EXIST. CONTOUR MAJOR
[Symbol]	EXIST. CONTOUR MINOR
[Symbol]	SIGN
[Symbol]	STREET LIGHT
[Symbol]	SD MH, INLET, AND COMBO
[Symbol]	SEWER MANHOLE
[Symbol]	CULINARY VALVE, TEE & BEND
[Symbol]	SECONDARY VALVE, TEE & BEND
[Symbol]	WATER BLOW-OFF
[Symbol]	FIRE HYDRANT
[Symbol]	STREET MONUMENT (TO BE SET)
[Symbol]	EXIST. STREET MONUMENT
[Symbol]	EXIST. SD INLET & MH
[Symbol]	EXIST. SEWER MH
[Symbol]	EXIST. VALVE, TEE, & BEND
[Symbol]	EXIST. FIRE HYDRANT
[Symbol]	SPOT ELEVATION

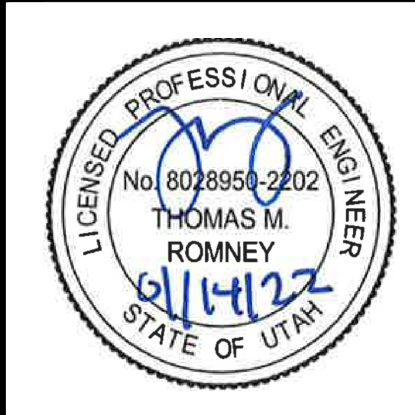
GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

North Arrow



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusuh.com



PINNACLES PLAT A

EAGLE MOUNTAIN

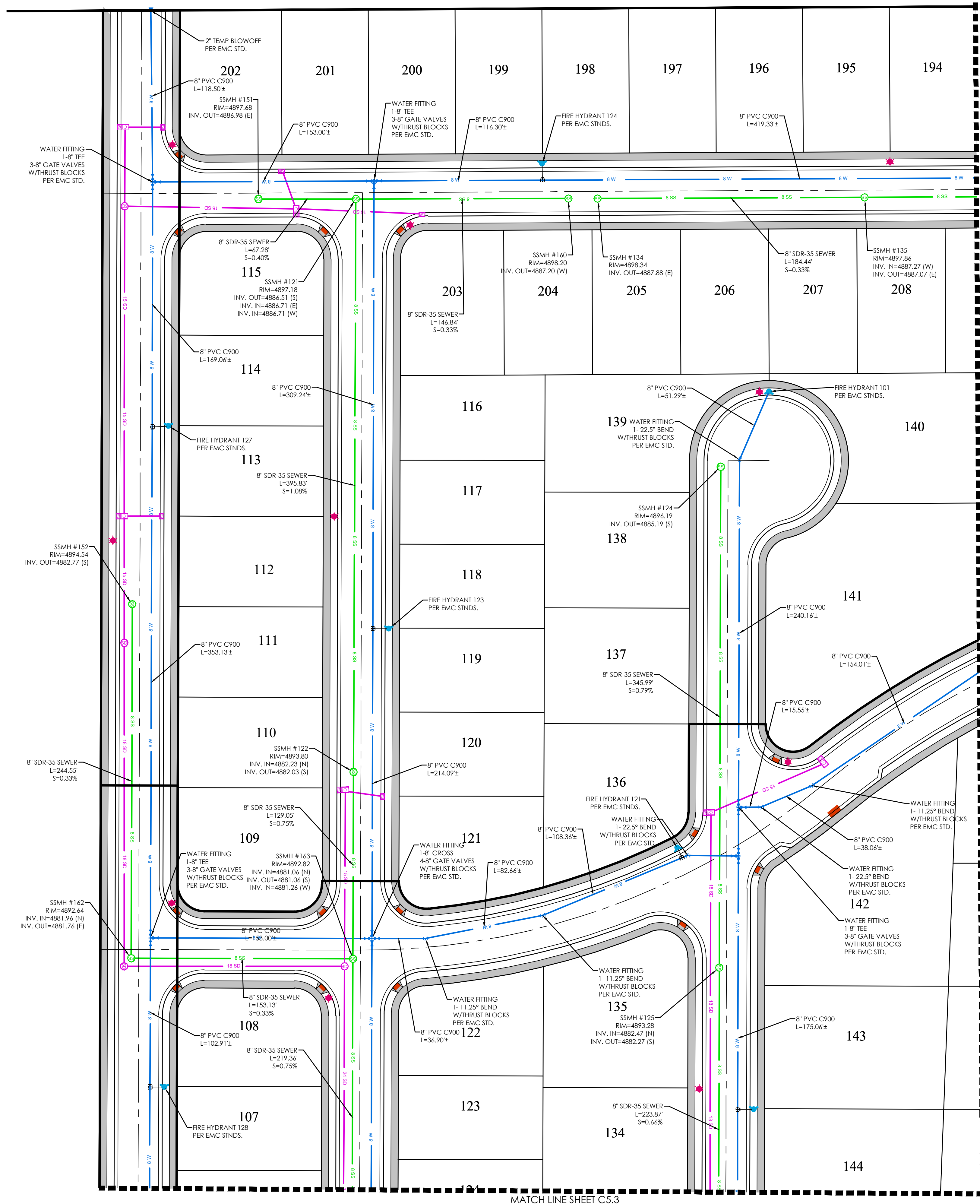
GRADING & DRAINAGE PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

GRADING & DRAINAGE PLAN

Scale: 1"=40'	Drawn: MC
Date: 01/14/2022	Job #: 21-0316
Sheet:	C4.6

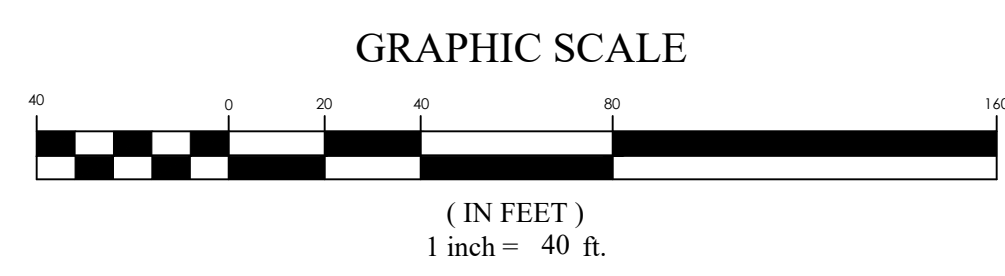
z:\2021\21-0316 century pinnacles design\21-0316.dwg Sheets\C4.6 GRADING PLAN.dwg



LEGEND

[Symbol]	BOUNDARY
[Symbol]	ROW
[Symbol]	CENTERLINE
[Symbol]	LOT LINE
[Symbol]	EASEMENT
[Symbol]	15" STORM DRAIN
[Symbol]	8" SANITARY SEWER
[Symbol]	8" CULINARY WATER
[Symbol]	8" SECONDARY WATER
[Symbol]	CONTOUR MAJOR
[Symbol]	CONTOUR MINOR
[Symbol]	EXIST. STORM DRAIN
[Symbol]	EXIST. SANITARY SEWER
[Symbol]	EXIST. CULINARY WATER
[Symbol]	EXIST. FENCE
[Symbol]	EXIST. CONTOUR MAJOR
[Symbol]	EXIST. CONTOUR MINOR
[Symbol]	SIGN
[Symbol]	STREET LIGHT
[Symbol]	SD MH, INLET, AND COMBO
[Symbol]	SEWER MANHOLE
[Symbol]	CULINARY VALVE, TEE & BEND
[Symbol]	SECONDARY VALVE, TEE & BEND
[Symbol]	WATER BLOW-OFF
[Symbol]	FIRE HYDRANT
[Symbol]	STREET MONUMENT (TO BE SET)
[Symbol]	EXIST. STREET MONUMENT
[Symbol]	EXIST. SD INLET & MH
[Symbol]	EXIST. SEWER MH
[Symbol]	EXIST. VALVE, TEE, & BEND
[Symbol]	EXIST. FIRE HYDRANT
[Symbol]	SPOT ELEVATION

MATCH LINE SHEET C5.1



FOCUS[®]
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusnh.com

LICENSED PROFESSIONAL ENGINEER
No. 8028956-2002
THOMAS M. ROMNEY
01/14/22
STATE OF UTAH

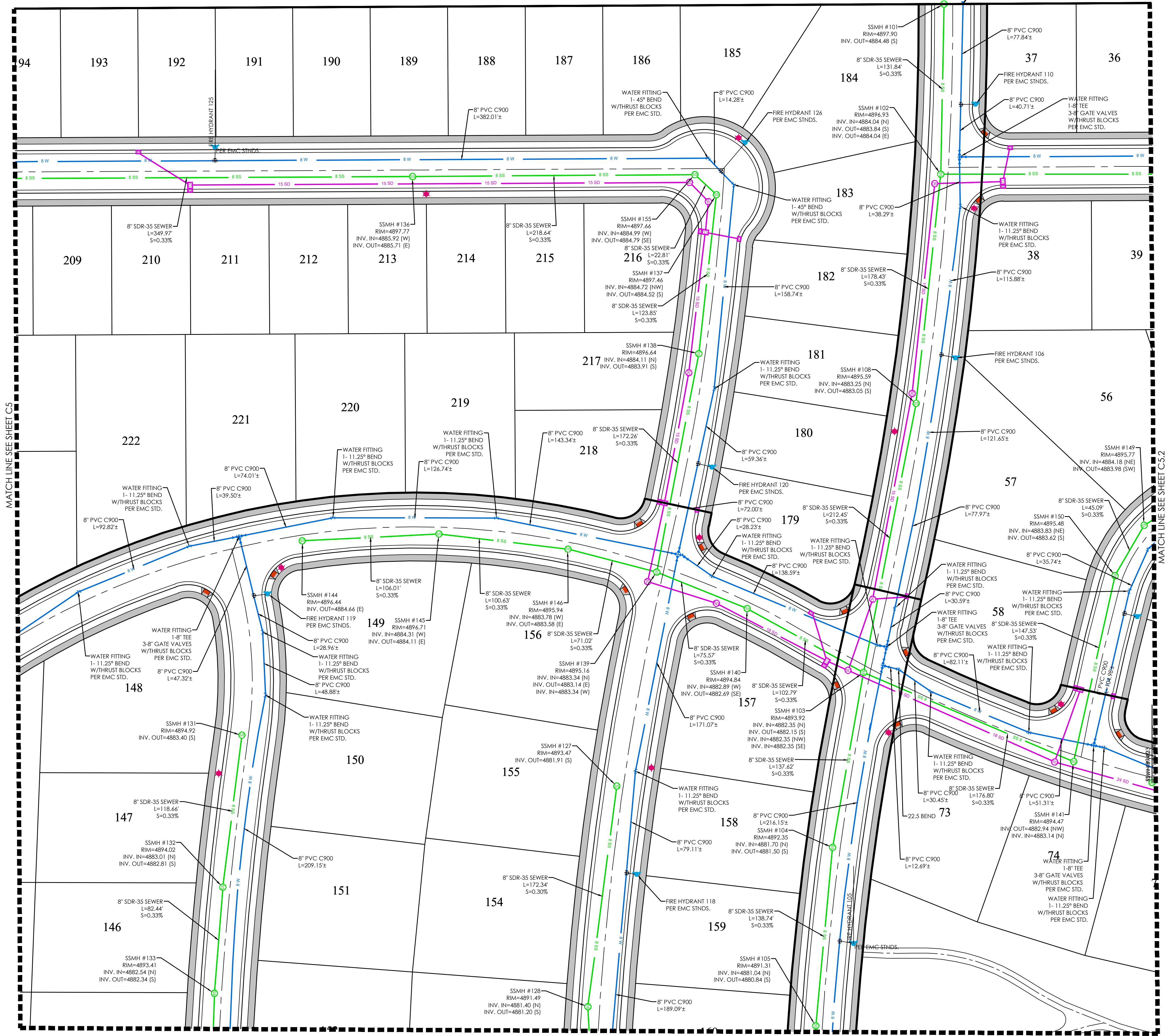
PINNACLES PLAT A
EAGLE MOUNTAIN
UTILITY PLAN

REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

UTILITY PLAN

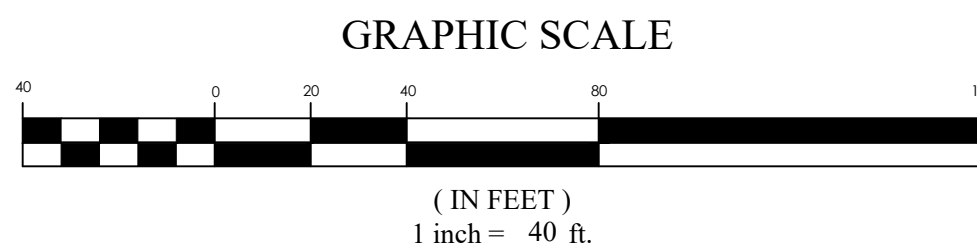
Scale: 1"=40'
Date: 01/14/2022
Sheet:

Drawn: MC
Job #: 21-0316
C5

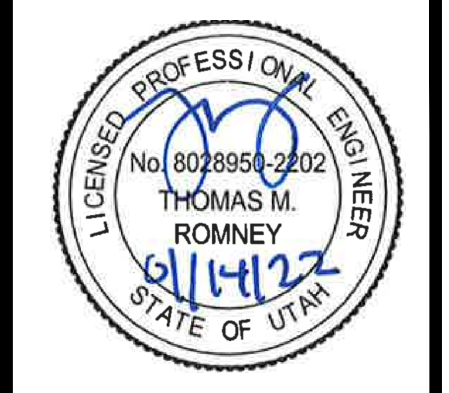


LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
—	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
XXXX	EXIST. STORM DRAIN
XXXX	EXIST. SANITARY SEWER
XXXX	EXIST. CULINARY WATER
XXXX	EXIST. FENCE
XXXX	EXIST. CONTOUR MAJOR
XXXX	EXIST. CONTOUR MINOR
XXXX	SIGN
+	STREET LIGHT
+	SD MH, INLET, AND COMBO
+	SEWER MANHOLE
+	CULINARY VALVE, TEE & BEND
+	SECONDARY VALVE, TEE & BEND
+	WATER BLOW-OFF
+	FIRE HYDRANT
+	STREET MONUMENT (TO BE SET)
+	EXIST. STREET MONUMENT
+	EXIST. SD INLET & MH
+	EXIST. SEWER MH
+	EXIST. VALVE, TEE, & BEND
+	EXIST. FIRE HYDRANT
+	SPOT ELEVATION



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com



PINNACLES PLAT A

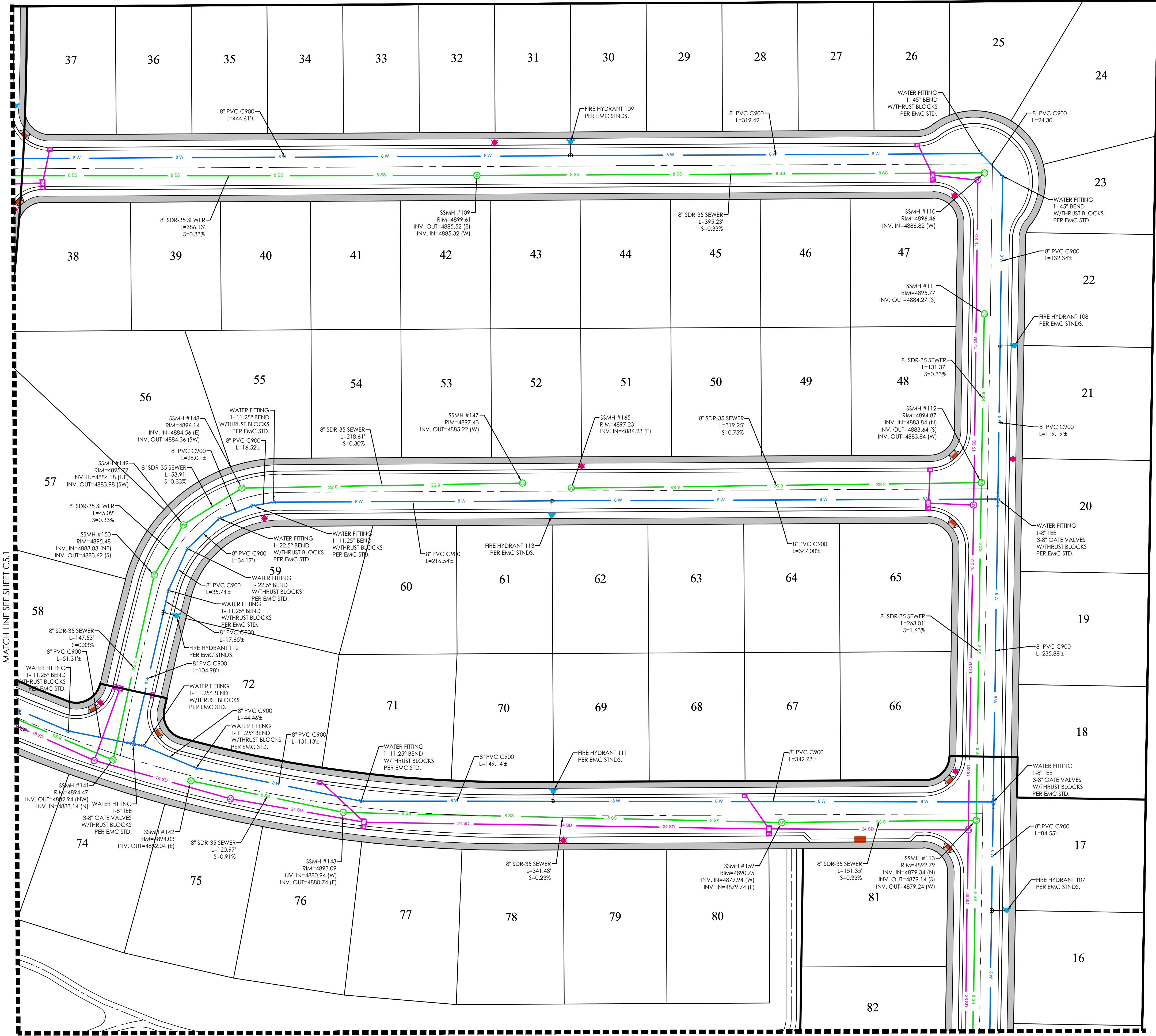
EAGLE MOUNTAIN

UTILITY PLAN

REVISION BLOCK		DESCRIPTION
1	DATE	
2	DATE	
3	DATE	
4	DATE	
5	DATE	
6	DATE	

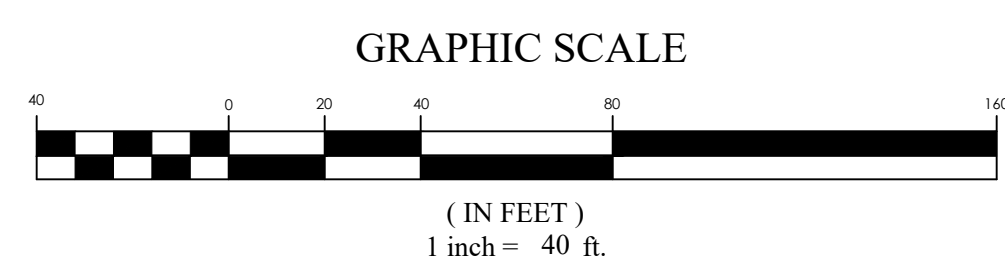
UTILITY PLAN

Scale: 1"=40' Drawn: MC
Date: 01/14/2022 Job #: 21-0316
Sheet: C5.1



LEGEND

[Symbol]	BOUNDARY
[Symbol]	ROW
[Symbol]	CENTERLINE
[Symbol]	LOT LINE
[Symbol]	EASEMENT
[Symbol]	15" STORM DRAIN
[Symbol]	8" SANITARY SEWER
[Symbol]	8" CULINARY WATER
[Symbol]	8" SECONDARY WATER
[Symbol]	CONTOUR MAJOR
[Symbol]	CONTOUR MINOR
[Symbol]	EXIST. STORM DRAIN
[Symbol]	EXIST. SANITARY SEWER
[Symbol]	EXIST. CULINARY WATER
[Symbol]	EXIST. FENCE
[Symbol]	EXIST. CONTOUR MAJOR
[Symbol]	EXIST. CONTOUR MINOR
[Symbol]	SIGN
[Symbol]	STREET LIGHT
[Symbol]	SD MH, INLET, AND COMBO
[Symbol]	SEWER MANHOLE
[Symbol]	CULINARY VALVE, TEE & BEND
[Symbol]	SECONDARY VALVE, TEE & BEND
[Symbol]	WATER BLOW-OFF
[Symbol]	FIRE HYDRANT
[Symbol]	STREET MONUMENT (TO BE SET)
[Symbol]	EXIST. STREET MONUMENT
[Symbol]	EXIST. SD INLET & MH
[Symbol]	EXIST. SEWER MH
[Symbol]	EXIST. VALVE, TEE, & BEND
[Symbol]	EXIST. FIRE HYDRANT
[Symbol]	SPOT ELEVATION



FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com



PINNACLES PLAT A
EAGLE MOUNTAIN
UTILITY PLAN

REVISION BLOCK	
NO.	DESCRIPTION
1	
2	
3	
4	
5	
6	

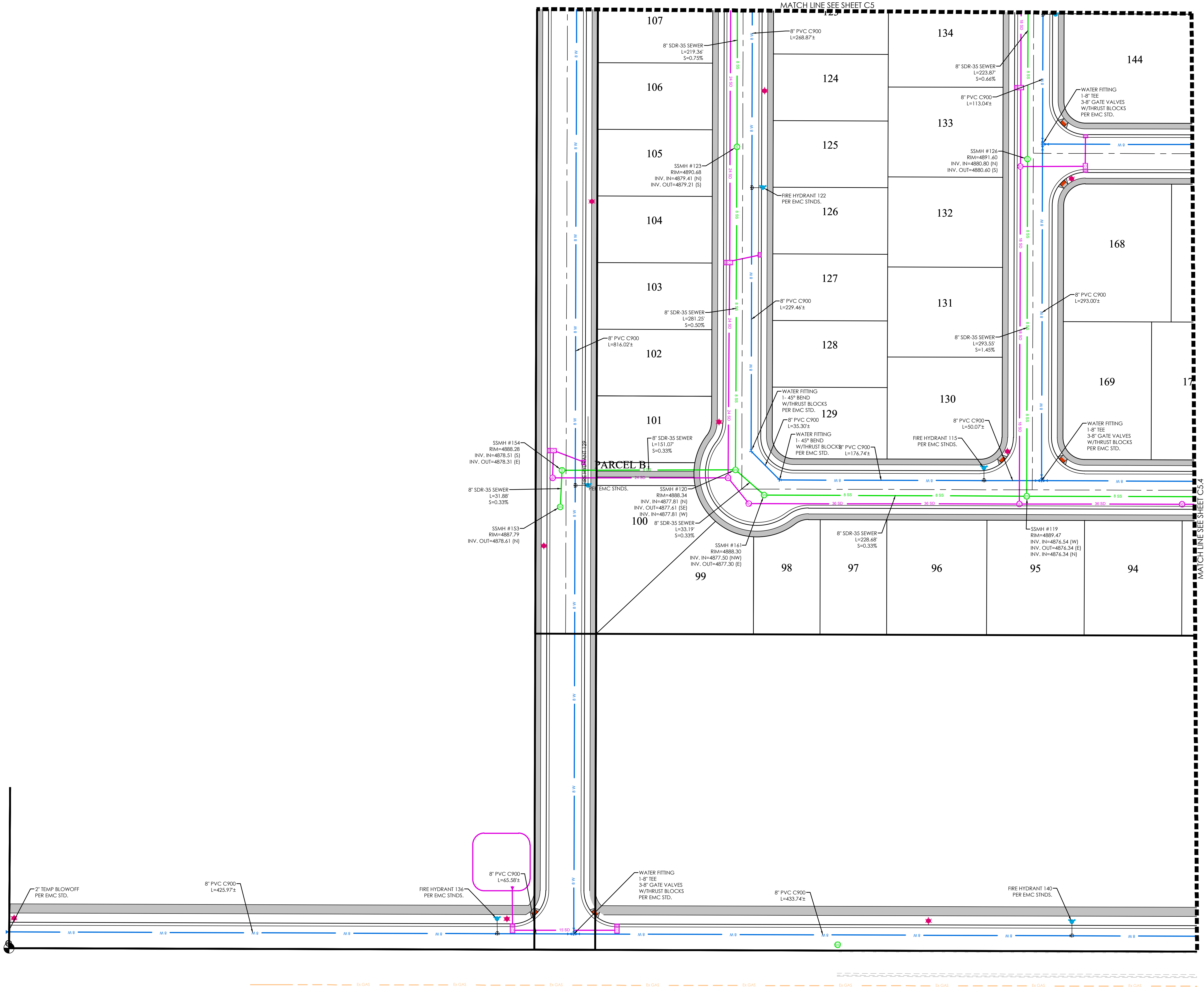
UTILITY PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C5.2

Drawn: MC
Job #: 21-0316

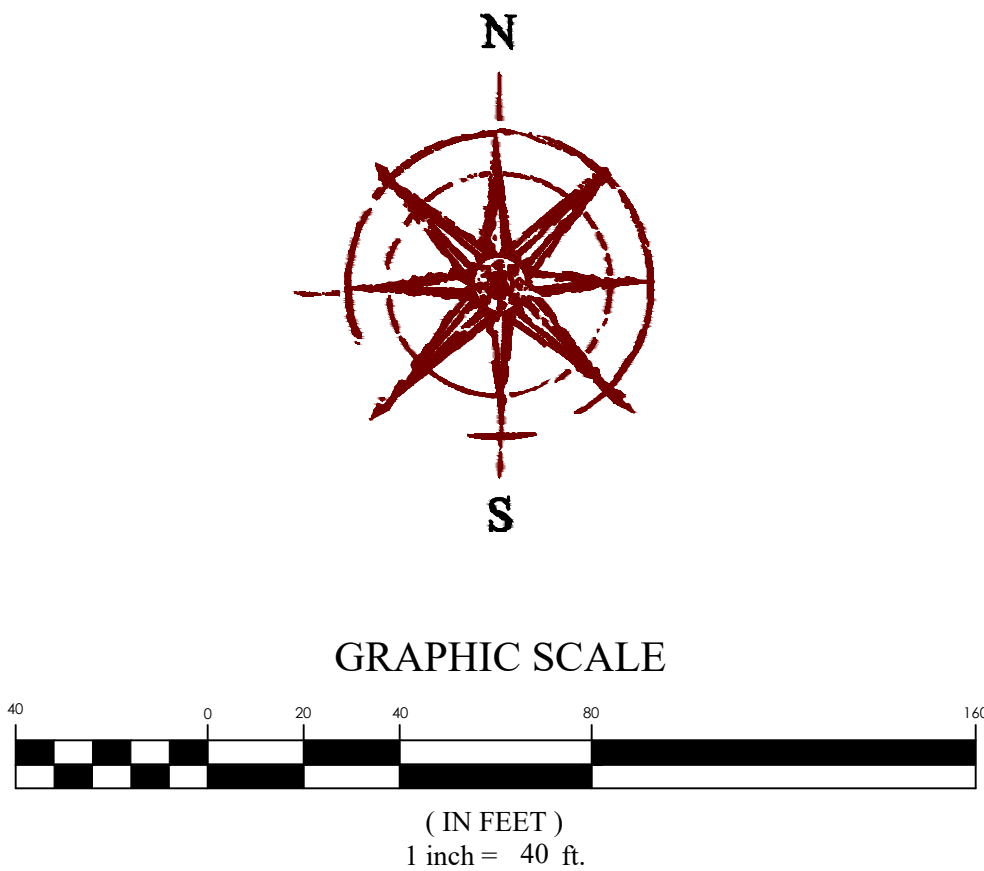


Z:\2021\21-0316 Century Pinnacle Design\21-0316.dwg Sheets\C5.2 UTILITY PLAN.dwg



LEGEND

[Symbol]	BOUNDARY
[Symbol]	ROW
[Symbol]	CENTERLINE
[Symbol]	LOT LINE
[Symbol]	EASEMENT
[Symbol]	15" STORM DRAIN
[Symbol]	8" SANITARY SEWER
[Symbol]	8" CULINARY WATER
[Symbol]	8" SECONDARY WATER
[Symbol]	CONTOUR MAJOR
[Symbol]	CONTOUR MINOR
[Symbol]	EXIST. STORM DRAIN
[Symbol]	EXIST. SANITARY SEWER
[Symbol]	EXIST. CULINARY WATER
[Symbol]	EXIST. FENCE
[Symbol]	EXIST. CONTOUR MAJOR
[Symbol]	EXIST. CONTOUR MINOR
[Symbol]	SIGN
[Symbol]	STREET LIGHT
[Symbol]	SD MH, INLET, AND COMBO
[Symbol]	SEWER MANHOLE
[Symbol]	CULINARY VALVE, TEE & BEND
[Symbol]	SECONDARY VALVE, TEE & BEND
[Symbol]	WATER BLOW-OFF
[Symbol]	FIRE HYDRANT
[Symbol]	STREET MONUMENT (TO BE SET)
[Symbol]	EXIST. STREET MONUMENT
[Symbol]	EXIST. SD INLET & MH
[Symbol]	EXIST. SEWER MH
[Symbol]	EXIST. VALVE, TEE, & BEND
[Symbol]	EXIST. FIRE HYDRANT
[Symbol]	SPOT ELEVATION



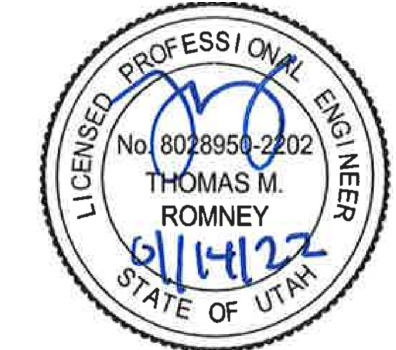
PINNACLES PLAT A
EAGLE MOUNTAIN
UTILITY PLAN

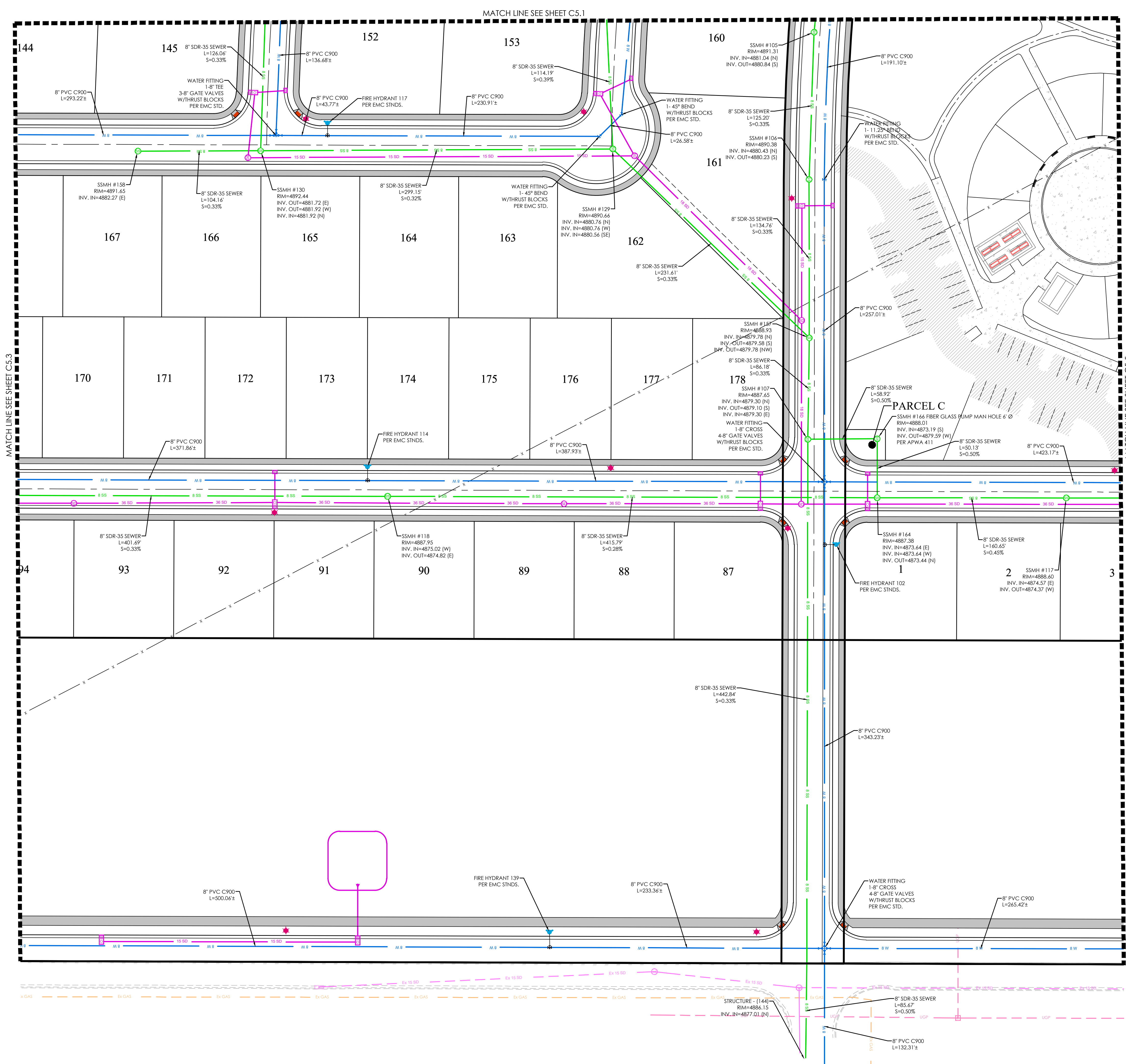
REVISION BLOCK		DESCRIPTION
1	DATE	
2	DATE	
3	DATE	
4	DATE	
5	DATE	
6	DATE	

UTILITY PLAN

Scale: 1"=40'	Drawn: MC
Date: 01/14/2022	Job #: 21-0316
Sheet:	C5.3

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com





811
Know what's below.
Call 811 before you dig.

LEGEND

---	BOUNDARY
---	ROW
---	CENTERLINE
---	LOT LINE
---	EASEMENT
---	15" STORM DRAIN
---	8" SANITARY SEWER
---	8" CULINARY WATER
---	8" SECONDARY WATER
---	CONTOUR MAJOR
---	CONTOUR MINOR
---	EXIST. STORM DRAIN
---	EXIST. SANITARY SEWER
---	EXIST. CULINARY WATER
---	EXIST. FENCE
---	EXIST. CONTOUR MAJOR
---	EXIST. CONTOUR MINOR
---	SIGN
---	STREET LIGHT
---	SD MH, INLET, AND COMBO
---	SEWER MANHOLE
---	CULINARY VALVE, TEE & BEND
---	WATER BLOW-OFF
---	FIRE HYDRANT
---	STREET MONUMENT (TO BE SET)
---	EXIST. STREET MONUMENT
---	EXIST. SD INLET & MH
---	EXIST. SEWER MH
---	EXIST. VALVE, TEE, & BEND
---	EXIST. FIRE HYDRANT
---	SPOT ELEVATION

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

KEEN PUMP

Section Date
ENCLOSED
JULY 2013

Pump Series	K4VB	4" SUBMERSIBLE SEWAGE PUMPS
-------------	------	-----------------------------

SIMPLEX INSTALLATION DIMENSIONAL DATA

Notes:

- All dimensions in inches unless noted.
- Refer to pump dimension and liftout dimension sheets for more details.
- Recommended minimum submergence levels noted.
- Discharge base elbow must be placed above sump bottom as noted.
- Dimensions may vary due to normal manufacturing tolerances.
- If discharge pipe is larger than discharge elbow, eccentric reducer must be used limited to 2X larger maximum.

File: K4VB Install Dimensions

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusutah.com

PROFESSIONAL ENGINEER
No. 8028954-2202
THOMAS M. ROMNEY
6/11/12
STATE OF UTAH

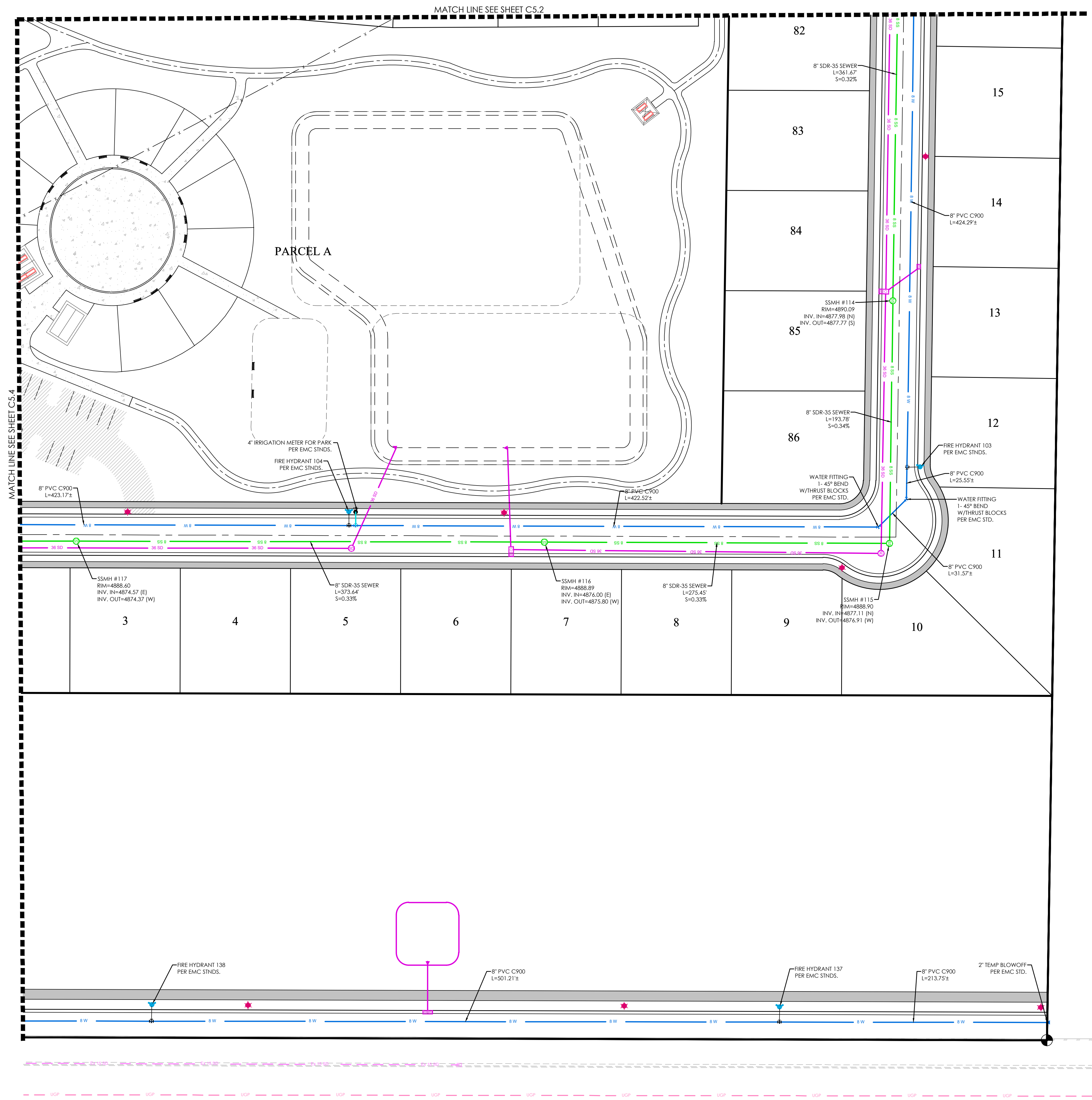
PINNACLES PLAT A
EAGLE MOUNTAIN
UTILITY PLAN

REVISION BLOCK	DATE	DESCRIPTION
1	01/14/2022	Initial Design
2	01/14/2022	Revised Design
3	01/14/2022	Final Design
4	01/14/2022	As-Built
5	01/14/2022	As-Built
6	01/14/2022	As-Built

UTILITY PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C5.4

Drawn: MC
Job #: 21-0316



LEGEND

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
—	EASEMENT
—	15" STORM DRAIN
—	8" SANITARY SEWER
—	8" CULINARY WATER
—	8" SECONDARY WATER
—	CONTOUR MAJOR
—	CONTOUR MINOR
—	EXIST. STORM DRAIN
—	EXIST. SANITARY SEWER
—	EXIST. CULINARY WATER
—	EXIST. FENCE
—	EXIST. CONTOUR MAJOR
—	EXIST. CONTOUR MINOR
+	SIGN
+	STREET LIGHT
+	SD MH, INLET, AND COMBO
+	SEWER MANHOLE
+	CULINARY VALVE, TEE & BEND
+	SECONDARY VALVE, TEE & BEND
+	WATER BLOW-OFF
+	FIRE HYDRANT
+	STREET MONUMENT (TO BE SET)
+	EXIST. STREET MONUMENT
+	EXIST. SD INLET & MH
+	EXIST. SEWER MH
+	EXIST. VALVE, TEE, & BEND
+	EXIST. FIRE HYDRANT
+	SPOT ELEVATION

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

811
Know what's below.
Call 811 before you dig.

FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE, SUITE 200
MIDVALE, UTAH 84047 PH: (801) 552-0075
www.focusnh.com

PROFESSIONAL ENGINEER
No. 8028954-2002
THOMAS M. ROMNEY
01/14/22
STATE OF UTAH

PINNACLES PLAT A
EAGLE MOUNTAIN
UTILITY PLAN

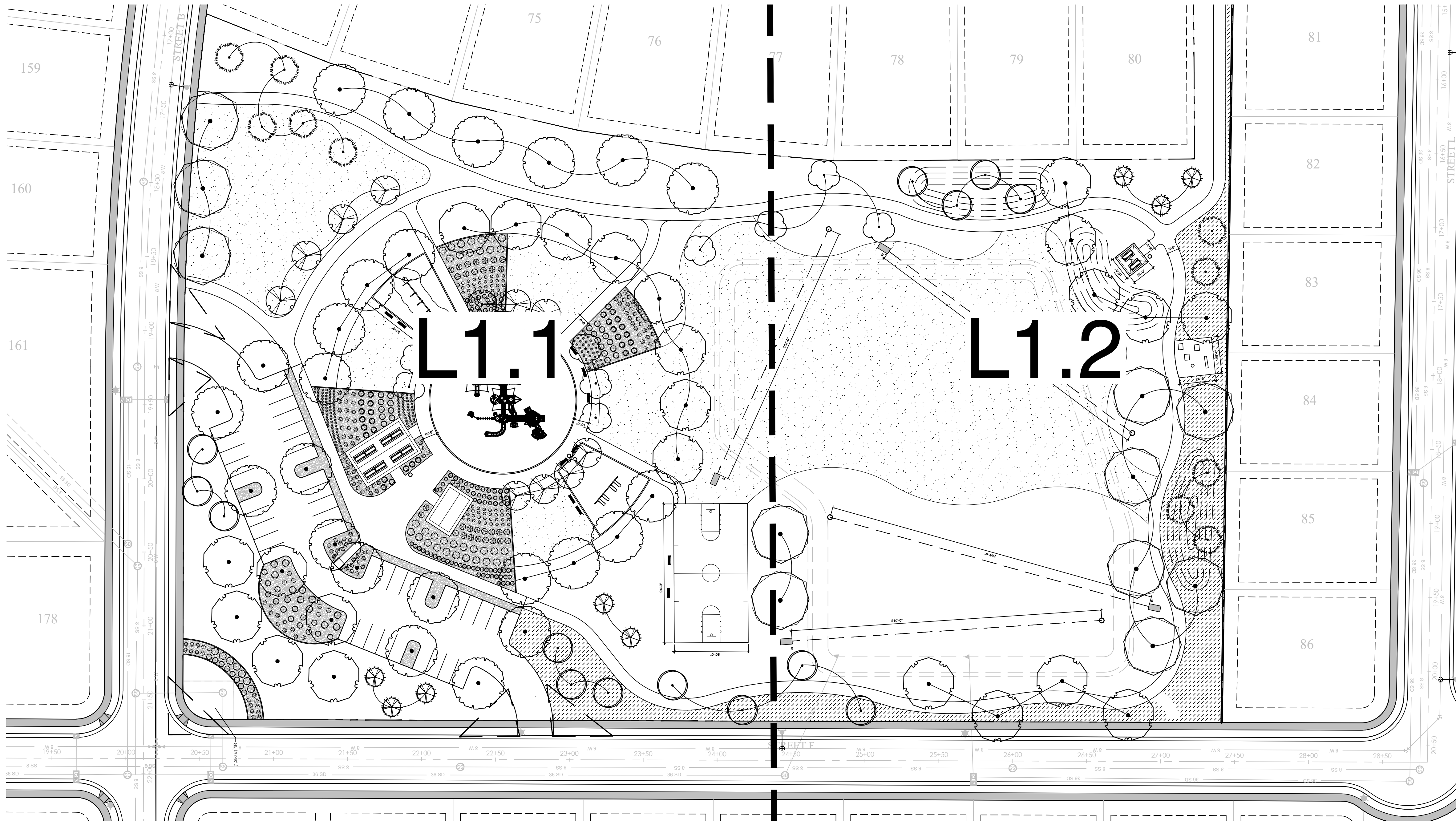
REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

UTILITY PLAN

Scale: 1"=40'
Date: 01/14/2022
Sheet: C5.5

Drawn: MC
Job #: 21-0316

Z:\2021\21-0316 Century Pinnacle Design\21-0316 Cwg\Sheets\C5.5 UTILITY PLAN.dwg



PLANT SCHEDULE

TREES			
AC	Abies concolor 'Candicans'	COMMON NAME	SIZE
CF	Cercis canadensis 'Forest Pansy'	Candicans White Fir	6' Ht.
MS	Malus x 'Spring Snow'	Eastern Redbud	1.5" Cal.
PH	Pinus leucodermis 'Heidreichii'	Spring Snow Crabapple	1.5" Cal.
PB	Platanus x acerifolia 'Bloodgood'	Bosnian Pine	6' Ht.
QS	Quercus macrocarpa	Bloodgood London Plane Tree	1.5" Cal.
SS	Syringa reticulata 'Summer Snow'	Bur Oak	2" Cal.
TG	Tilia cordata 'Greenspire'	Summer Snow Japanese Tree Lilac	1.5" Cal.
		Greenspire Littleleaf Linden	1.5" Cal.
SHRUBS			
AMG	Aronia melanocarpa 'UCONNAM012' TM	COMMON NAME	SIZE
BDH	Buddleja davidii 'Buzz Hot Raspberry'	Ground Hug Black Chokeberry	2 gal.
CSK	Cornus alba 'Bailhalo'	Hot Raspberry Butterfly Bush	5 gal.
PA	Perovskia abrotanoides	Variegated Dogwood	5 gal.
POL	Physocarpus opulifolius 'Donna May' TM	Russian Sage	2 gal.
PON	Physocarpus opulifolius 'Nugget'	Little Devil Ninebark	5 gal.
TME	Taxus x media 'Everlow'	Nugget Ninebark	5 gal.
		Everlow Yew	11
ORNAMENTAL GRASSES			
CAK	Calamagrostis x acutiflora 'Karl Foerster'	COMMON NAME	SIZE
HSS2	Helictotrichon sempervirens 'Sapphire'	Karl Foerster Feather Reed Grass	1 gal.
PAH	Pennisetum alopecuroides 'Hameln'	Sapphire Blue Oat Grass	1 gal.
		Hameln Fountain Grass	1 gal.
PERENNIALS			
HSO	Hemerocallis x 'Stella de Oro'	COMMON NAME	SIZE
		Stella de Oro Daylily	1 gal.
GROUND COVERS			
NR	NATIVE GRASS SEED MIX	COMMON NAME	SIZE
PP2	Poa pratensis	Kentucky Bluegrass	seed

LANDSCAPE NOTES

1. LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
2. TOP DRESS ALL SHRUB BED AREAS AND OTHER AREAS LABELED ROCK MULCH WITH 4" DEPTH SIZE 1"-2" TALON'S COVE CRUSHED ROCK FROM UTAH LANDSCAPING IN NEPHI, UTAH OR APPROVED EQUAL, OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
3. INSTALL 6" CONCRETE EDGING (BETWEEN TURF & NATIVE GRASS & PLANTING BEDS)
4. FOR APPLICATION OF NATIVE SEED MIX REFERENCE SCHEDULE BELOW.

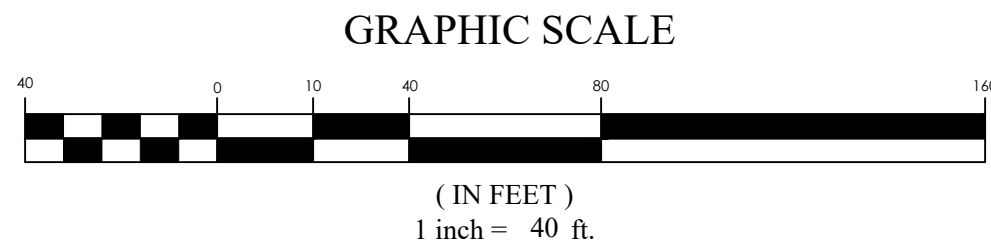
NATIVE GRASS/WILDFLOWER SEED MIX

SLENDER WHEATGRASS	18%
WESTERN WHEATGRASS	20%
BLUEBUNCH WHEATGRASS	20%
SHEEP FESCUE	4%
SANDBERG BLUEGRASS	3%
INDIAN RICEGRASS	10%
BLANKET FLOWER	5%
BLUE FLAX	10%
CALIFORNIA POPPY	10%

APPLY 4 INCHES OF NATIVE TOP SOIL FROM THE LOCAL AREA. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	DETAIL
1	PEDESTRIAN CONCRETE PAVING, 4" DEPTH, REINFORCED, 4,000 PSI, LIGHT BROOMED FINISH	G/L1.3
2	CONCRETE MOW CURB, 6" WIDTH, 4,000 PSI	E/L1.3
3	CONCRETE PLAYGROUND EDGE, 8" WIDTH	F/L1.3
5	BASKETBALL COURT, 50' X 94', CONCRETE 4" DEPTH REINFORCED	
6	LARGE PLAYGROUND, TOULA'S TOWER, MODEL# 500-2115, BY PLAYWORLD, AGES 5-12, AVAILABLE IN ANY PLAYWORLD COLORS.	A/L1.4
8	ZIPLINE, SKY RUN ZIP TRACK W/ ZIP SEAT, 33' LENGTH, MODEL#90859, BY GAMETIME OR APPROVED EQUAL	B/L1.4
9	SWINGS, SINGLE POST, 2 SEATS, BY PLAYWORLD OR APPROVED EQUAL	C/L1.4
10	EXERCISE STATION, MODEL: FITNESS SQUARE, ITEM#FT19003, EQUIPMENT TO BE SURFAE MOUNTED, BY GAMETIME OR APPROVED EQUAL	A/L1.5
11	LARGE PAVILION, 28' X 44', GABLE STYLE ROOF, BY SMITH STEELWORKS,	D/L1.4
13	SMALL PICNIC SHELTER, HIP STYLE, SIZE 16' X16' BY SMITH STEELWORKS OR APPROVED EQUAL.	E/L1.4
14	PLAYGROUND MULCH, 14" DEPTH, SOURCED LOCALLY	XX/L1.3
15	PICNIC TABLE, 8' LENGTH, ALUMINUM TABLE, PROVIDE 2 ADA 1 MODEL ACCESSIBLE TABLES IN LARGE PAVILION.	G/L1.4
16	BENCH, 6' LENGTH, CLASSIC BENCH, POWDERCOAT BLACK, BY SMITH STEELWORKS OR APPROVED EQUAL.	H/L1.4
17	RIVER ROCK, 1/2"-3" SOUTHTOWN COBBLE, SOURCED FROM UTAH LANDSCAPING ROCK IN NEPHI UTAH, OR APPROVED EQUAL	
18	DRINKING FOUNTAIN	
19	ASPHALT TRAIL, 8" WIDTH	XX/L1.4
20	RESTROOM FACILITY, 17' X 9.5', PROVIDED BY OTHERS	
21	CURB RAMP AT PARKING LOT	XX/L1.4
22	TRASH RECEPTACLE, MODEL: CLASSIC, SIZE 32 GALLON, BY SMITH STEELWORKS OR APPROVED EQUAL. LAZER CUT DESIGN AND POWDERCOAT COLOR TBD	F/L1.4
23	FRISBEE GOLF T-PAD, 4' X8', 4" DEPTH REINFORCED CONCRETE, MEDIUM BROOM FINISH	B/L1.5
24	FRISBEE GOLF BASKET, MODEL: DISCATCHER PRO 28, PERMANENTLY FIXED	C/L1.5
25	FRISBEE GOLF SIGNAGE, SIGN TO INCLUDE PAR INFORMATION AND HOLE NUMBER.	D/L1.5
26	TURF AREA SUITABLE FOR U10 SOCCER FIELD	



LANDSCAPE TABLE

ITEM	AMOUNT	%
TOTAL LANDSCAPE AREA	210,669 SQ.FT.	100
LAWN (TURF GRASS)	76,627 SQ.FT.	36
NATIVE GRASS/WILDFLOWER	119,447 SQ.FT.	57
PLANT BED W/ ROCK MULCH	14,595 SQ.FT.	7

TOTAL LANDSCAPE ACREAGE: 6.57

FOR REVIEW ONLY

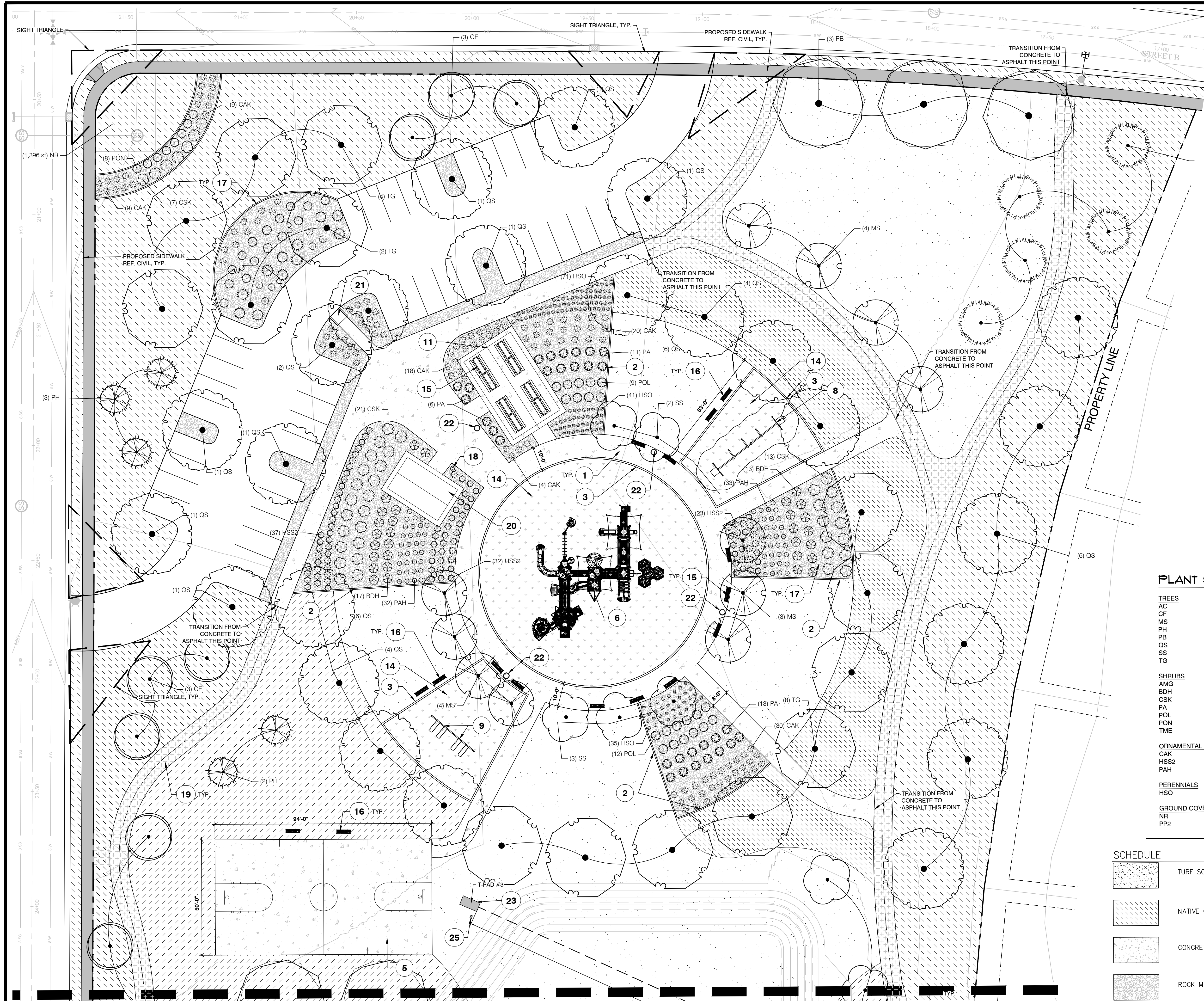
CENTURY PINNACLES PARK EAGLE MOUNTAIN LANDSCAPE PLAN

REVISION BLOCK		DESCRIPTION
1	DATE	1/14/2022
2	DATE	1/14/2022
3	DATE	1/14/2022
4	DATE	1/14/2022
5	DATE	1/14/2022
6	DATE	1/14/2022

OVERALL LANDSCAPE PLAN

Scale: 1"=40'	Drawn: MI/BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	

L1.0



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION
1	PEDESTRIAN CONCRETE PAVING, 4" DEPTH, REINFORCED, 4,000 PSI, LIGHT BROOMED FINISH
2	CONCRETE MOW CURB, 6" WIDTH, 4,000 PSI
3	CONCRETE PLAYGROUND EDGE, 8" WIDTH
5	BASKETBALL COURT, 50' X 94', CONCRETE 4" DEPTH REINFORCED
6	LARGE PLAYGROUND, TOULA'S TOWER, MODEL# 500-2115, BY PLAYWORLD, AGES 5-12, AVAILABLE IN ANY PLAYWORLD COLORS.
8	ZIPLINE, SKY RUN ZIP TRACK W/ ZIP SEAT, 33' LENGTH, MODEL#90859, BY GAMETIME OR APPROVED EQUAL
9	SWINGS, SINGLE POST, 2 SEATS, BY PLAYWORLD OR APPROVED EQUAL
10	EXERCISE STATION, MODEL: FITNESS SQUARE, ITEM#FT19003, EQUIPMENT TO BE SURFAE MOUNTED, BY GAMETIME OR APPROVED EQUAL
11	LARGE PAVILION, 28' X 44', GABLE STYLE ROOF, BY SMITH STEELWORKS,
13	SMALL PICNIC SHELTER, HIP STYLE, SIZE 16' X16' BY SMITH STEELWORKS OR APPROVED EQUAL.
14	PLAYGROUND MULCH, 14" DEPTH, SOURCED LOCALLY
15	PICNIC TABLE, 8' LENGTH, ALUMINUM TABLE, PROVIDE 2 ADA 1 MODEL ACCESSIBLE TABLES IN LARGE PAVILION.
16	BENCH, 6' LENGTH, CLASSIC BENCH, POWDERCOAT BLACK, BY SMITH STEELWORKS OR APPROVED EQUAL.
17	RIVER ROCK, 1/2"-3" SOUTHTOWN COBBLE, SOURCED FROM UTAH LANDSCAPING ROCK IN NEPHI UTAH, OR APPROVED EQUAL
18	DRINKING FOUNTAIN
19	ASPHALT TRAIL, 8" WIDTH
20	RESTROOM FACILITY, 17' X 9.5', PROVIDED BY OTHERS
21	CURB RAMP AT PARKING LOT
22	TRASH RECEPTACLE, MODEL: CLASSIC, SIZE 32 GALLON, BY SMITH STEELWORKS OR APPROVED EQUAL. LAZER CUT DESIGN AND POWDERCOAT COLOR TBD
23	FRISBEE GOLF T-PAD, 4' X8', 4" DEPTH REINFORCED CONCRETE, MEDIUM BROOM FINISH
24	FRISBEE GOLF BASKET, MODEL: DISCATCHER PRO 28, PERMANENTLY FIXED
25	FRISBEE GOLFE SIGNAGE, SIGN TO INCLUDE PAR INFORMATION AND HOLE NUMBER.
26	TURF AREA SUITABLE FOR U10 SOCCER FIELD

PLANT SCHEDULE

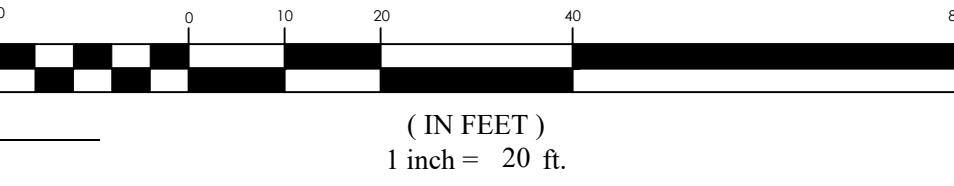
TREES	BOTANICAL NAME	COMMON NAME
AC	Abies concolor 'Candicans'	Candicans White Fir
CF	Cercis canadensis 'Forest Pansy'	Eastern Redbud
MS	Malus x 'Spring Snow'	Spring Snow Crabapple
PH	Pinus leucodermis 'Heidreichii'	Bosnian Pine
PB	Platanus x acerifolia 'Bloodgood'	Bloodgood London Plane Tree
QS	Quercus macrocarpa	Bur Oak
SS	Syringa reticulata 'Summer Snow'	Summer Snow Japanese Tree Lilac
TG	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden
SHRUBS	BOTANICAL NAME	COMMON NAME
AMG	Aronia melanocarpa 'UCCONAM012' TM	Ground Hug Black Chokeberry
BDH	Buddleja davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush
CSK	Cornus alba 'Bailhala'	Variegated Dogwood
PA	Perovskia abrotanoides	Russian Sage
POL	Physocarpus opulifolius 'Donna May' TM	Little Devil Ninebark
PON	Physocarpus opulifolius 'Nugget'	Nugget Ninebark
TME	Taxus x media 'Everlow'	Everlow Yew
ORNAMENTAL GRASSES	BOTANICAL NAME	COMMON NAME
CAK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass
HSS2	Helictotrichon sempervirens 'Sapphire'	Sapphire Blue Oat Grass
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass
PERENNIALS	BOTANICAL NAME	COMMON NAME
HSO	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily
GROUND COVERS	BOTANICAL NAME	COMMON NAME
NR	NATIVE GRASS SEED MIX	
PP2	Poa pratensis	Kentucky Bluegrass

SCHEDULE

	TURF SOD
	NATIVE GRASS/ WILDFLOWER SEED
	CONCRETE
	ROCK MULCH
	ASPHALT



GRAPHIC SCALE



FOR REVIEW ONLY

CENTURY PINNACLES PARK
EAGLE MOUNTAIN
LANDSCAPE PLAN

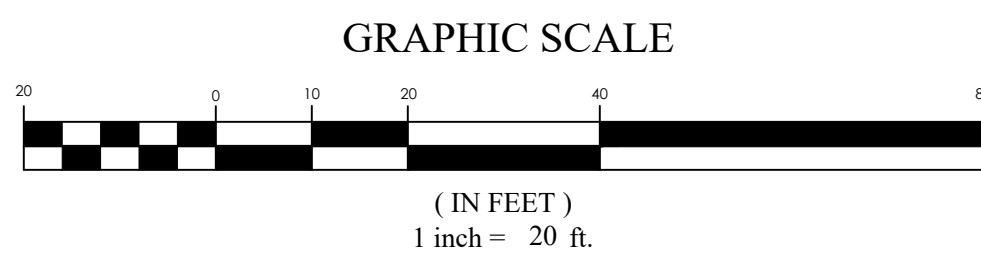
REVISION BLOCK	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

LANDSCAPE PLAN

Scale: 1"=20'
Date: 1/14/2022
Job #: 21-0316
Sheet:

L1.1

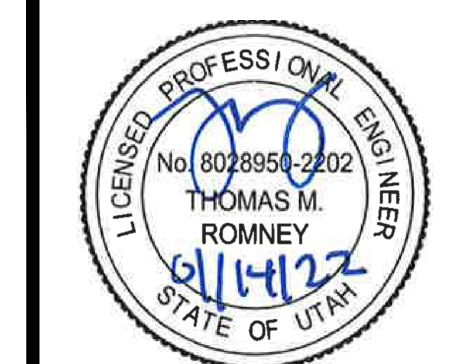
MATCH LINE SEE SHEET L1.2



	TURF SOD		ROCK MULCH
	NATIVE GRASS/ WILDFLOWER SEED MIX		ASPHALT
	CONCRETE		

<u>SYMBOL</u>	<u>DESCRIPTION</u>
1	PEDESTRIAN CONCRETE PAVING, 4" DEPTH, REINFORCED, 4,000 PSI, LIGHT BROOMED FINISH
2	CONCRETE MOW CURB, 6" WIDTH, 4,000 PSI
3	CONCRETE PLAYGROUND EDGE, 8" WIDTH
5	BASKETBALL COURT, 50' X 94', CONCRETE 4" DEPTH REINFORCED.
6	LARGE PLAYGROUND, TOULA 'S TOWER, MODEL# 500-2115, BY PLAYWORLD, AGES 5-12, AVAILABLE IN ANY PLAYWORLD COLORS.
8	ZIPLINE, SKY RUN ZIP TRACK W/ ZIP SEAT, 33' LENGTH, MODEL#90859, BY GAMETIME OR APPROVED EQUAL
9	SWINGS, SINGLE POST, 2 SEATS, BY PLAYWORLD OR APPROVED EQUAL
10	EXERCISE STATION, MODEL: FITNESS SQUARE, ITEM#FT19003, EQUIPMENT TO BE SURFACE MOUNTED, BY GAMETIME OR APPROVED EQUAL
11	LARGE PAVILION, 28' X 44', GABLE STYLE ROOF, BY SMITH STEELWORKS,
13	SMALL PICNIC SHELTER, HIP STYLE, SIZE 16' X16' BY SMITH STEELWORKS OR APPROVED EQUAL.
14	PLAYGROUND MULCH, 14" DEPTH, SOURCED LOCALLY
15	PICNIC TABLE, 8' LENGTH, ALUMINUM TABLE, PROVIDE 2 ADA 1 MODEL ACCESSIBLE TABLES IN LARGE PAVILION.
16	BENCH, 6' LENGTH, CLASSIC BENCH, POWDERCOAT BLACK, BY SMITH STEELWORKS OR APPROVED EQUAL.
17	RIVER ROCK, 1/2"-3" SOUTHTOWN COBBLE, SOURCED FROM UTAH LANDSCAPING ROCK IN NEPHI UTAH, OR APPROVED EQUAL
18	DRINKING FOUNTAIN
19	ASPHALT TRAIL, 8' WIDTH
20	RESTROOM FACILITY, 17' X 9.5', PROVIDED BY OTHERS
21	CURB RAMP AT PARKING LOT
22	TRASH RECEPTACLE, MODEL: CLASSIC, SIZE 32 GALLON, BY SMITH STEELWORKS OR APPROVED EQUAL. LAZER CUT DESIGN AND POWDERCOAT COLOR TBD
23	FRISBEE GOLF T-PAD, 4' X8', 4" DEPTH REINFORCED CONCRETE, MEDIUM BROOM FINISH
24	FRISBEE GOLF BASKET, MODEL: DISCATCHER PRO 28, PERMANENTLY FIXED
25	FRISBEE GOLFE SIGNAGE, SIGN TO INCLUDE PAR INFORMATION AND HOLE NUMBER.
26	TURF AREA SUITABLE FOR U10 SOCCER FIELD

<u>TREES</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
AC	Abies concolor 'Candicans'	Candicans White Fir
CF	Cercis canadensis 'Forest Pansy'	Eastern Redbud
MS	Malus x 'Spring Snow'	Spring Snow Crabapple
PH	Pinus leucodermis 'Heideichii'	Bosnian Pine
PB	Platanus x acerifolia 'Bloodgood'	Bloodgood London Plane Tree
QS	Quercus macrocarpa	Bur Oak
SS	Syringa reticulata 'Summer Snow'	Summer Snow Japanese Tree Lilac
TG	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden
<u>SHRUBS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
AMG	Aronia melanocarpa 'UConnAM012' TM	Ground Hugg Black Chokeberry
BDH	Buddleja davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush
CSK	Cornus alba 'Balthaz'	Variegated Dogwood
PA	Perovskia abrotanoides	Russian Sage
POL	Physocarpus opulifolius 'Donna May' TM	Little Devil Ninebark
PON	Physocarpus opulifolius 'Nugget'	Nugget Ninebark
TME	Taxus x media 'Everlow'	Everlow Yew
<u>ORNAMENTAL GRASSES</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
CAK	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass
HS2	Helictotrichon sempervirens 'Sapphire'	Sapphire Blue Oat Grass
PAH	Pennisetum alopecuroides 'Hamel'	Hamel Fountain Grass
<u>PERENNIALS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
H5O	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily
<u>GROUND COVERS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
NR	NATIVE GRASS SEED MIX	
PP2	Poa pratensis	Kentucky Bluegrass



CENTURY PINNACLES PARK
EAGLE MOUNTAIN
LANDSCAPE PLAN

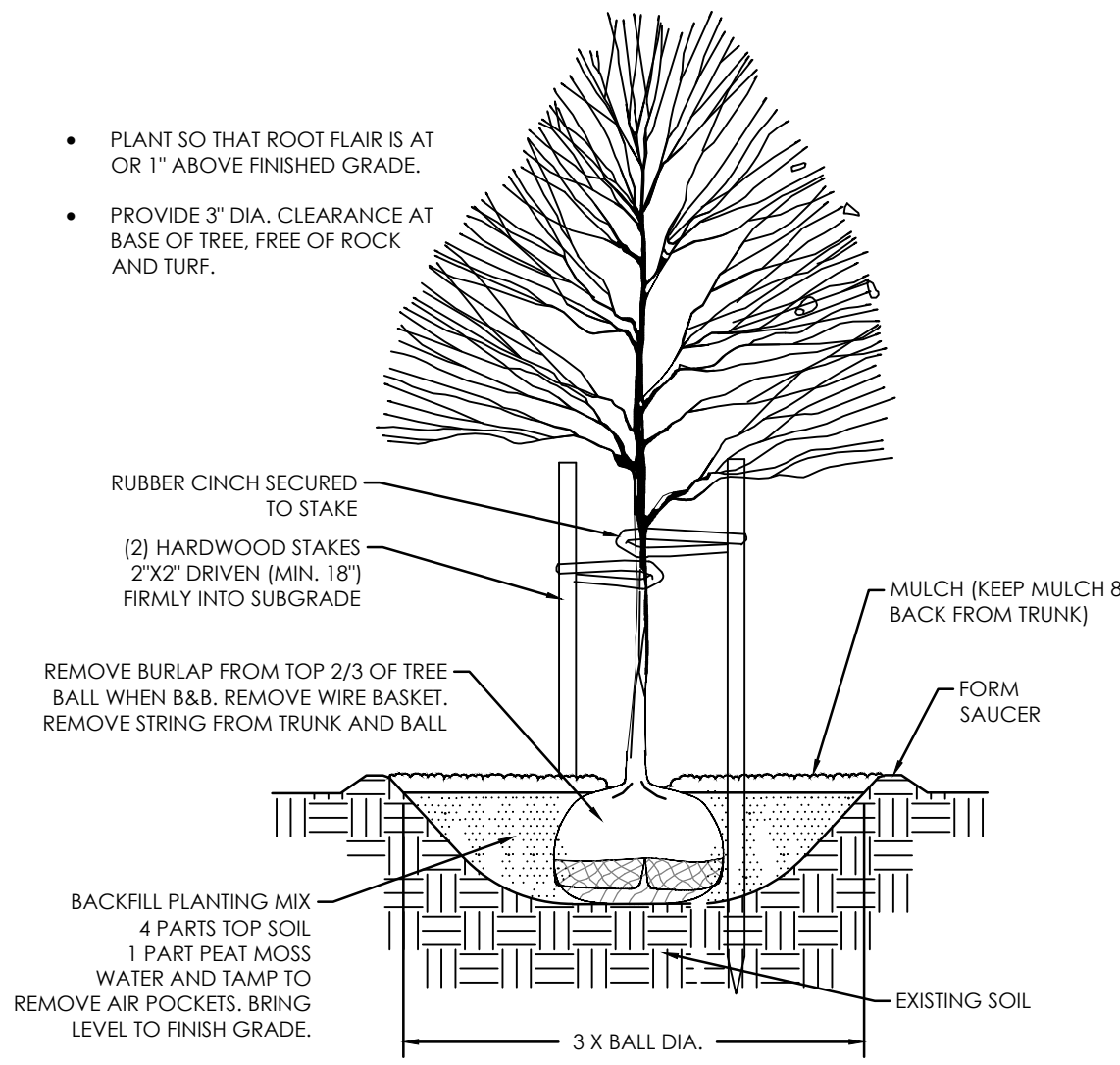
REVISION BLOCK		
#	DATE	DESCRIPTION
1	10/10/2020	10/10/2020
2	10/10/2020	10/10/2020
3	10/10/2020	10/10/2020
4	10/10/2020	10/10/2020
5	10/10/2020	10/10/2020
6	10/10/2020	10/10/2020

LANDSCAPE
PLAN

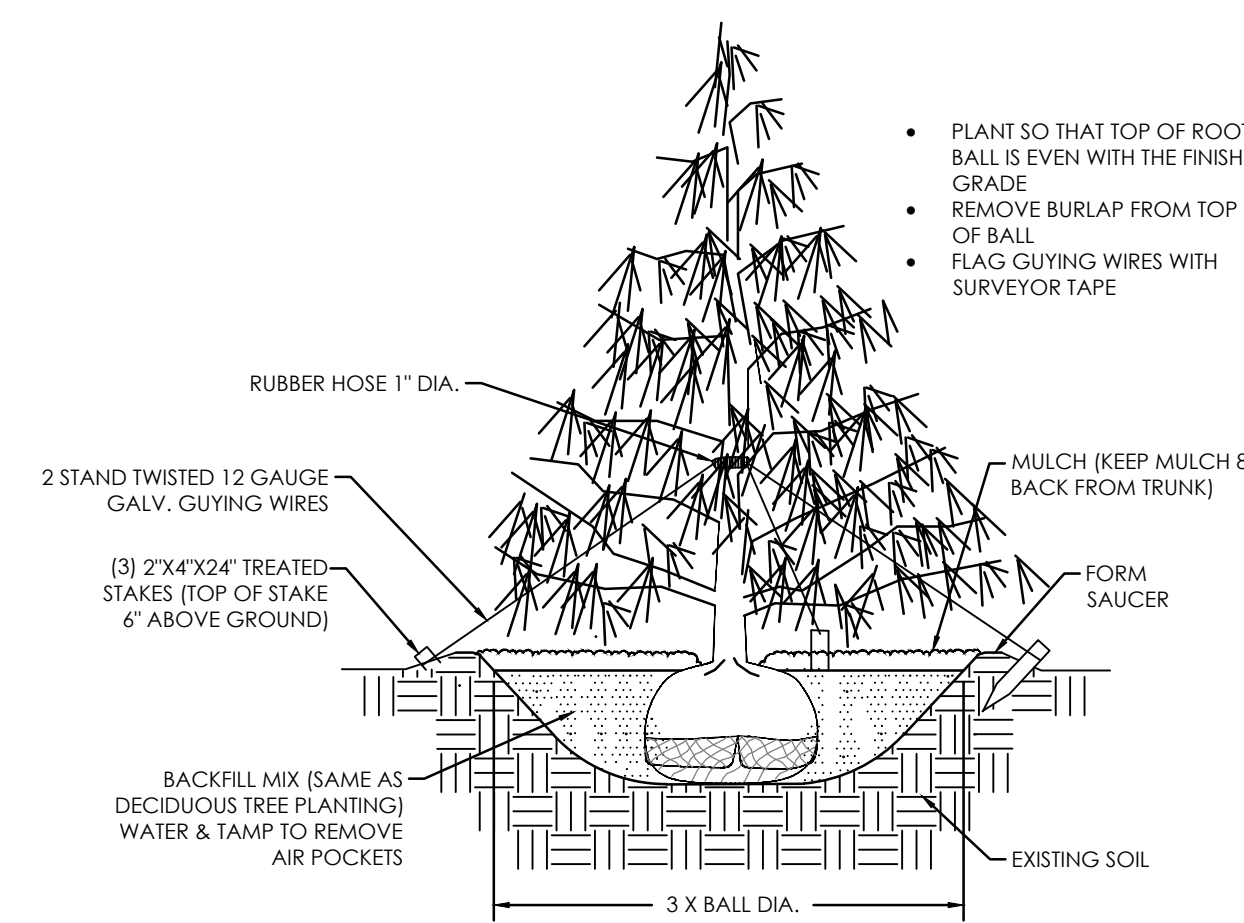
Scale: 1"=20'	Drawn: MI/BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	

L1.2

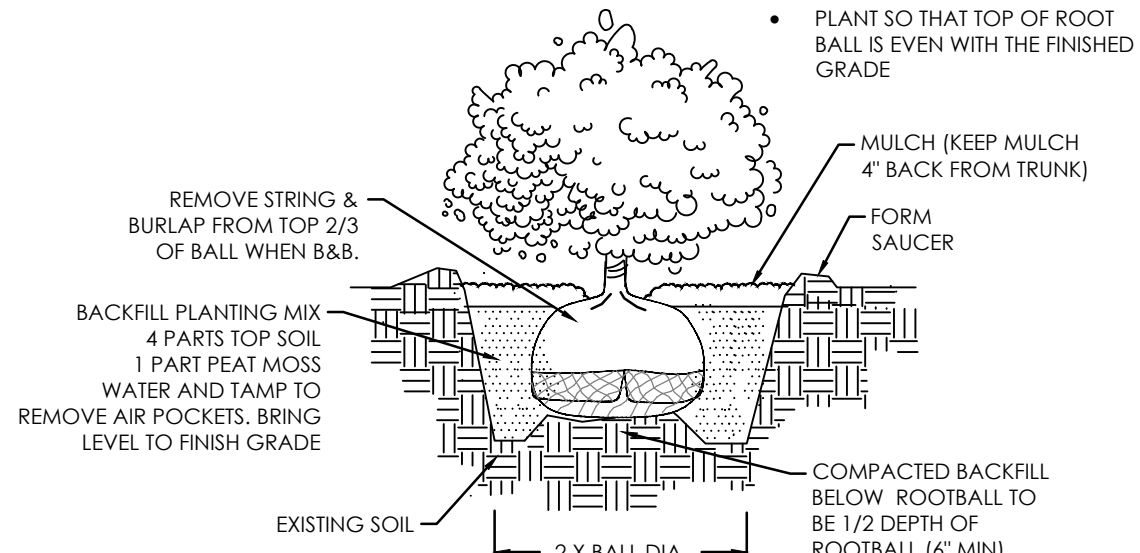




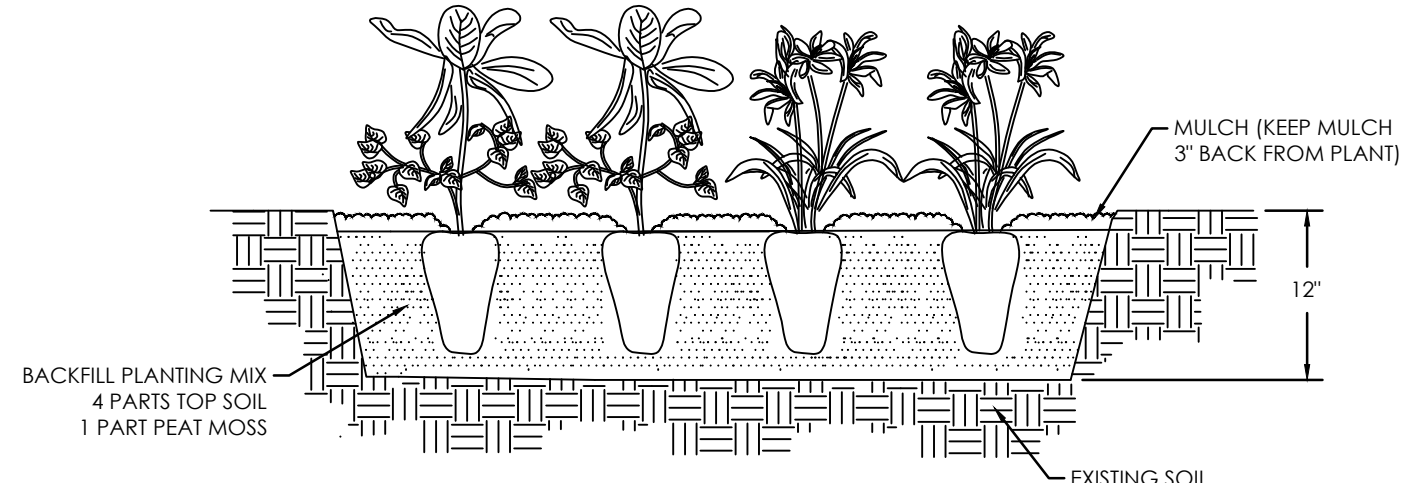
A TREE PLANTING & STAKING
NOT TO SCALE



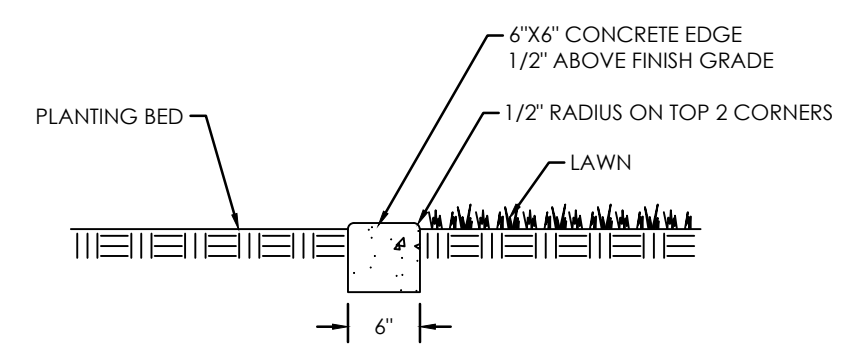
B EVERGREEN PLANTING & GUYING
NOT TO SCALE



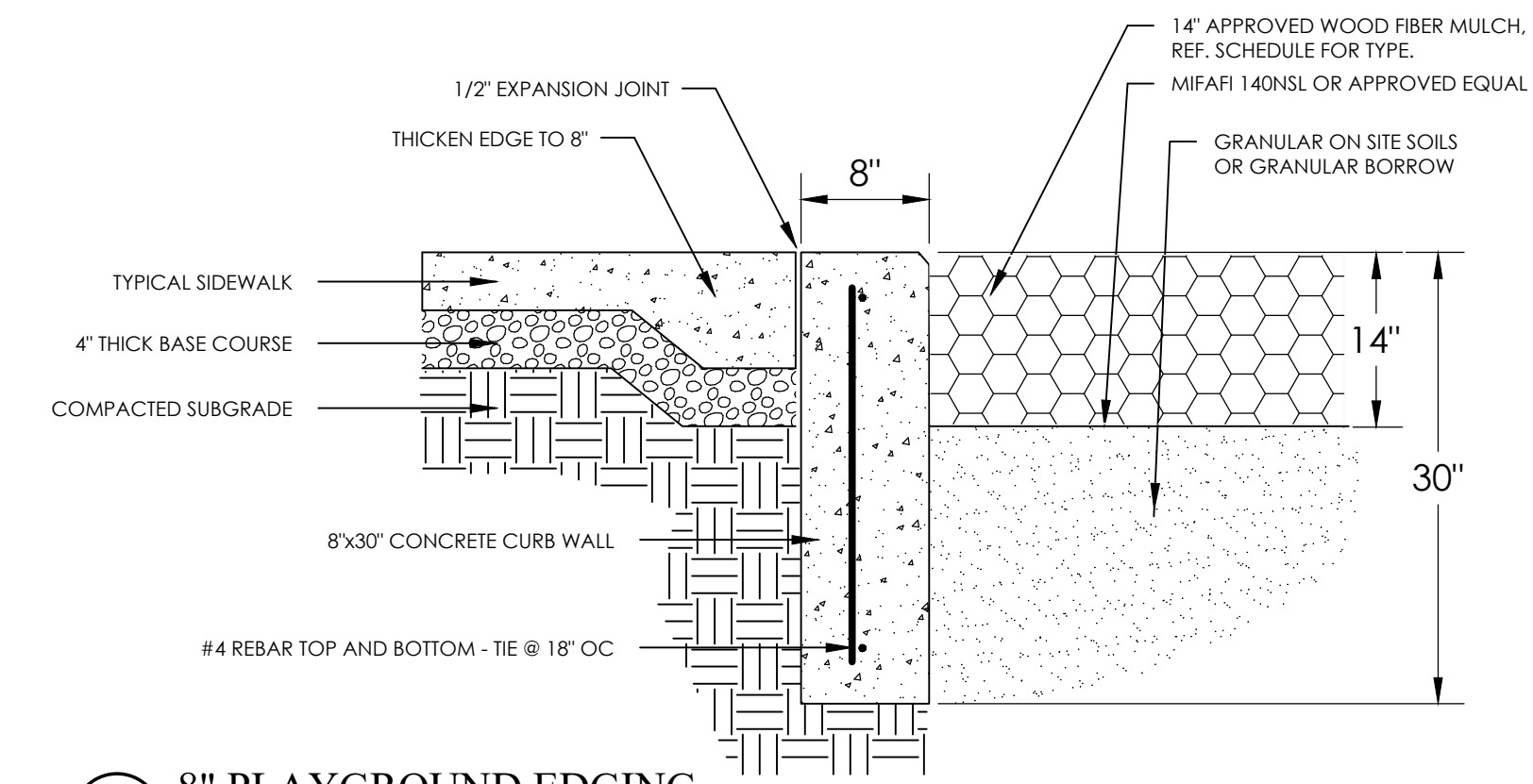
C SHRUB PLANTING
NOT TO SCALE



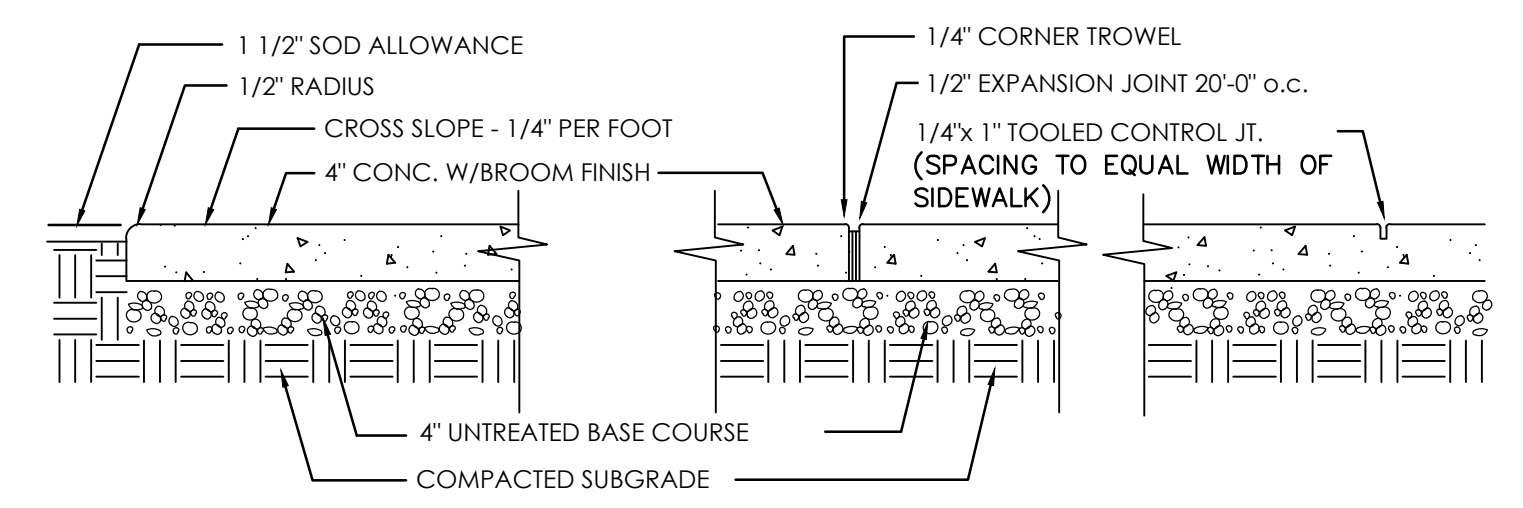
D PERENNIAL PLANTING
NOT TO SCALE



E CONCRETE EDGING
NOT TO SCALE



F 8" PLAYGROUND EDGING
NOT TO SCALE



G CONCRETE PAVING
NOT TO SCALE

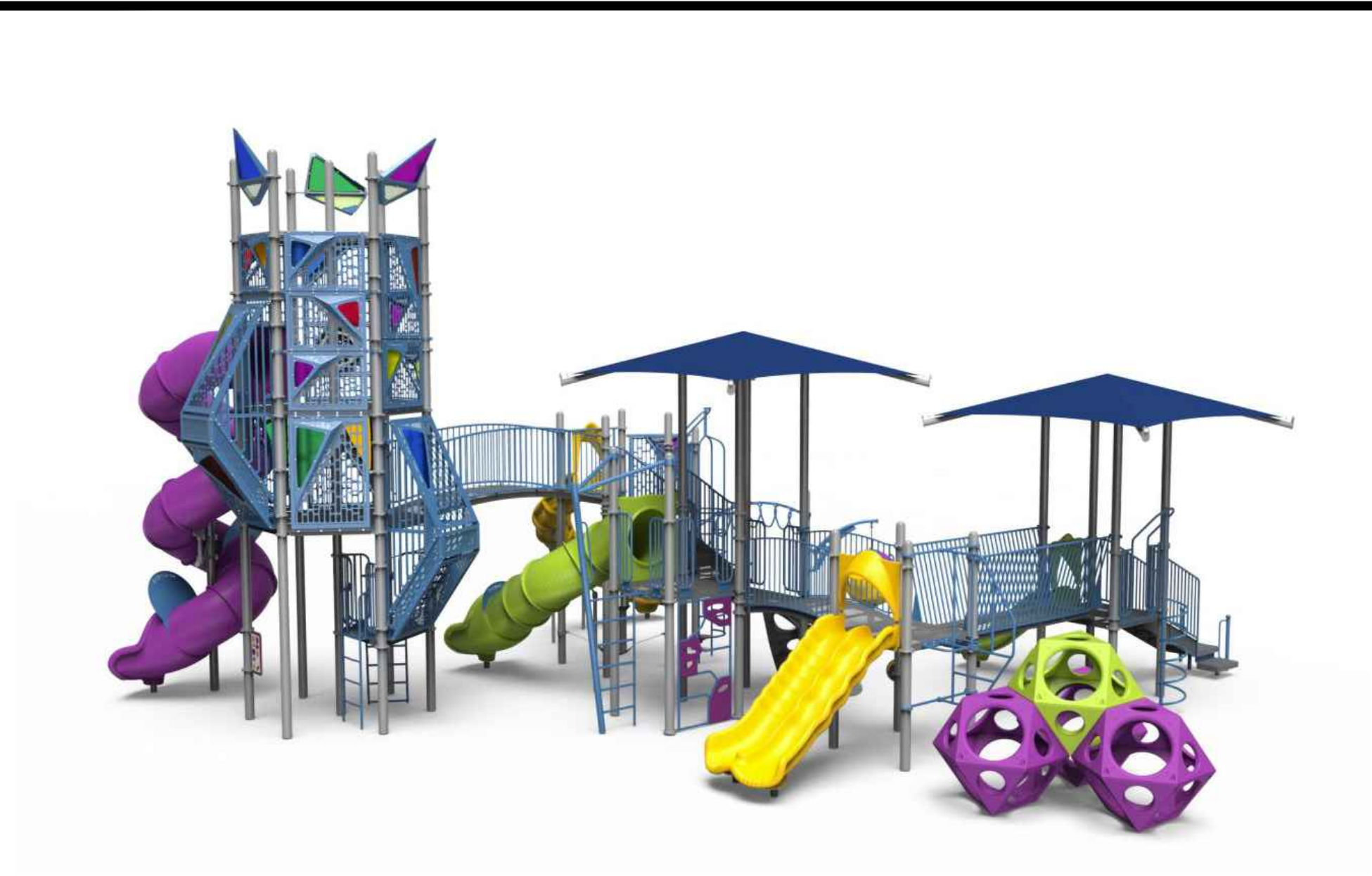
FOR REVIEW ONLY

CENTURY PINNACLES PARK
EAGLE MOUNTAIN
LANDSCAPE DETAILS

REVISION BLOCK		DESCRIPTION
#	DATE	
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

LANDSCAPE
DETAILS

Scale:	Drawn: BW/MI
Date: 1/14/2022	Job #: 21-0316
Sheet:	



A PLAY STRUCTURE OPTION 1 - TOULA'S TOWER BY PLAYWORLD
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



B ZIPLINE STRUCTURE
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



C SINGLE POST SWING 2-SEATS
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



D LARGE PAVILION BY SMITH STEELWORKS
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



E PICNIC SHELTER - BY SMITH STEELWORKS
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



F TRASH RECEPTACLE
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



G PICNIC TABLE- ALUMINUM, 8' LENGTH
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



H CLASSIC BENCH- 6' LENGTH BY SMITH STEELWORKS
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)

CENTURY PINNACLES PARK
EAGLE MOUNTAIN
LANDSCAPE DETAILS

REVISION BLOCK		DESCRIPTION
#	DATE	
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

AMENITY DETAILS	
Scale:	Drawn: BW/MI
Date: 1/14/2022	Job #: 21-0316
Sheet:	L1.4



A FITNESS SQUARE- BY GAMETIME
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



B BASKETBALL COURT- BY DEVELOPER
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



C DISC GOLF T-PAD & SIGNAGE
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)



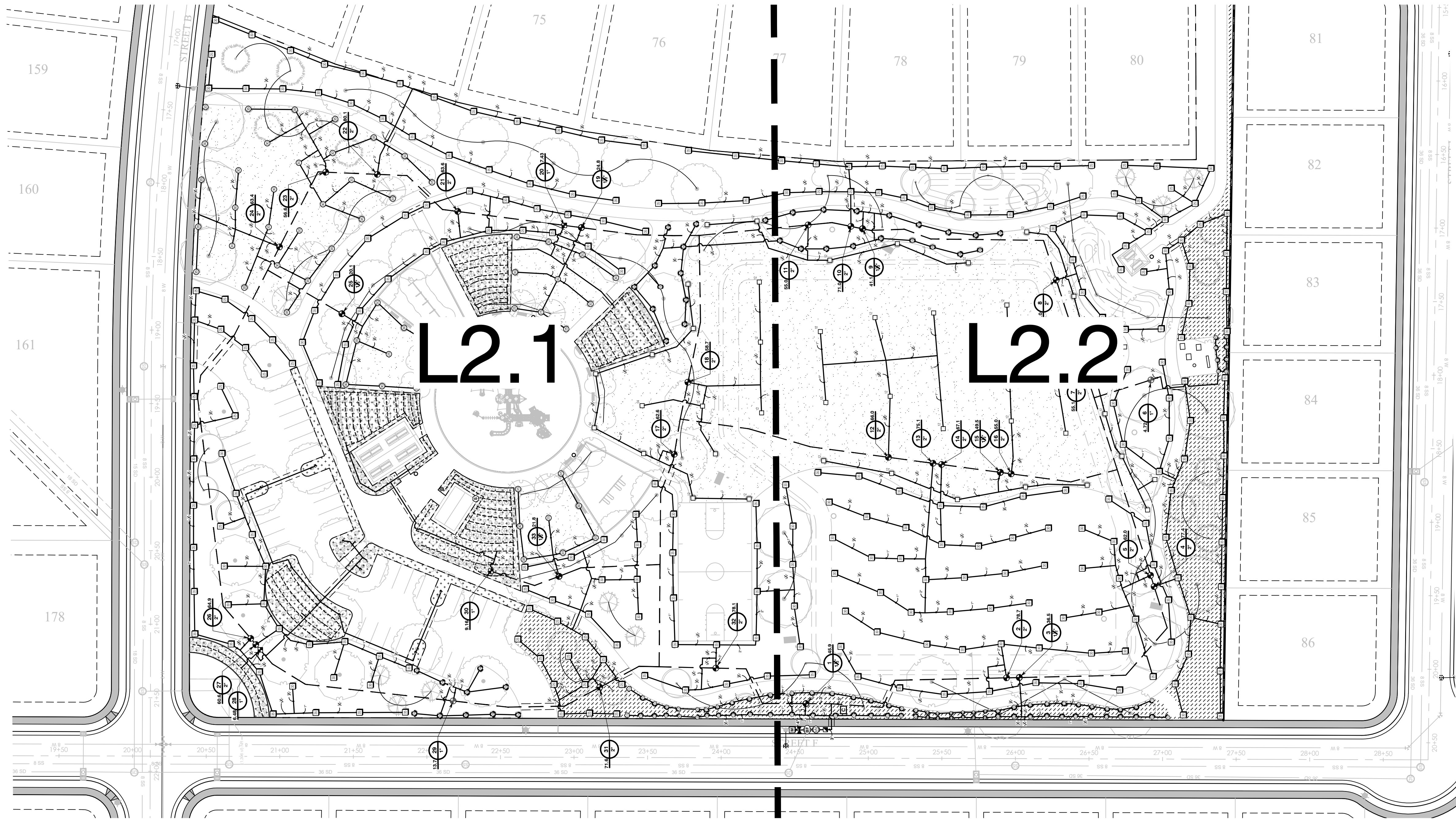
D DISC GOLF BASKET- BY ANOVA
NOT TO SCALE (FOR ILLUSTRATIVE PURPOSES ONLY)

FOR REVIEW ONLY

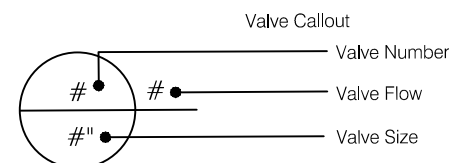
CENTURY PINNACLES PARK
EAGLE MOUNTAIN
LANDSCAPE DETAILS

REVISION BLOCK		DESCRIPTION
#	DATE	
1	----	
2	----	
3	----	
4	----	
5	----	
6	----	

AMENITY DETAILS	
Scale:	Drawn: MI/BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	L1.5



GRAPHIC SCALE



RAINBIRD 3/4" XBS TUBING WITH 1/4" TUBING TO EMITTER

IRRIGATION NOTES

1. THIS SYSTEM IS BASED UPON AN AVAILABLE STATIC PRESSURE OF 65 PSI MINIMUM. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CONFIRM THE STATIC WATER PRESSURE AND THE SIZE OF THE POINT OF CONNECTION (POC).
2. COORDINATE AND LOCATE ALL EXISTING UTILITIES ON THE SITE PRIOR TO EXCAVATION.
3. THIS PLAN IS DIAGRAMMATIC. SOME EQUIPMENT MAY BE SHOWN IN PAVED AREAS AND BUILDINGS FOR PLAN CLARITY.
4. INSTALL PVC SCHEDULE 40 SLEEVES UNDER ALL PAVED SURFACES WHERE LINES AND CONTROL WIRES CROSS INCLUDING ALL SIDEWALKS. SLEEVE SIZE SHALL BE 2 TIMES LARGER THAN THE LINE. EXTEND 6" BEYOND THE PAVED SURFACE ON EACH SIDE. INSTALL A SEPARATE SLEEVE FOR THE CONTROL WIRES.
5. INSTALL MANUAL DRAIN VALVES AT ALL LOW POINTS ALONG IRRIGATION MAIN LINE AND EACH SIDE OF DRIVEWAY WHERE MAIN LINE CROSSES UNDER.
6. INSTALL VARIABLE ARC NOZZLES ON SPRINKLER HEADS WHERE ANGLE IS DIFFERENT THAN STANDARD NOZZLES.
7. ALL PIPE FITTINGS SHALL BE SCHEDULE 80 ON MAIN LINE.
8. XBS TUBING SHALL BE INSTALLED UNDER BARK OR ROCK MULCH.
9. INSTALL 3/4" MANUAL FLUSH VALVE IN AN 10" ROUND VALVE BOX AT THE END OF ALL DRIP LINES.
10. DRIP EMITTERS SHALL BE RAINBIRD XB-20C (2 GPH) XERI-BUG EMITTER. 1 EMITTER PER PLANT FOR PERENNIALS AND ORNAMENTAL GRASSES AND 2 EMITTERS PER PLANT FOR SHRUBS.
11. RAINBIRD MULTI-OUTLET XERI-BUG EMITTER XB-20-6 (12 GPH) SHALL BE USED ON TREES IN PLANTING BEDS WITH DIFFUSER BUG CAP AT ENDS OF TUBING. DISTRIBUTE EMITTERS AROUND ROOTBALL OF TREE.

IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird 1812-PRS 8 Series MPR Shrub Spray 12" Pop-Up Sprinkler with Co-Molded Wiper Seal. Side and Bottom Inlet. 1/2" NPT Female Threaded Inlet. With Pressure Regulating Device.	12
	Rain Bird 1812-PRS 10 Series MPR Shrub Spray 12" Pop-Up Sprinkler with Co-Molded Wiper Seal. Side and Bottom Inlet. 1/2" NPT Female Threaded Inlet. With Pressure Regulating Device.	24
	Rain Bird 1812-PRS 12 Series MPR Shrub Spray 12" Pop-Up Sprinkler with Co-Molded Wiper Seal. Side and Bottom Inlet. 1/2" NPT Female Threaded Inlet. With Pressure Regulating Device.	26
	Rain Bird 1812-PRS 15 Series MPR Shrub Spray 12" Pop-Up Sprinkler with Co-Molded Wiper Seal. Side and Bottom Inlet. 1/2" NPT Female Threaded Inlet. With Pressure Regulating Device.	17
	Rain Bird 1812-PRS ADJ Shrub Spray 12" Pop-Up Sprinkler with Co-Molded Wiper Seal. Side and Bottom Inlet. 1/2" NPT Female Threaded Inlet. With Pressure Regulating Device.	2
	Rain Bird R-VAN18 1812-SAM-P45 Shrub Rotary, 13" -18" 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 shrub spray body on 12" pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2" NPT Female Threaded Inlet.	4
	Rain Bird R-VAN24 1812-SAM-P45 Shrub Rotary, 17" -24" 45-270 degrees and 360 degrees. Hand Adjustable Multi-Stream Rotary w/1800 shrub spray body on 12" pop-up, with check valve and 45 psi in-stem pressure regulator. 1/2" NPT Female Threaded Inlet.	35

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird 5004-R-PC,FC-MPR Turf Rotor, 4" Pop-Up, Plastic Riser, Matched Precipitation Rotor (MPR nozzle). Arc and Radius as per Symbol. 25 ft=red, 30 ft=green, 35ft=beige. Pressure Regulating.	5
	Rain Bird 5004-R-PC,FC-MPR Turf Rotor, 4" Pop-Up, Plastic Riser, Matched Precipitation Rotor (MPR nozzle). Arc and Radius as per Symbol. 25 ft=red, 30 ft=green, 35ft=beige. Pressure Regulating.	29
	Rain Bird 5004-R-PC,FC-MPR Turf Rotor, 4" Pop-Up, Plastic Riser, Matched Precipitation Rotor (MPR nozzle). Arc and Radius as per Symbol. 25 ft=red, 30 ft=green, 35ft=beige. Pressure Regulating.	21
	Rain Bird F4-PC, FC Turf Rotor, 4.0" Pop-Up, Plastic Riser, Adjustable and Full Circle. With Removable Seal-A-Matic Check Valve, 1" Female Threaded Inlet.	6
	Rain Bird F4-PC, FC Turf Rotor, 4.0" Pop-Up, Plastic Riser, Adjustable and Full Circle. With Removable Seal-A-Matic Check Valve, 1" Female Threaded Inlet.	1
	Rain Bird F4-PC, FC Turf Rotor, 4.0" Pop-Up, Plastic Riser, Adjustable and Full Circle. With Removable Seal-A-Matic Check Valve, 1" Female Threaded Inlet.	3
	Rain Bird F4-PC, FC Turf Rotor, 4.0" Pop-Up, Plastic Riser, Adjustable and Full Circle. With Removable Seal-A-Matic Check Valve, 1" Female Threaded Inlet.	32
	Rain Bird 5012-R-PC,FC-MPR Shrub Rotary, 12" Pop-Up, Plastic Riser, Matched Precipitation Rotor (MPR nozzle). Arc and Radius as per Symbol. 25 ft=red, 30 ft=green, 35ft=beige. Pressure Regulating.	273

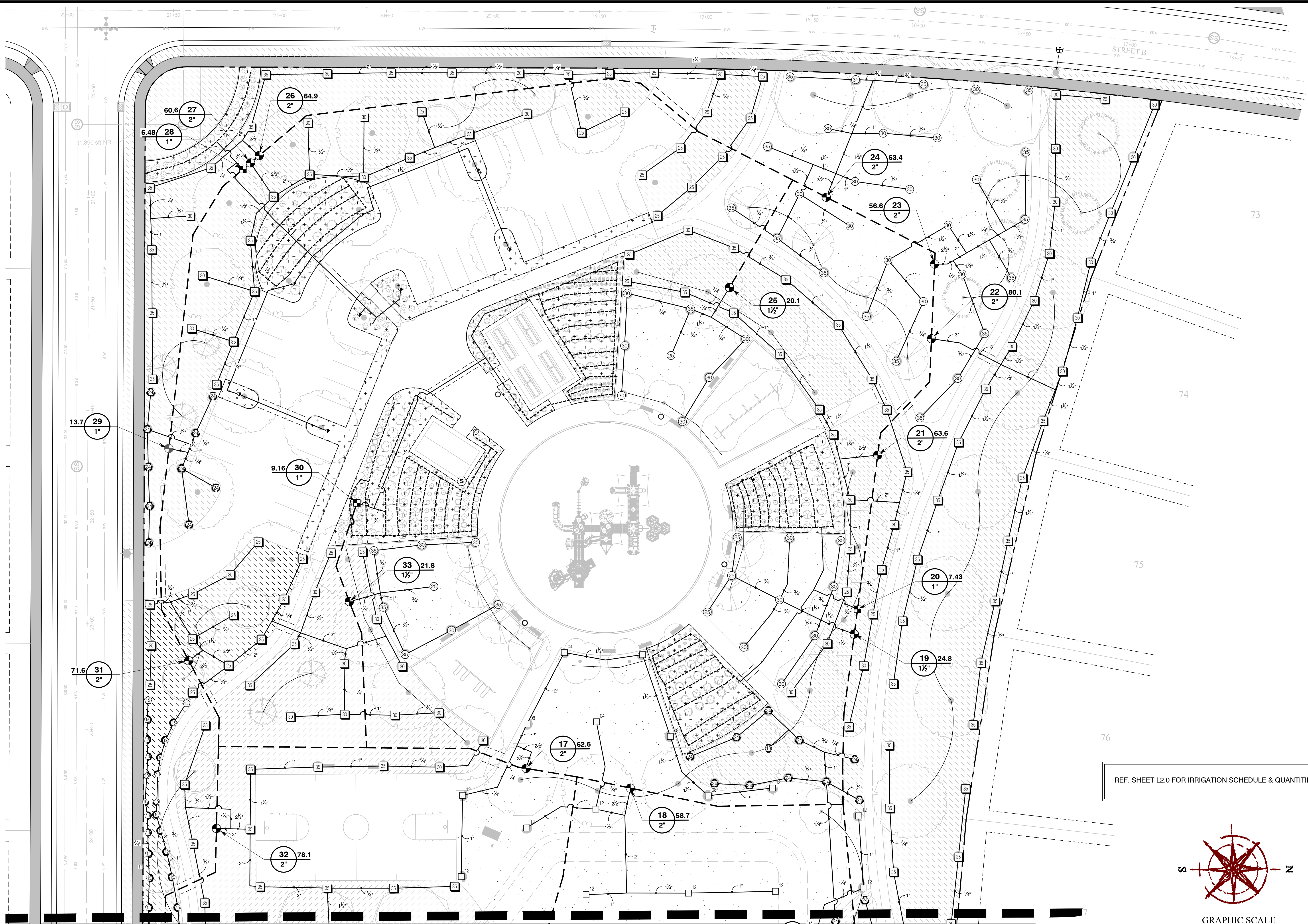
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	Rain Bird XCFZ-100-PRF 1" Medium Flow Drip Control Kit. 1" DV Valve with 1" Pressure Regulating Filter at , and MDCF Fitting. 3 GPM-15 GPM.	3
	Rain Bird XB-6 Multi-outlet drip emitter Six-Outlet, Pressure Compensating, Drip Emitter. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red, at each emitter outlet. Comes with Barb Inlet x Barb Outlet.	8
	Area to Receive Drip Emitters Rain Bird XB-PC Single Outlet, Pressure Compensating Drip Emitters. Flow rates of 0.5 GPH=blue, 1.0 GPH=black, and 2.0 GPH=red. Comes with a self-piercing barb inlet x barb outlet. Emitter Notes: 2.0 GPH emitters (1 assigned to each 1 gal. plant) 2.0 GPH emitters (2 assigned to each 2 gal. plant) 2.0 GPH emitters (2 assigned to each 5 gal. plant)	14,604 s.f.
	Rain Bird PEB 1-1/2" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	7
	Rain Bird PEB 1" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	2
	Rain Bird PEB 2" 1", 1-1/2", 2" Plastic Industrial Valves. Low Flow Operating Capability, Globe Configuration.	21
	Rain Bird 44-RC 1" 1" Brass Quick-Coupling Valve, with Corrosion-Resistant Stainless Steel Spring, Thermoplastic Rubber Cover, and 2-Piece Body.	1
	Stop & Waste Valve Mueller Mark II Orisael S&W Valve Model H-10288	1

	Netafim Photo Diode Register 4" 4" Master Valve/Flow Sensor with Water Meter and Hydraulic Valve in a Single Unit. Cast Iron with Baked Powder-Coated Finish. Minimum Working Pressure 14 psi. Flange Connection, Photo Diode Register, High Frequency.	1
	Zurn 375-BP 4" Reduced Pressure Backflow Preventer.	1
	Rain Bird ESPLXIVM 60 Station, 2-Wire Controller w/ Smart Valve Technology. (1) ESPLXIVM 60-Station, Indoor/Outdoor, Plastic Wall-Mount Cabinet. System Requirements: Rain Bird LXIVM-XXX Integrated Valve Modules & 2-Wire Devices. Use Paige Electric Cable P7072D & Rain Bird WC20 Dry Splices ONLY. Ground System w/ (X) LXIVMSD Surge Device in Rain Bird Round Valve Boxes. Install Controller in a strong box with electrical panel..	1
	Rain Bird WR2-RFC Wireless Rain and Freeze Sensor Combo, includes 1 receiver and 1 rain/freeze sensor transmitter. Install Sensor to the eave of the restroom building roof within a clear direction line of sight.	1
	Water Meter 4"	1
	Irrigation Lateral Line: PVC Schedule 40 3/4"	6,474 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1"	2,212 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1 1/4"	1,937 l.f.
	Irrigation Lateral Line: PVC Schedule 40 1 1/2"	614.3 l.f.
	Irrigation Lateral Line: PVC Schedule 40 2"	839.7 l.f.
	Irrigation Lateral Line: PVC Schedule 40 2 1/2"	337.6 l.f.
	Irrigation Lateral Line: PVC Schedule 40 3"	145.8 l.f.
	Irrigation Mainline: PVC Schedule 40	117.8 l.f.
	Irrigation Mainline: PVC Schedule 40 3"	2,557 l.f.
	Pipe Sleeve: PVC Class 200 SDR 21	283.6 l.f.

REVISION BLOCK		DESCRIPTION					
#	DATE	1	2	3	4	5	6

OVERALL IRRIGATION PLAN

Scale: 1"=40'	Drawn: BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	



FOR REVIEW ONLY

CENTURY PINNACLES PARK

EAGLE MOUNTAIN

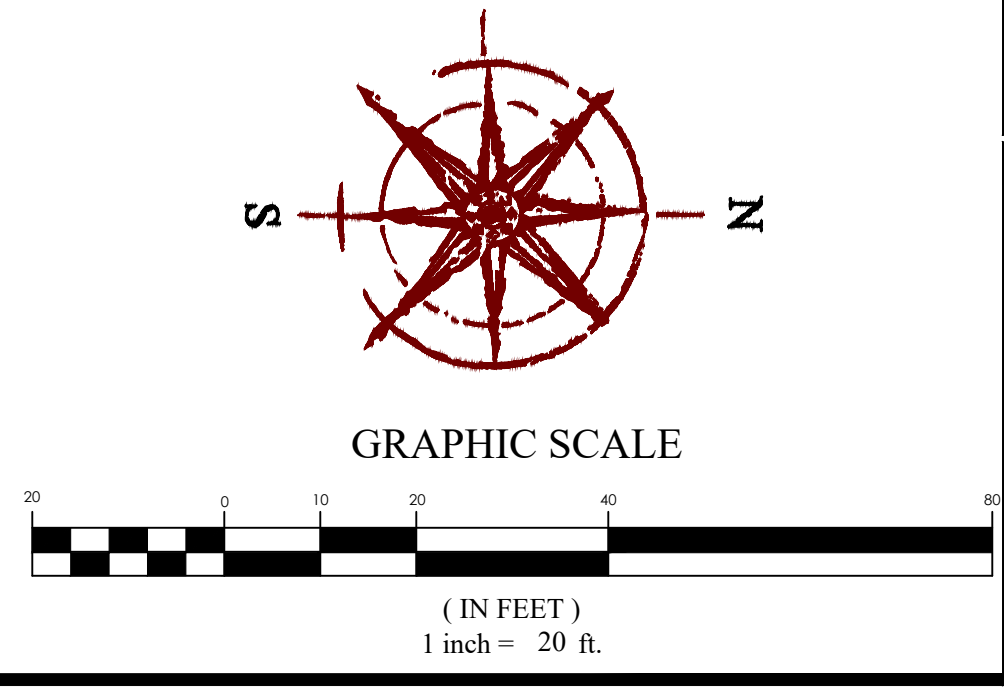
IRRIGATION PLAN

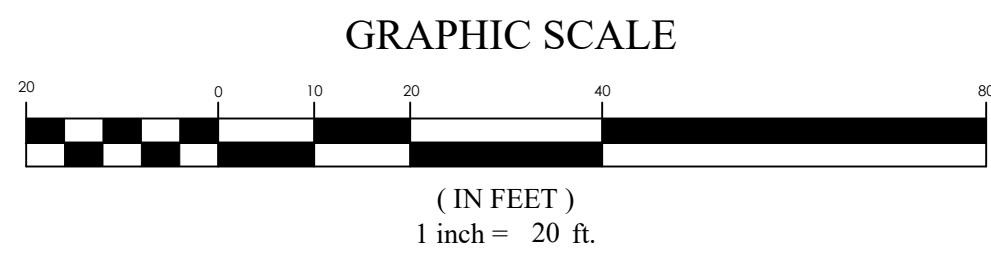
REVISION BLOCK		DESCRIPTION
#	DATE	
1	1/14/2022	ISSUED FOR PERMIT
2		
3		
4		
5		
6		

IRRIGATION PLAN

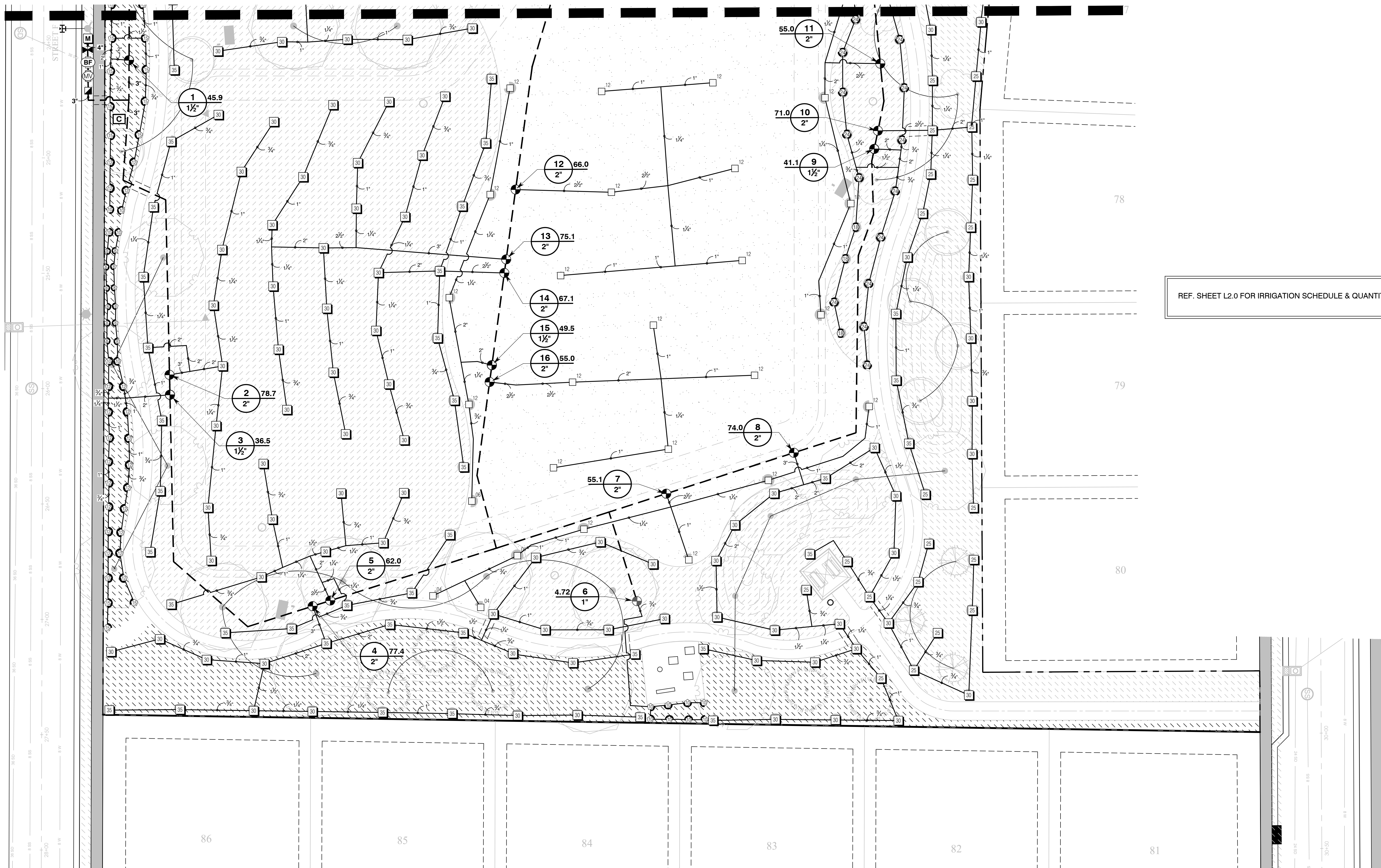
Scale: 1"=20'
Date: 1/14/2022
Sheet: L2.1

Drawn: BW
Job #: 21-0316





MATCH LINE SEE SHEET L2.1



REF. SHEET L2.0 FOR IRRIGATION SCHEDULE & QUANTITIES



FOR REVIEW ONLY

CENTURY PINNACLES PARK

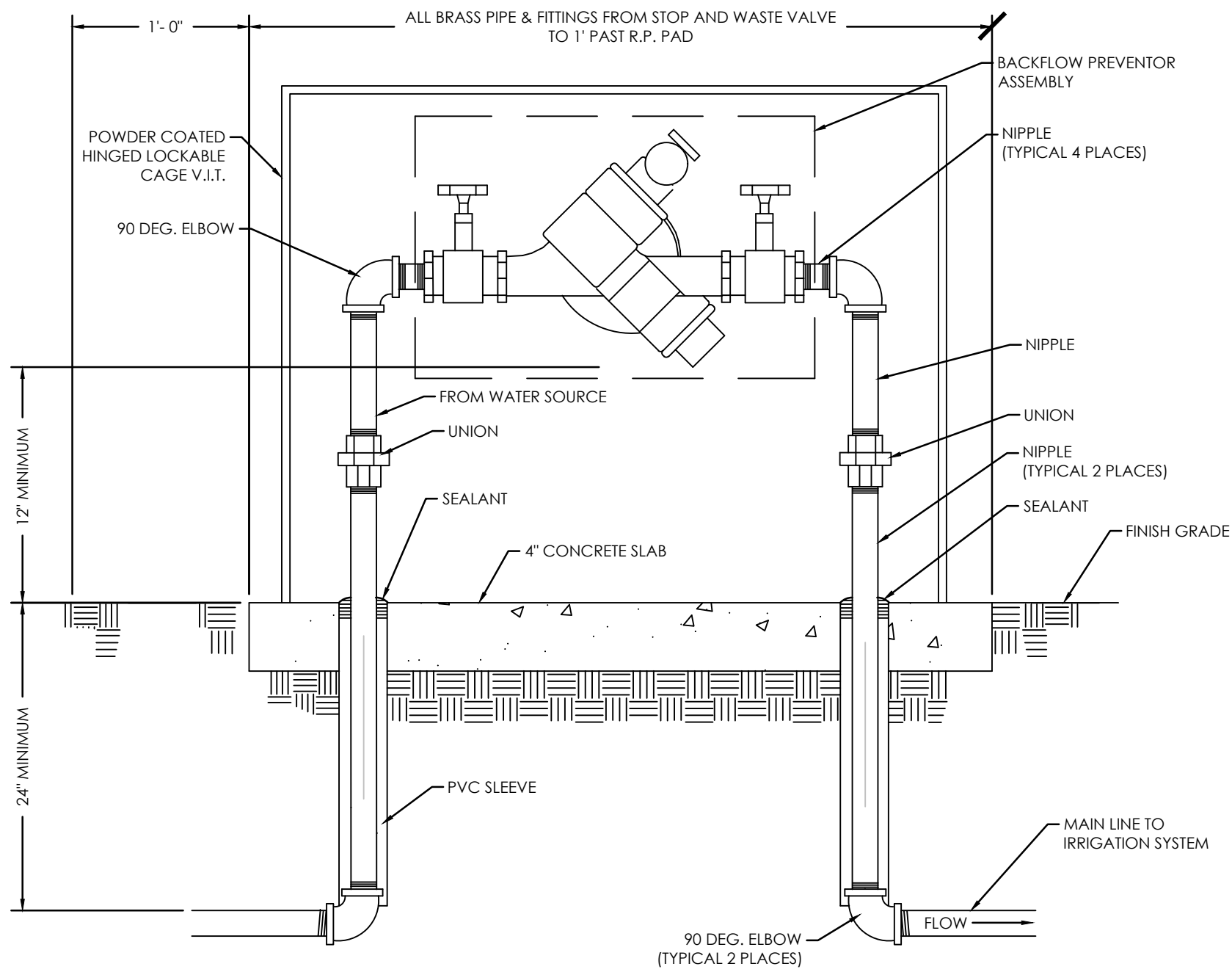
EAGLE MOUNTAIN

IRRIGATION PLAN

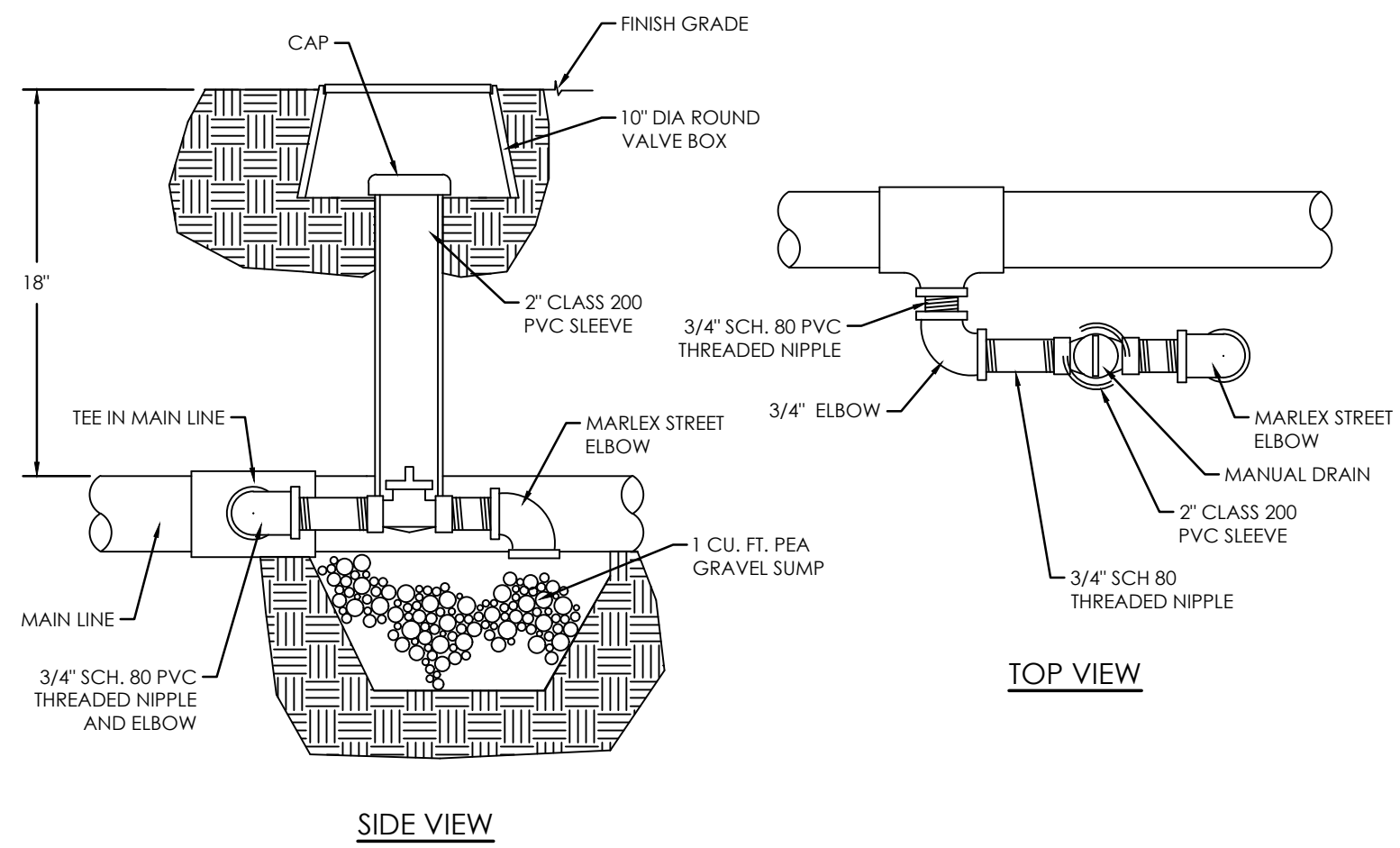
REVISION BLOCK		DESCRIPTION
#	DATE	
1	1/14/2022	Initial Design
2		
3		
4		
5		
6		

IRRIGATION PLAN

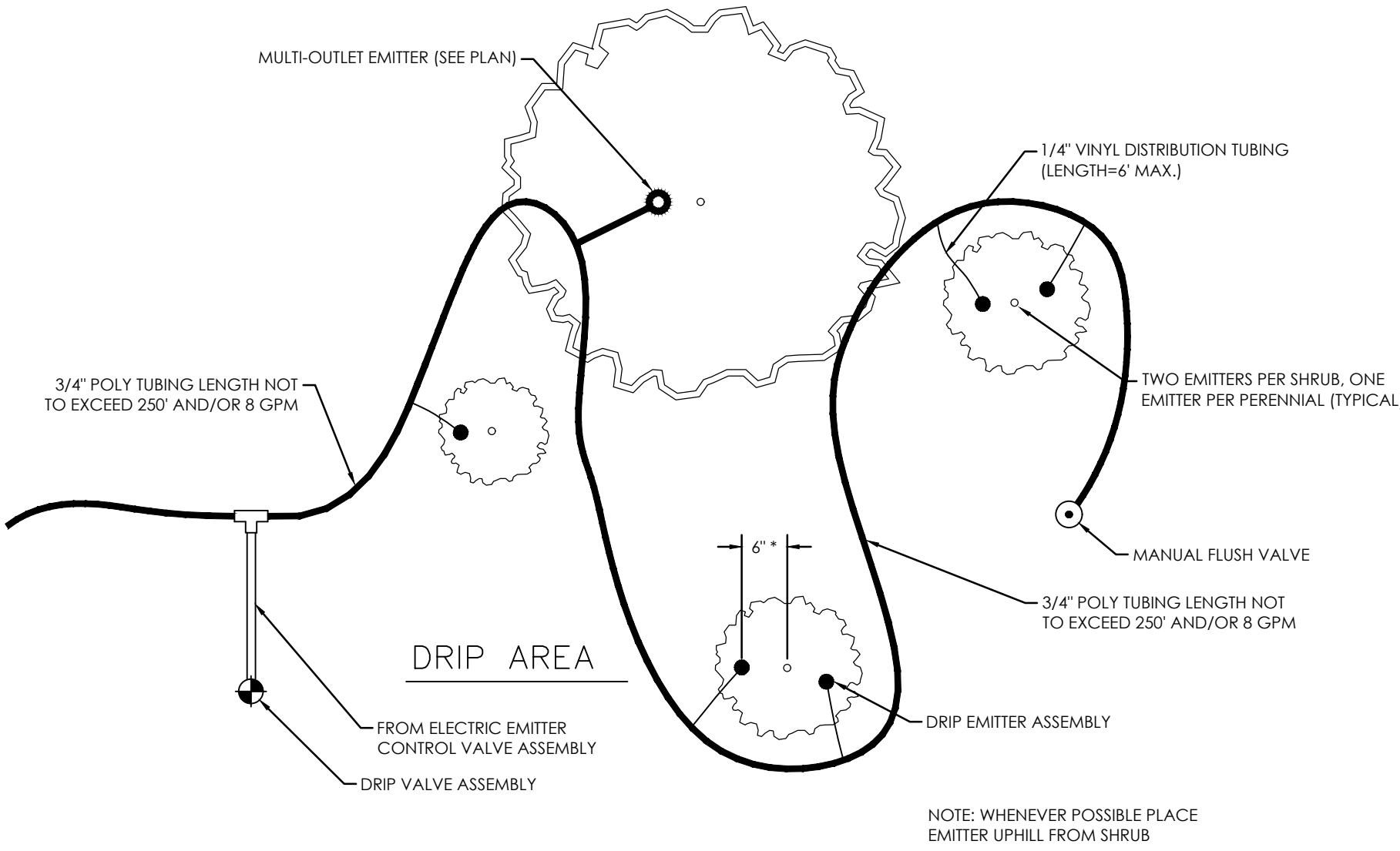
Scale: 1"=20' Drawn: MI/BW
Date: 1/14/2022 Job #: 21-0316
Sheet: L2.2



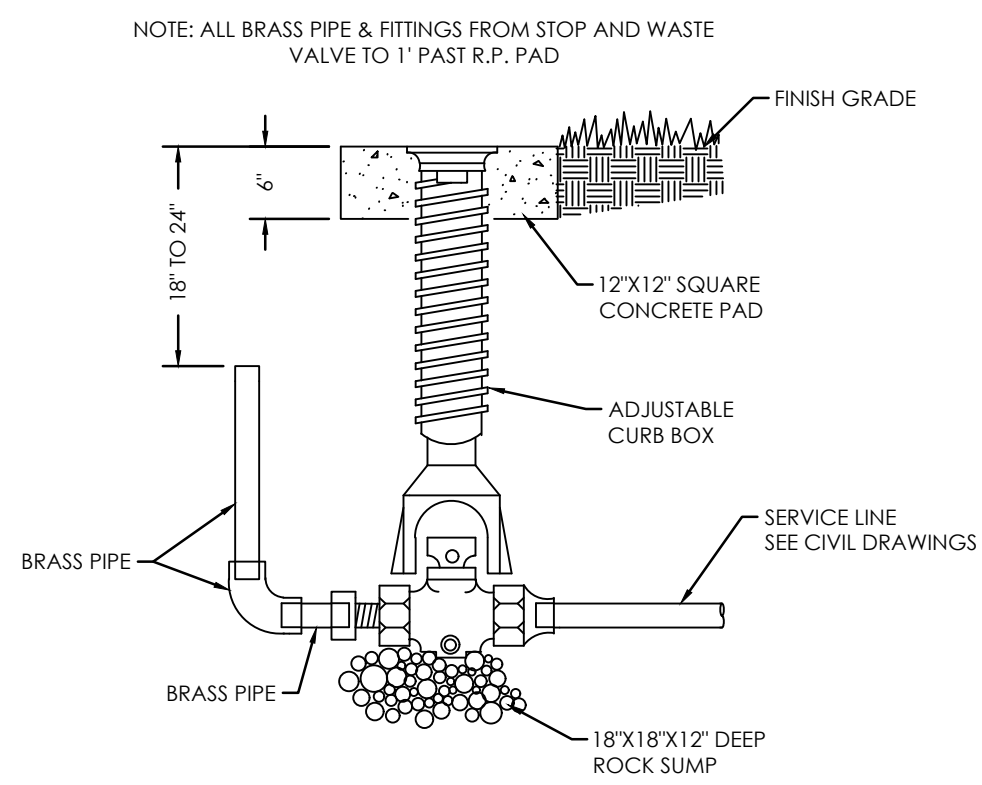
A REDUCED PRESSURE BACKFLOW PREVENTER
NOT TO SCALE



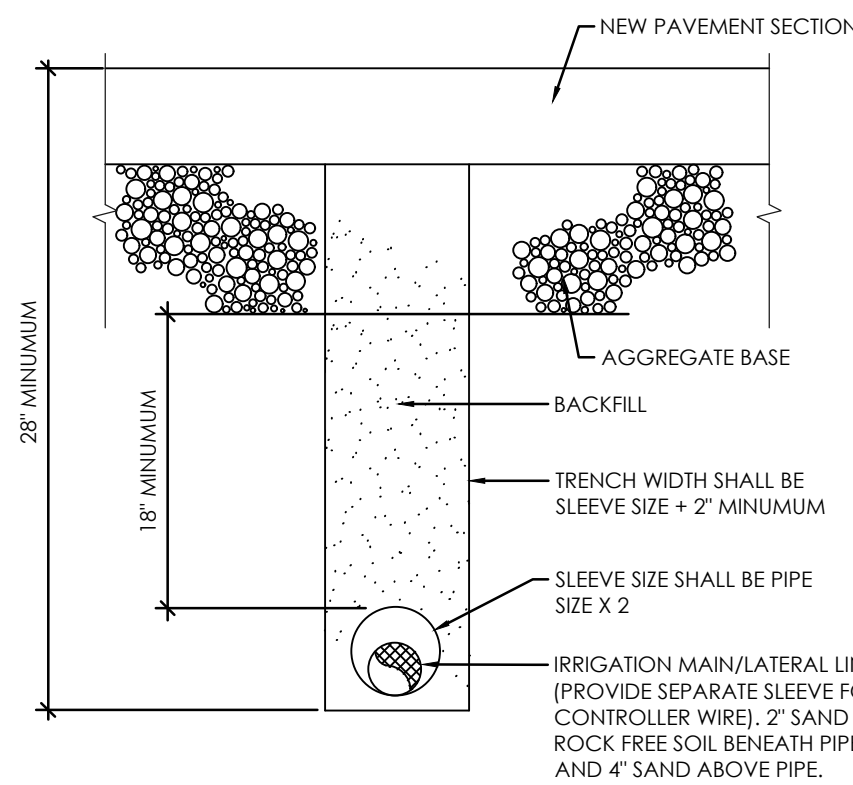
D MANUAL DRAIN VALVE
NOT TO SCALE



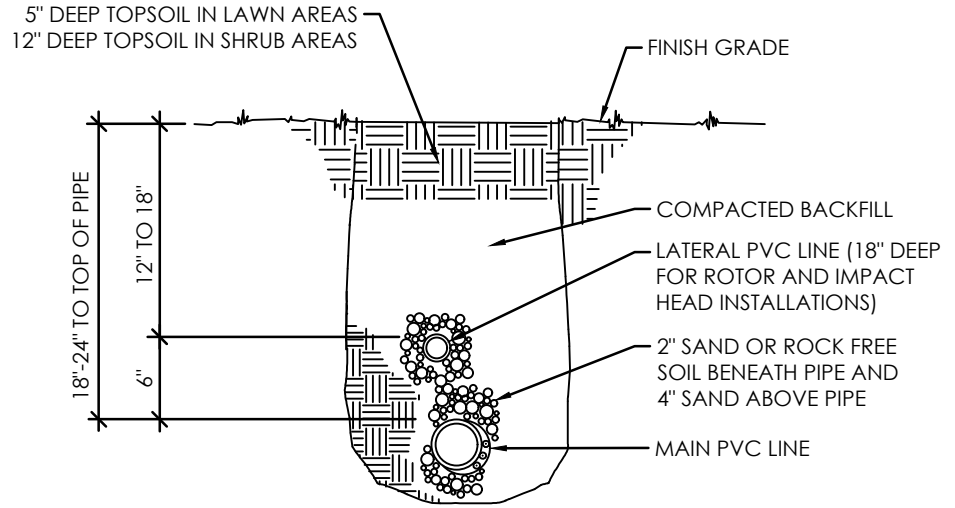
I TYPICAL DRIP EMITTER LAYOUT
NOT TO SCALE



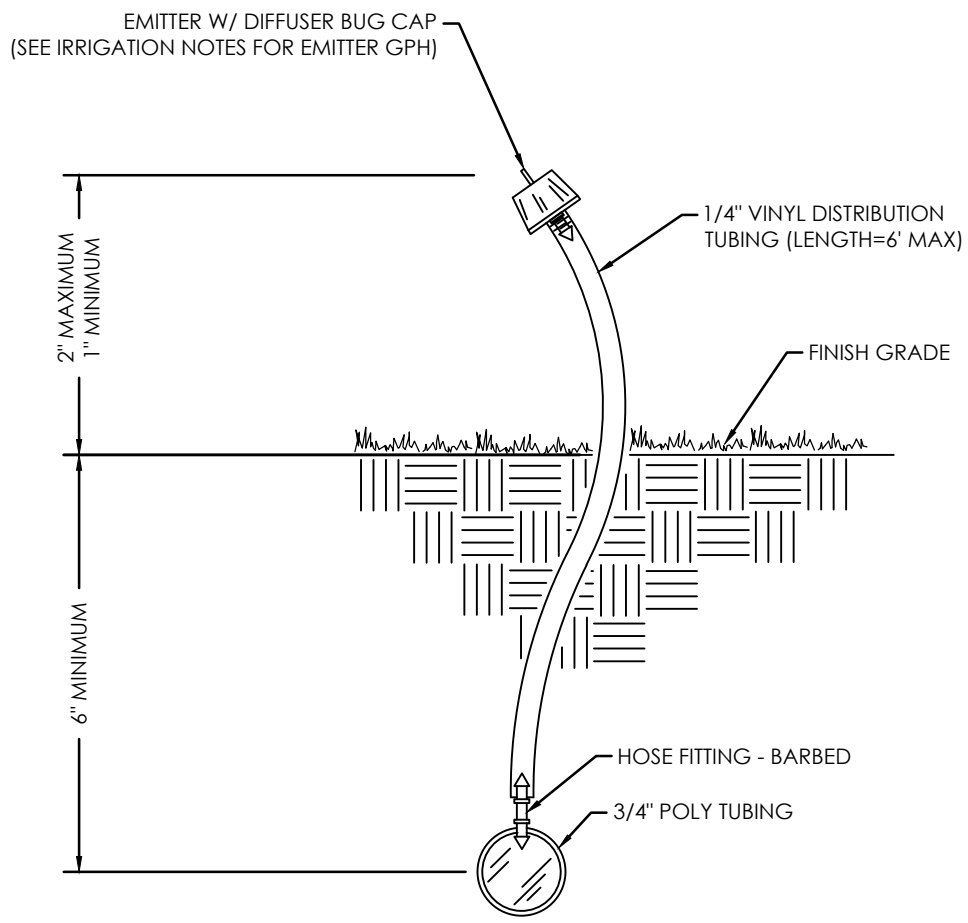
B STOP & WASTE VALVE DETAIL
NOT TO SCALE



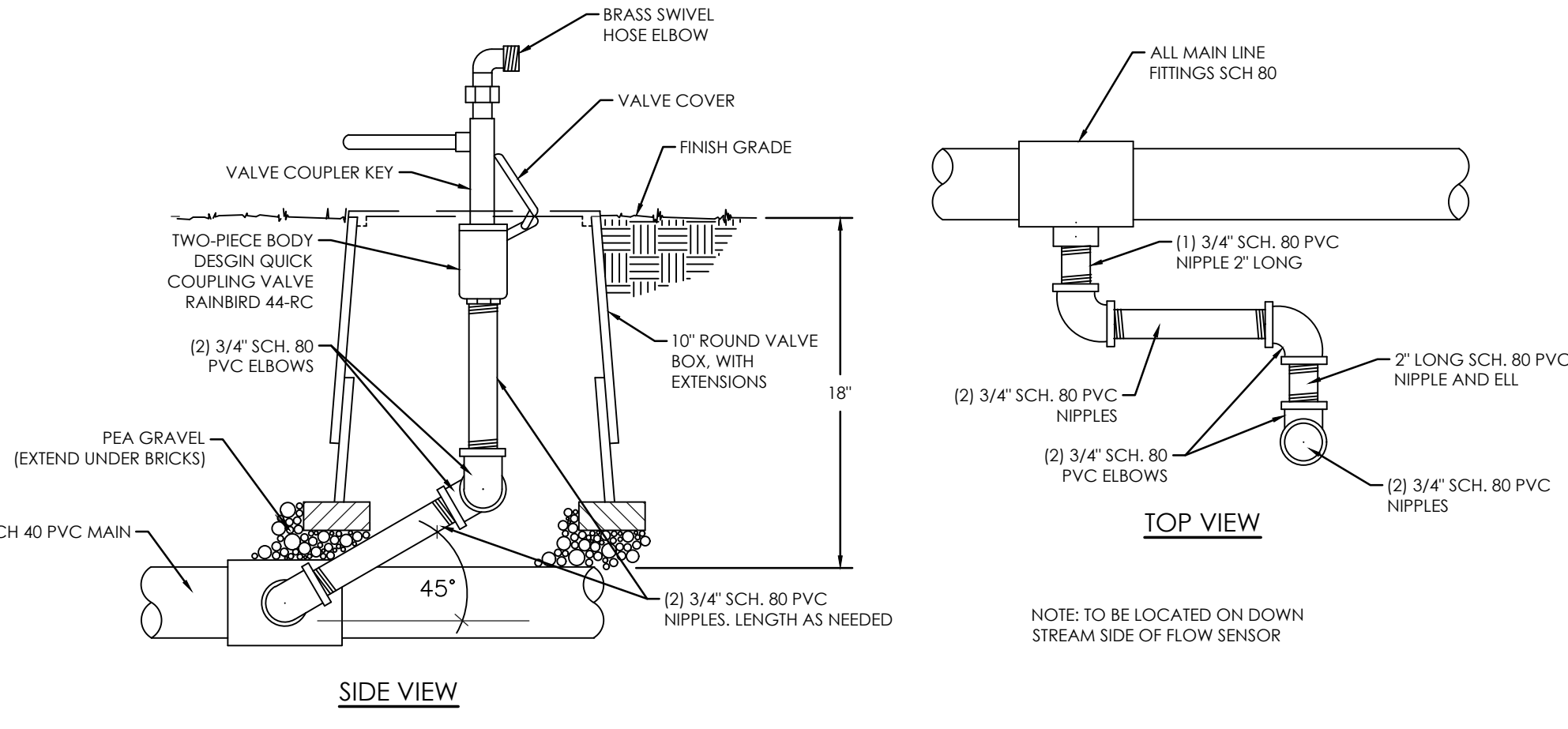
E PIPE TRENCH DETAIL (NEW PAVEMENT AREAS)
NOT TO SCALE



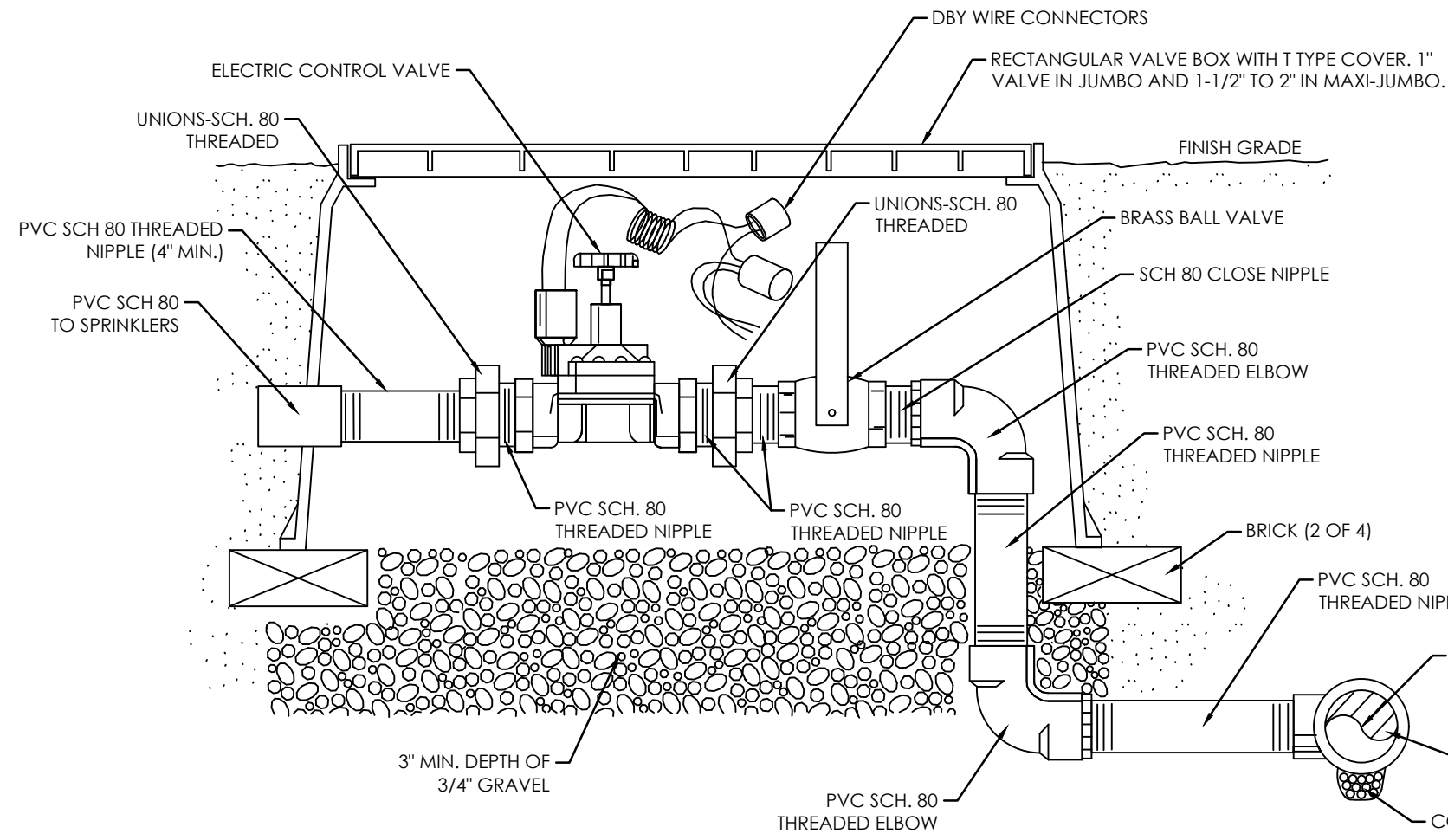
F TRENCH SECTION
NOT TO SCALE



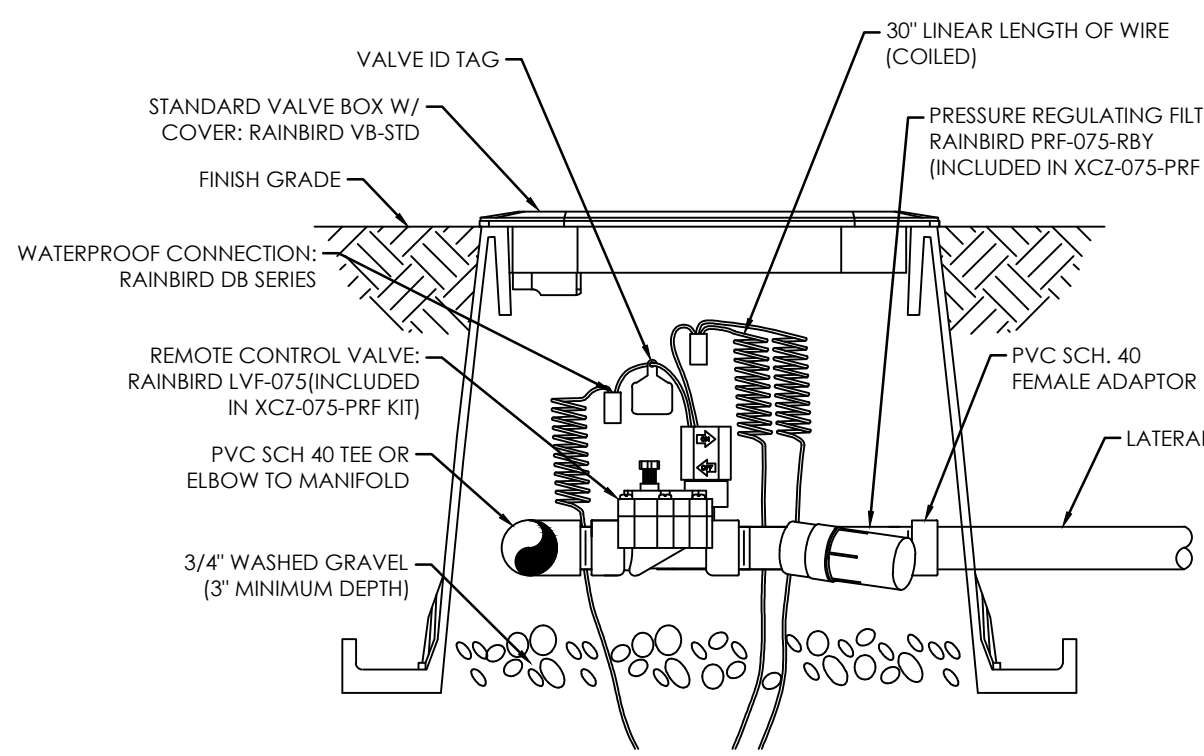
J DRIP EMITTER ON VINYL TUBING RISER
NOT TO SCALE



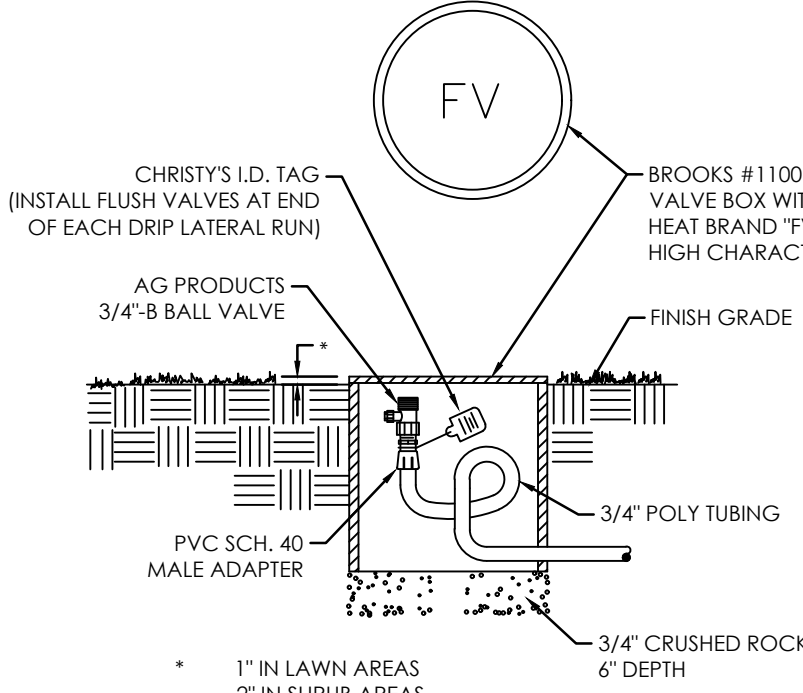
C QUICK COUPLING VALVE
NOT TO SCALE



G ELECTRONIC CONTROL VALVE
NOT TO SCALE



H CONTROL ZONE KIT
NOT TO SCALE



K MANUAL FLUSH VALVE
NOT TO SCALE

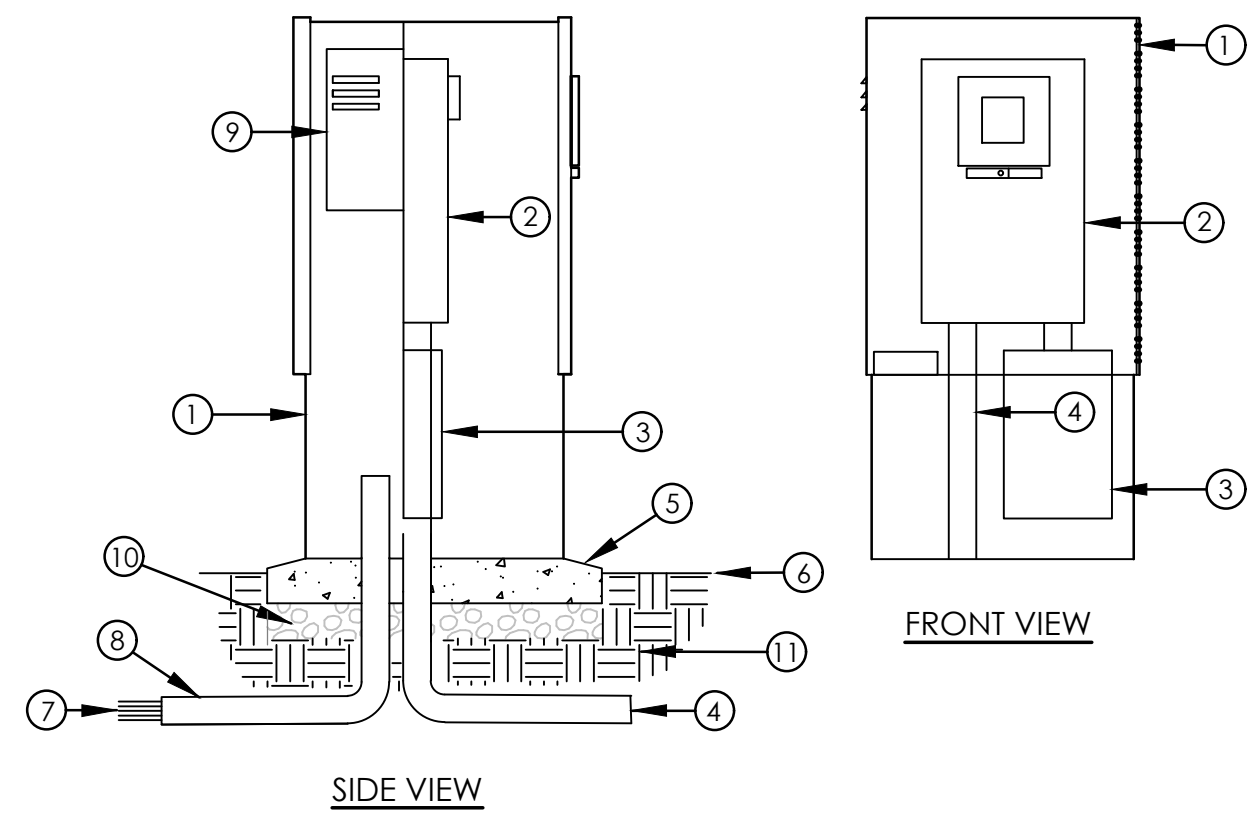
FOR REVIEW ONLY

CENTURY PINNACLES PARK
EAGLE MOUNTAIN
IRRIGATION DETAILS

REVISION BLOCK		DESCRIPTION
#	DATE	
1	1/14/2022	
2		
3		
4		
5		
6		

IRRIGATION DETAILS

Scale:	Drawn: BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	

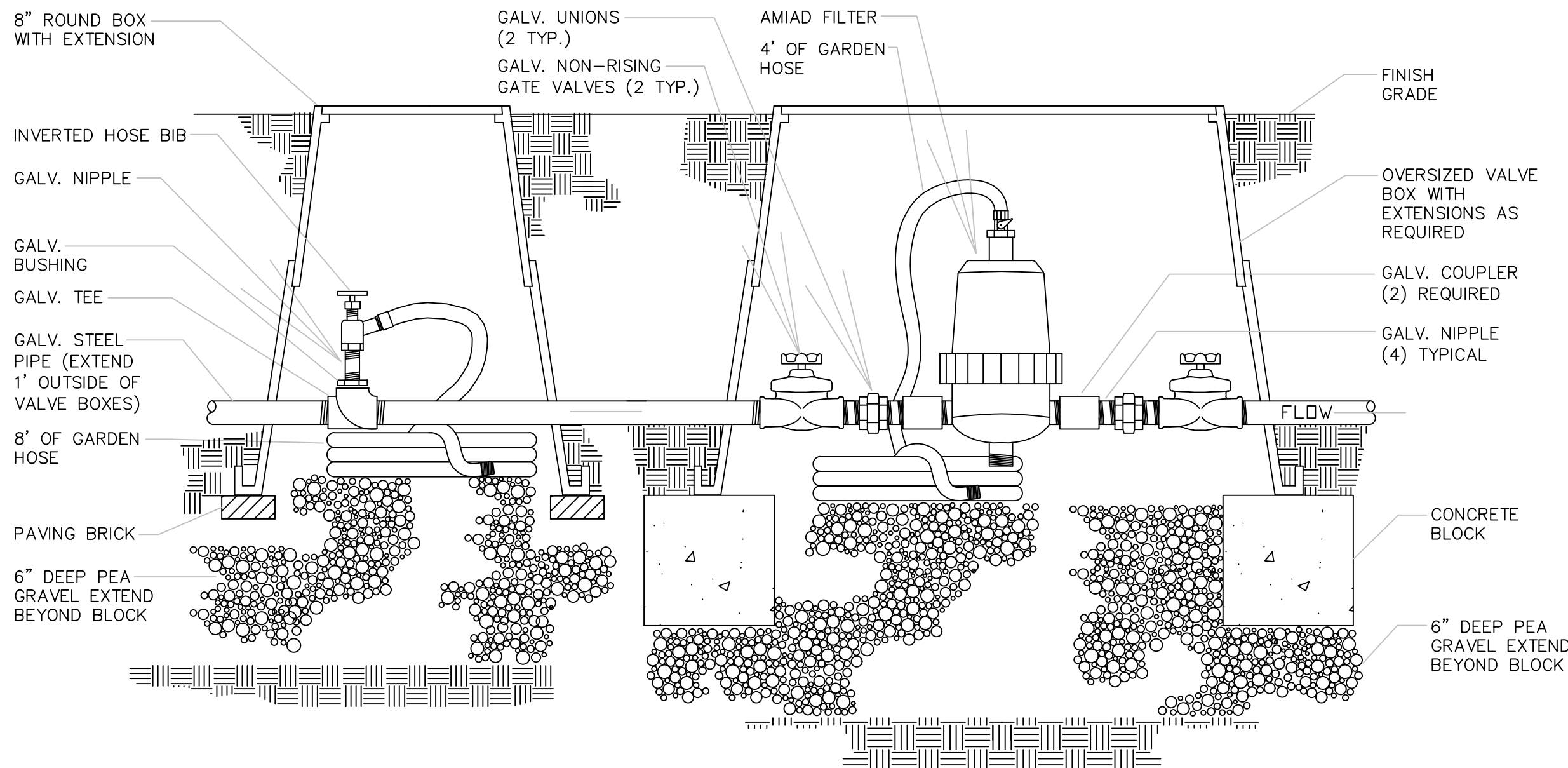


- 1 METERED CONTROLLER ENCLOSURE
2 METER SOCKET WITH TEST BLOCKS
3 LOAD CENTER
4 CONDUIT (NOT SUPPLIED) FOR LINE FEED INTO METER
5 POURED CONCRETE BASE, 6" MIN. THICKNESS, EXTEND 6" BEYOND OUTSIDE DIMENSIONS OF ENCLOSURE WITH 0.5% MIN. SLOPE FOR DRAINAGE
6 FINISH GRADE
7 DIRECT BURIAL CONTROL WIRES TO CONTROL VALVES
8 PVC LONG SWEEP ELL - USE ONE SWEEP ELL PER CONTROLLER. INSTALL ONE EXTRA ELL FOR FUTURE USE
9 AUTOMATIC CONTROLLERS - REMOVE FRONT DOORS OF CONTROLLERS AND PLACE SIDE BY SIDE
10 6" MIN. ROAD BASE
11 SUBGRADE COMPACTED TO 95%

NOTE: GROUND LOW VOLTAGE WITH 3 GROUND ROD GRID 8 FEET APART

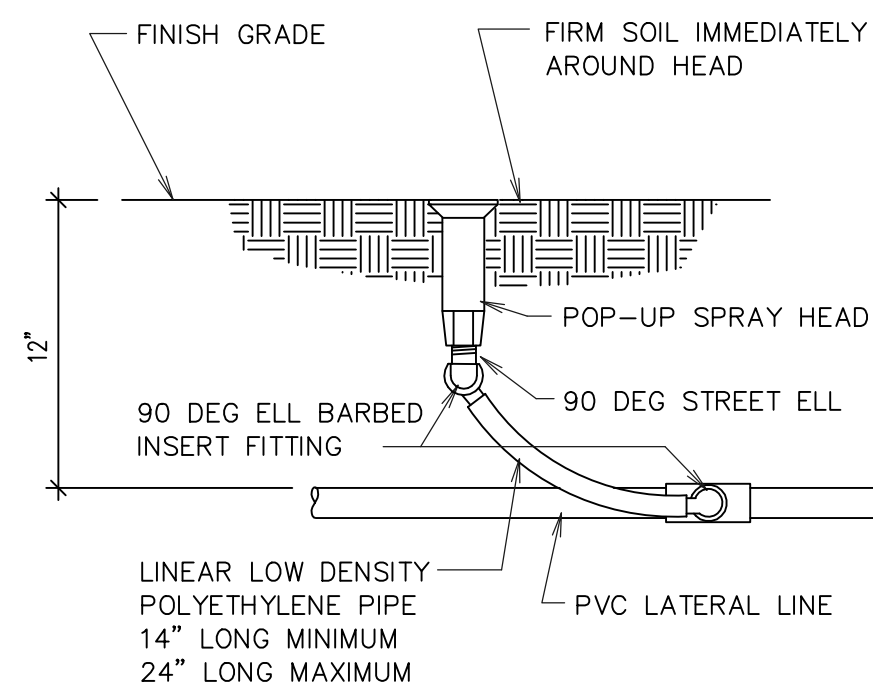
A METERED CONTROLLER ENCLOSURE

NOT TO SCALE



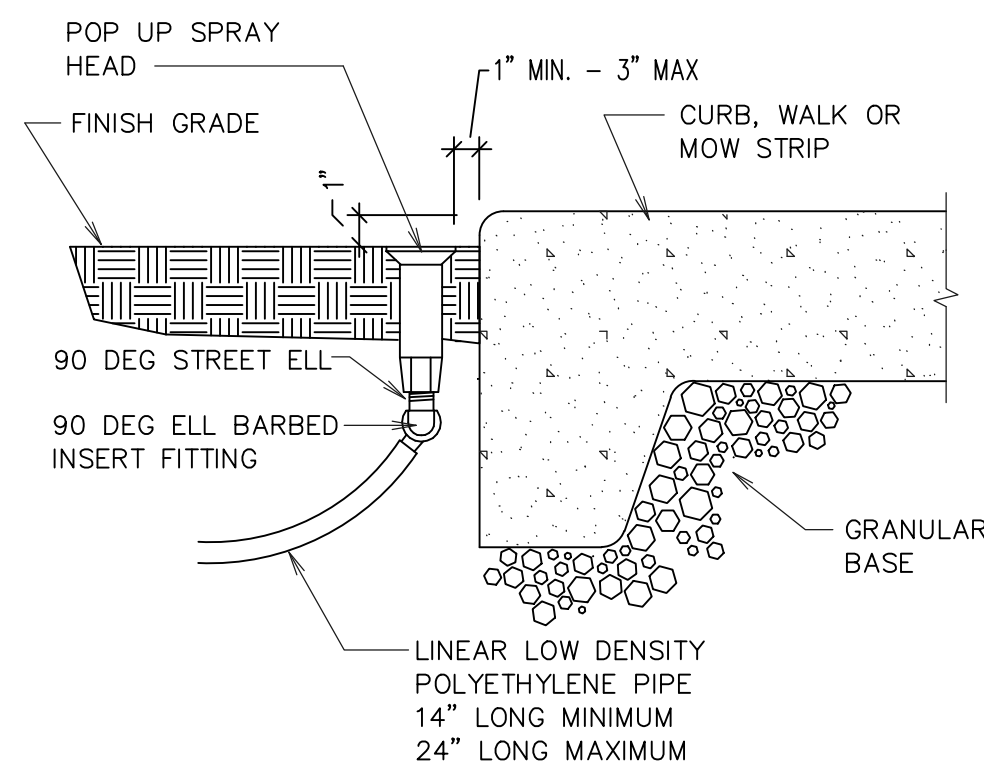
B FILTER ASSEMBLY

1 1/2" = 1'-0"



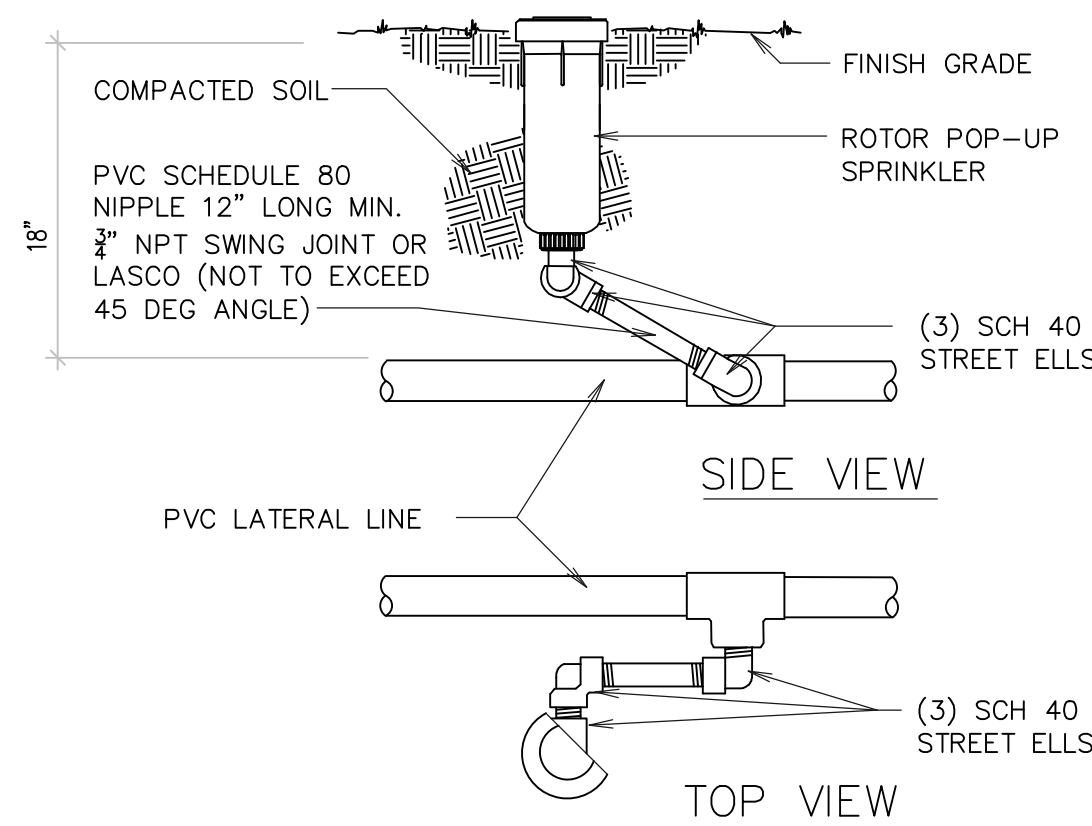
C SPRAY HEAD ASSEMBLY

NOT TO SCALE



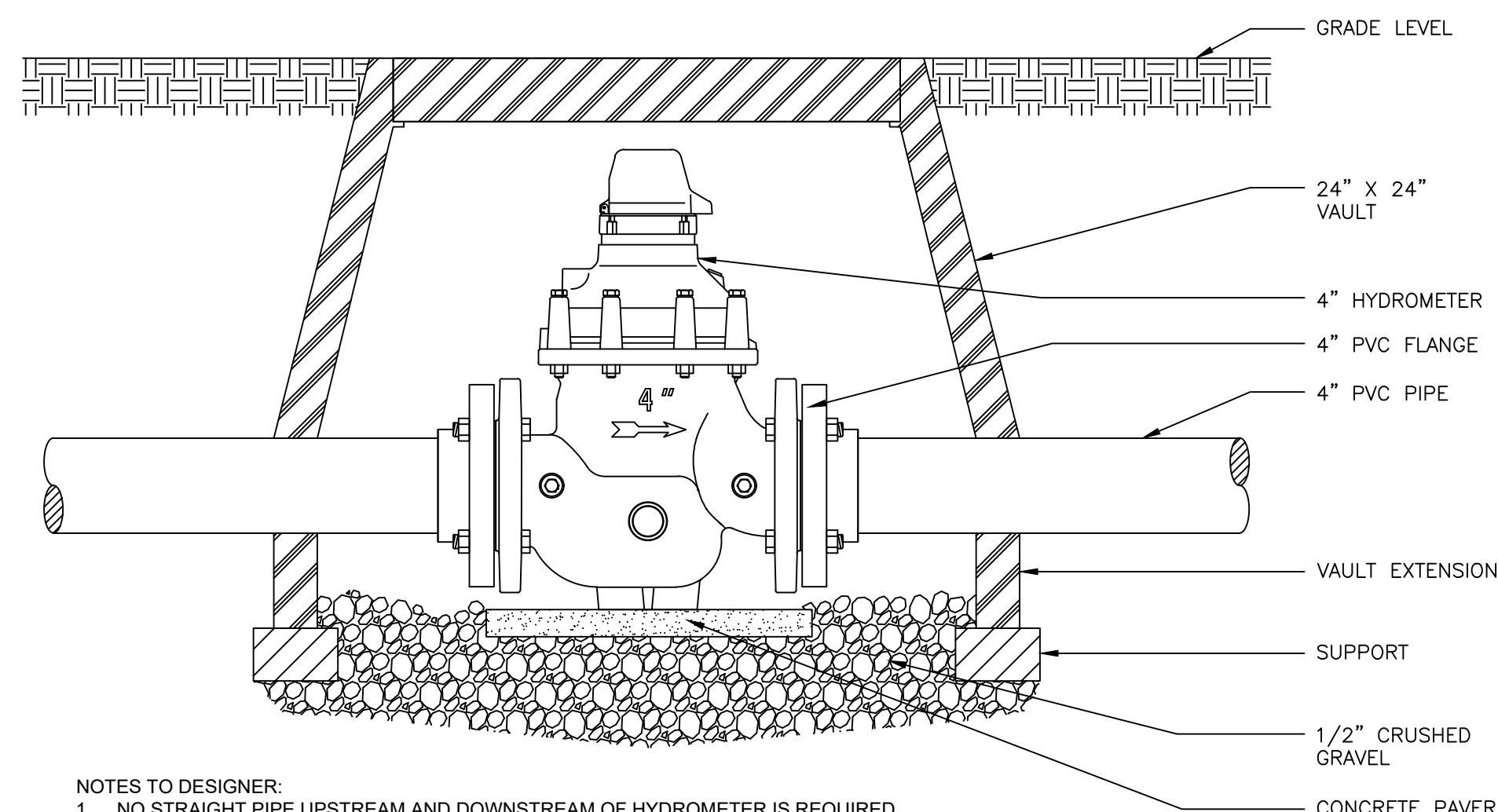
D SPRAY HEAD NEXT TO CURB OR WALK

NOT TO SCALE



E ROTOR POP-UP HEAD

NOT TO SCALE



- NOTES TO DESIGNER:
1. NO STRAIGHT PIPE UPSTREAM AND DOWNSTREAM OF HYDROMETER IS REQUIRED.
2. THE INSTALLATION OF AN ISOLATION VALVE UPSTREAM OF THE HYDROMETER IS RECOMMENDED.

00 HYDROMETER 4" FLG

NOT TO SCALE



DETAIL - IH40

FOR REVIEW ONLY

CENTURY PINNACLES PARK EAGLE MOUNTAIN IRRIGATION DETAILS

REVISION BLOCK		DESCRIPTION
#	DATE	
1	1/14/2022	ISSUED FOR PERMIT
2	1/14/2022	REVISED FOR COMMENTS
3	1/14/2022	REVISED FOR COMMENTS
4	1/14/2022	REVISED FOR COMMENTS
5	1/14/2022	REVISED FOR COMMENTS
6	1/14/2022	REVISED FOR COMMENTS

IRRIGATION DETAILS

Scale:	Drawn: BW
Date: 1/14/2022	Job #: 21-0316
Sheet:	

L2.4

THE PINNACLES DEVELOPMENT

TRAFFIC IMPACT STUDY

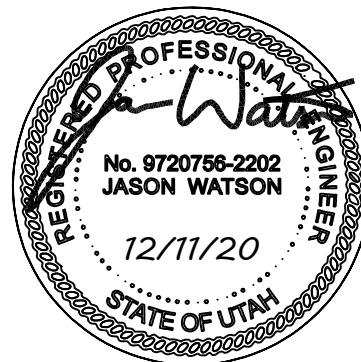
EAGLE MOUNTAIN, UT



December, 2020

Table of Contents

1.0 EXECUTIVE SUMMARY	3
1.1 DESCRIPTION OF PROJECT	3
1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS	3
2.0 INTRODUCTION	9
2.1 DEVELOPMENT DESCRIPTION	9
3.0 EXISTING CONDITIONS	12
3.1 ROADWAYS	12
3.2 EXISTING TRAFFIC VOLUMES	12
4.0 OPENING & FUTURE YEAR CONDITIONS.....	14
5.0 TRIP GENERATION AND TRIP DISTRIBUTION	18
5.1 INTERNAL CAPTURE REDUCTION.....	18
5.2 SITE TRAFFIC DISTRIBUTION	18
6.0 OPENING AND FUTURE WITH PROJECT TRAFFIC CONDITIONS	22
7.0 CAPACITY ANALYSIS	26
8.0 RECOMMENDATIONS.....	32
9.0 APPENDIX	35



List of Figures

Figure 1 – Vicinity Map	10
Figure 2 - Site plan.....	11
Figure 3 – 2020 Existing Traffic Volumes	13
Figure 4 – 2025 Opening Year Traffic Volumes	15
Figure 5 – 2030 Future Year Traffic Volumes.....	16
Figure 6 – 2045 Future Year Traffic Volumes.....	17
Figure 7 – Project Trip Generation Percentages.....	20
Figure 8 – Project Trip Generation Traffic Volumes.....	21
Figure 9 – 2025 Opening Year with Project Traffic Volumes	23
Figure 10 – 2030 Future Year with Project Traffic Volumes	24
Figure 11 – 2045 Future Year with Project Traffic Volumes.....	25

List of Tables

Table 1 - Trip Generation – Average Weekday Driveway Volumes	18
Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters.....	26
Table 3 – 2020 Existing Traffic LOS	27
Table 4 – 2025 Opening Year Traffic LOS	27
Table 5 – 2030 Future Year Traffic LOS.....	28
Table 6 – 2045 Future Traffic LOS.....	28
Table 7 – 2025 Opening Year with Project Traffic LOS	29
Table 8 – 2030 Future Year with Project Traffic LOS.....	30
Table 9 – 2045 Future Year with Project Traffic LOS.....	31

1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Pinnacles Development, located in Eagle Mountain, Utah. The project site is located west of Eagle Mountain Blvd., and north of Aviator Avenue. To the east of the proposed development is the Brylee Estates and to the south is Brandon Park. North and west of the proposed site is vacant land. The proposed parcel of land for the Pinnacles Development is also currently vacant land. The closest major intersections are Eagle Mountain Blvd. and Aviator Avenue, as well as Pony Express Parkway and Aviator Avenue. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

The proposed Pinnacles Development will consist of 168 single-family residential homes, 385 multi-family residential units, and 145,000 sq. ft. of commercial property. For purposes of this study, the analysis will consist of one phase at full build-out of all units. The currently site plan illustrates 3 proposed accesses onto Aviator Avenue. Refer to Figure 2 for the Site Plan of the Pinnacles Development and the proposed access locations.

This study projects the traffic associated with the Pinnacles Development at full build-out. It should be noted the opening year of operation for this site is anticipated for the end of 2025. The traffic associated with this development is generated using the latest version of the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the Pinnacles Development will generate 9,878 Average Daily Trips (ADT) with 431 AM peak hour trips and 730 PM peak hour trips on an average weekday.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2020 Existing Scenario

Figure 3 illustrates the 2020 Existing AM and PM peak hour traffic volumes that were collected on December 3rd, 2020 at the Eagle Mountain Blvd and Aviator Avenue intersection as well as the Aviator Avenue and Pony Express Parkway intersection.

At the time the existing traffic volumes were collected, the Eagle Mountain Blvd and Aviator Avenue intersection was stop controlled along Aviator Way. However, a new traffic signal is currently under construction. For purposes of this analysis, the 2020 Existing traffic volumes were analyzed under the stop-controlled conditions and lane configuration. All legs of this intersection currently function at acceptable LOS "C" or better, except the eastbound movements under the PM peak hour conditions, which currently function at a LOS "D".

The Pony Express Parkway and Aviator Avenue intersection currently functions as a signalized intersection. This intersection function with an overall LOS "A" in both the AM and PM peak hours.

2025 Opening Year Scenario

It is assumed 2025 will be the full build-out year of the Pinnacles Development. Using projected growth rates from the City's General Plan and from other studies performed in this area, the 2025 Opening Year traffic volumes were generated. These traffic volumes can be found in Figure 4 of this report. The 2025 Opening Year scenario was analyzed with the assumption the Eagle Mountain Blvd and Aviator Ave intersection will be signalized. It is also assumed by 2025, Pony Express Parkway will be fully constructed to its full width, two lanes in each direction as a Parkway, as proposed in the City's General Plan and Future Transportation Map.

With these assumptions, the Eagle Mountain Blvd and Aviator Ave intersection will function with an overall LOS "A". The Pony Express Pkwy and Aviator Ave intersection will continue to function at an acceptable LOS "B" or better in the AM and PM peak hours.

2025 Opening Year with Project Scenario

With the addition of the Pinnacles Development, the 2025 Opening Year with Project traffic volumes are illustrated in Figure 9. These traffic volumes were analyzed with the same assumptions as in the 2025 Opening Year scenario. The Eagle Mountain Blvd and

Aviator Avenue intersection will continue to function at an overall acceptable LOS "B" or better during the AM and PM peak hours as a signalized intersection.

The intersection of Aviator Avenue and Pony Express Parkway will function at an overall LOS "B" or better in the AM and PM peak hours. It is assumed by 2025 Pony Express Pkwy will be fully constructed with two lanes in each direction and separate right and left turns at this intersection.

With the addition of the Pinnacles Development, there will be three accesses onto Aviator Avenue. These are listed as Access #1, Access #2, and Access #3 in the figures of this report. It is recommended these accesses be constructed with one lane entering the development and one lane exiting development. It is also recommended Aviator Avenue be fully constructed to one lane in each direction and center two-way left turn lane to accommodate the vehicles turning left into all developments. With full build-out of the Pinnacles Developments, the movements entering and exiting the proposed site will function at a level of service "C" or better during both the AM and PM peak hours.

2030 Future Year Scenario

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

The Eagle Mountain Blvd and Aviator Avenue will be a signalized intersection, and is anticipated to function at a LOS "A" in both the AM and PM peak hours.

With two lanes in each direction and separate left and right turn lanes at the Pony Express Pkwy and Aviator Ave intersection, it is anticipated to function at a LOS "C" in the AM peak hour and a LOS "A" in the PM peak hour. IT should be noted, as part of the City's General Plan, it is anticipated the east leg of this intersection will constructed as

development to the east occurs. With development in this area unknown at the time of this study, this leg of the intersection was not analyzed.

2030 Future Year with Project Scenario

With the addition of the Pinnacles Development, the 2030 Future Year with Project traffic volumes are illustrated in Figure 10. With the proposed widening of Pony Express Pkwy to two lanes in each direction and separate left and right turn lanes, this intersection is anticipated to function at a LOS "D" in the AM, which is still considered acceptable under Future Year conditions, and a LOS "A" in the PM peak hour.

The Eagle Mountain Blvd and Aviator Ave intersection will continue to function at an acceptable LOS "B" or better under both the AM and PM peak hours as a signalized intersection.

With the addition of the Pinnacles Development's three access along Aviator Ave, all legs of the three accesses will continue to function with a LOS "C" or better in the AM and PM peak hours.

2045 Future Year Scenario

Twenty years after Opening of the Pinnacles Development is anticipated for 2045. Using the projected growth rates similar to those in the previous scenarios, the 2045 Future Year traffic volumes were generated and are illustrated in Figure 6. Using the same assumptions for intersection control and lane configuration, it is anticipated the Pony Express Pkwy and Aviator Ave intersection begin to experience large delays and function at a LOS "F" in the AM peak hour, however continue to function at LOS "A" in the PM peak. With the growth anticipated to occur in Eagle Mountain and the addition of multiple new roadways and freeways according to the City's General Plan, traffic patterns will be adjusted and are assumed will be drastically different than they are today.

Using these growth projections at the Eagle Mountain Blvd and Aviator Ave intersection, it is anticipated this signalized intersection will continue to function at a LOS "B" under both the AM and PM peak hours.

2045 Future Year with Project Scenario

Using the 2045 Future Year traffic volumes, combined with the Pinnacles project generated traffic volumes, the 2045 Future Year with Project traffic volumes are generated. These traffic volumes are illustrated in Figure 11. The Pony Express Pkwy and Aviator Ave intersection will continue to function at a LOS "F" under the AM peak hour and a LOS "A" in the PM peak hour.

Under the 2045 Future Year with Project scenario, the signalized intersection of Eagle Mountain Blvd and Aviator Ave will continue to function at an acceptable LOS "C" in the AM and PM peak hours.

Each of the three project accesses will also continue to function at an acceptable LOS "D" or better under the Future with Project scenario.

The proposed internal roadway network of the Pinnacles is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network.

Summary of Recommendations

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

- By 2025 is assumed the traffic signal at Eagle Mountain Blvd and Aviator Ave will be fully operating. It is recommended all legs of this intersection be constructed with a minimum, separate left and right turn lanes with a separate thru lane.
- By 2025 it is recommended that Pony Express Parkway be constructed to its full width of two lanes in each direction and separate left and right turn lanes at the intersection of Aviator Ave as outlined in the City's General Plan.

- It is recommended Access #2 to the Pinnacles Development be aligned with the existing access to the development to the south (Brandon Park). It is recommended to align as many accesses as possible between the two development.
- Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development.
- As Aviator Ave is constructed along the frontage of the Pinnacles Development, it is recommended a center two-way left turn lane and one lane in each direction be constructed to allow left turn movements into the development. The projected traffic volumes entering and exiting the proposed development along Aviator Ave will not warrant separate right turn lanes once all accesses are constructed.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Pinnacles Subdivision is situated on over 100 acres of vacant land west of Eagle Mountain Blvd and north of Aviator Ave in Eagle Mountain, Utah. Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively. The proposed site will consist of 168 single-family residential homes, 385 multi-family residential units and roughly 16 acres of commercial property. The proposed site plan for this development is planned for three separate accesses onto Aviator Ave. Full build-out of this development is anticipated for the year 2025. This section of Eagle Mountain is primarily agricultural with developments being constructed surrounding the Pinnacles Development.

The Pinnacles Subdivision is anticipated to generate 9,878 Average Daily Trips (ADT); with 431 AM peak hour trips and 730 PM peak hour trips. With commercial as part of this overall development, it is anticipated some of the trips generated will be internal captured. Meaning a vehicle is traveling home from work and stops at the store in the commercial area of the development, then proceeds home. In theory this would generate two separate trips, one for the residential and one for the commercial. Using the internal capture reductions provided by the ITE Trip Generation Manuals, a reduction in the overall trips was reduced.



THE PINNACLES TIA
FIGURE 1 - VICINITY MAP



THE PINNACLES TIA
FIGURE 2 - SITE PLAN



3.0 Existing Conditions

3.1 ROADWAYS

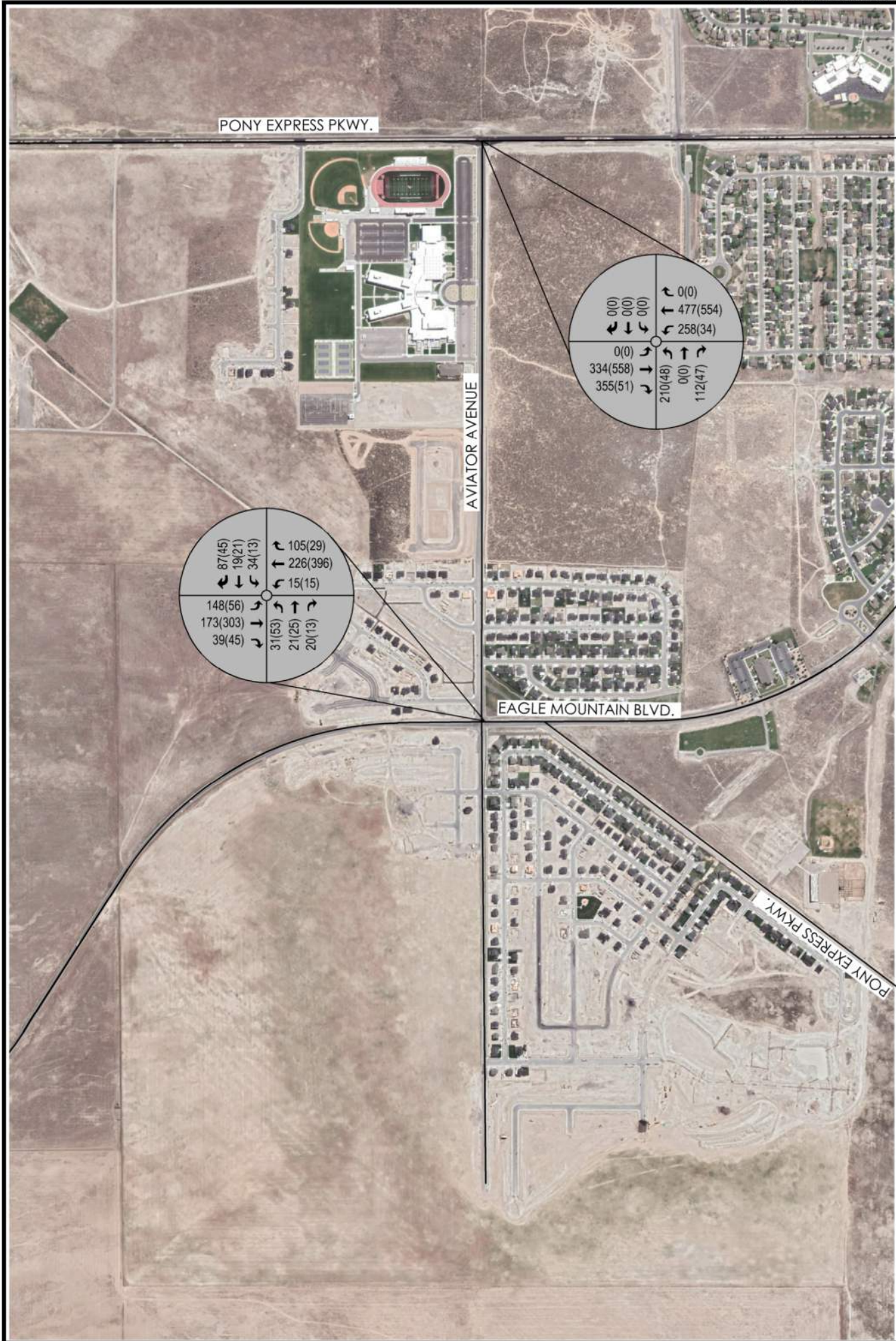
Pony Express Parkway: Pony Express Parkway is dedicated by the City as a Parkway, which consists of two lanes in each direction with a center landscaped median. This lane configuration currently exists south to the Mid Valley Road intersection. As part of the City's General Plan, the two lanes in each direction with a centered landscaped median will extend south to Eagle Mountain Blvd. Pony Express Parkway extends from the southern limits of the City to Redwood Road. The posted speed limit along the Pony Express Parkway within the study area is 40 mph.

Aviator Avenue: Aviator Avue runs east/west from Pony Express Pkwy to the western property limits of Brandon Park and the proposed Pinnacles Development. Along the frontage of the Pinnacles Development, it is currently only built out to half the ultimate width. East of Eagle Mountain Blvd, the full width is constructed with one lane in each direction and a center two-way left turn lane.

Eagle Mountain Boulevard: Eagle Mountain Blvd currently consists of one lane in each direction. Currently this roadway extends north to SR 73 and south to Lake Mountain Road. This road is dedicated as a Minor Arterial in the City's General Plan.

3.2 EXISTING TRAFFIC VOLUMES

Using UDOT's Traffic Study Guidelines for a Level III Traffic Study, it was determined existing traffic counts were collected at the Pony Express Pkwy and Aviator Ave intersection and at the Eagle Mountain Blvd and Aviator Ave intersection. Existing AM and PM peak hour traffic volumes were collected on December 3, 2020 at these two intersections, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. From the existing counts that were collected, it was determined the peak hours at the Eagle Mountain Blvd and Aviator Ave intersection are from 7:00 AM to 8:00 AM and from 4:45 PM to 5:45 PM. The peak hours for the Pony Express Pkwy and Aviator Ave intersection are from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM. These volumes are illustrated in Figure 3.



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

THE PINNACLES TIA
FIGURE 3 - 2020 EXISTING TRAFFIC VOLUMES

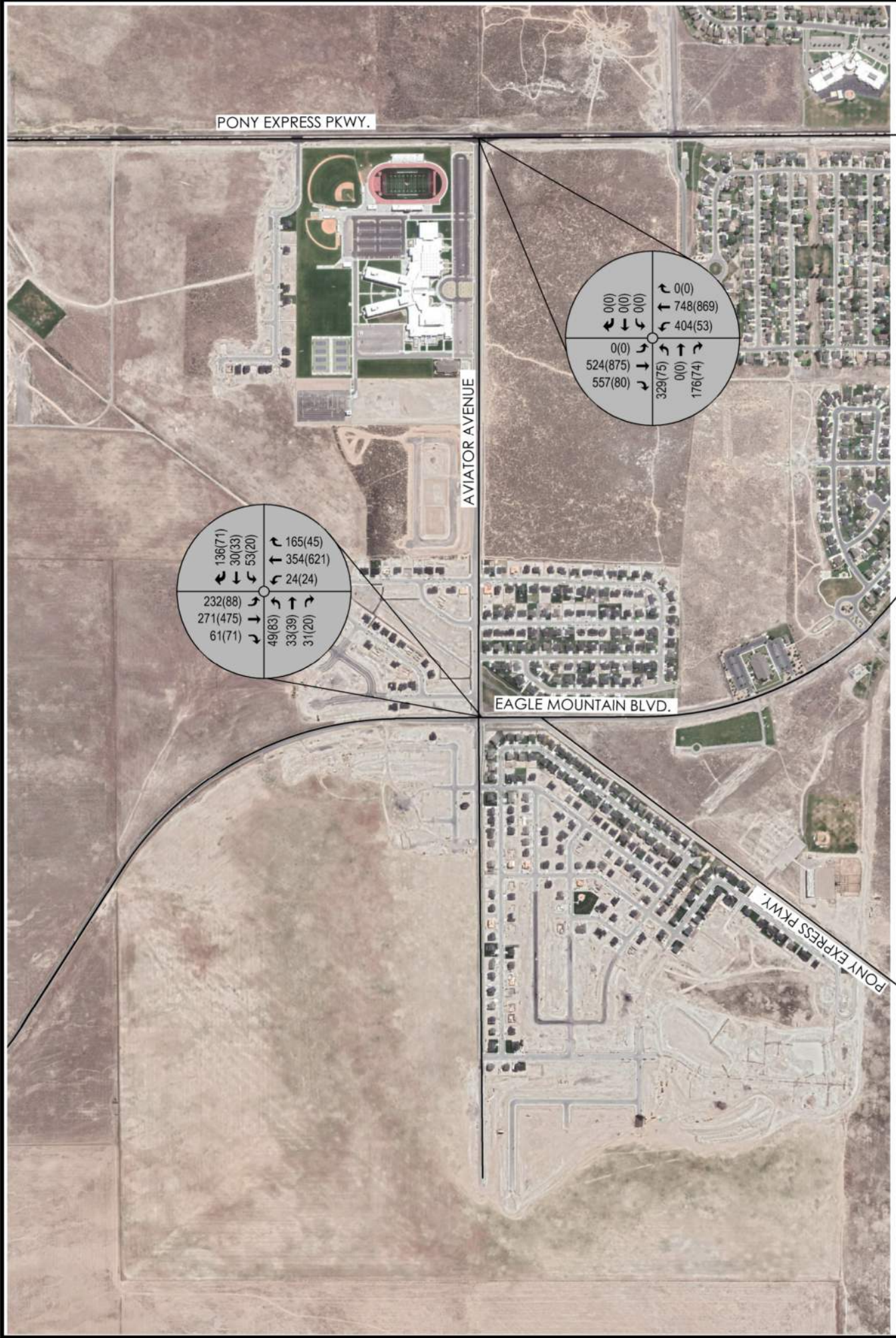


4.0 Opening & Future Year Conditions

Based on conversations that were held previously with Eagle Mountain City Engineering Staff and the recent growth in this area, it is assumed this area will experience fairly high growth over the next few years and then taper off as developments are constructed. The projected population growth found in the City's General Plan projects the population growth through 2030 at a 4.47%. We also looked at the growth rates that were used in previously performed traffic studies for similar developments in this area. For purposes of this study, it was determined for the next 6 years (to 2025) a growth of roughly 5% will occur as developments continue to be constructed. 5 years after that, until 2030, a similar growth of 4% will continue to occur. The growth after 2030 will taper back a little as development will occupy the open land. It is assumed 3% will continue until 2045.

It should be noted that as development continues and as funds become available, the City will expand on its transportation system by constructing additional roadways according to the City's General Plan and the Future Transportation Master Plan. When many of these roadways and freeways are constructed, traffic patterns throughout this study area will change drastically as vehicles tend to find the shortest and quickest routes to reach their destinations. With the timing of these roadways being constructed up in the air, it was assumed in this traffic study that the existing traffic patterns would be maintained with improvements to the existing intersections. Improvements would include, the signalization of the Eagle Mountain Blvd and Aviator Ave intersection. The addition of lanes along Pony Express Pkwy to full build-out of two lanes in each direction and separate left and right turn lanes at the Aviator Ave intersection.

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



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

THE PINNACLES TIA
FIGURE 5 - 2030 FUTURE YEAR TRAFFIC VOLUMES



FIGURE 6 - 2045 FUTURE YEAR TRAFFIC VOLUMES

5.0 Trip Generation and Trip Distribution

The proposed site will consist of 168 single-family residential homes, 385 multi-family residential units and roughly 16.67 acres of community commercial. This acreage of the commercial is assumed to have roughly 145,000 square feet of gross leasable area. This number was derived from taking roughly 30% of the overall acreage as building space which is typical for a commercial property. For purposes of this study, the trip generation was performed at full build-out of this site. It is assumed full build-out will occur in 2025. Using land use code 210 for single-family detached housing, 220 for multi-family housing (Low-Rise) and 820 for Shopping Center, trip generation rates were determined using the 10th Edition of the Trip Generation Manual This manual is an ITE information report, published by the Institute of Transportation Engineers. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the proposed development are presented in Table 1.

Table 1 - Trip Generation – Average Weekday Driveway Volumes

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	SF Housing Units	168 DU	1,586	32	92	104	62
220	MF Housing Units	385 DU	2,818	41	136	136	80
820	Commercial	145,000 GLA	5,474	84	52	265	287

5.1 INTERNAL CAPTURE REDUCTION

5.2 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed site accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current traffic patterns and also current land uses within the

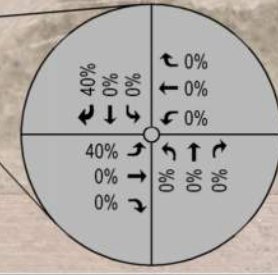
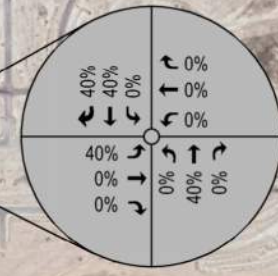
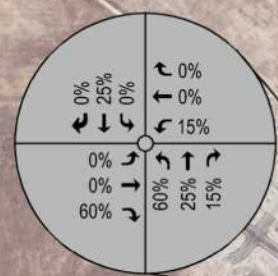
proximity of the proposed development, mainly employment districts, shopping area, schools, etc. Figure 7 illustrates the site traffic distribution percentages for the development within the 2025 Opening years. Using the distribution percentages along with projected traffic volumes outlined in Table 1, Figure 8 illustrates the site traffic volumes anticipated for the Pinnacles Development in the Opening and Future Year scenarios of this study.

PONY EXPRESS PKWY.

AVIATOR AVENUE

EAGLE MOUNTAIN BLVD.

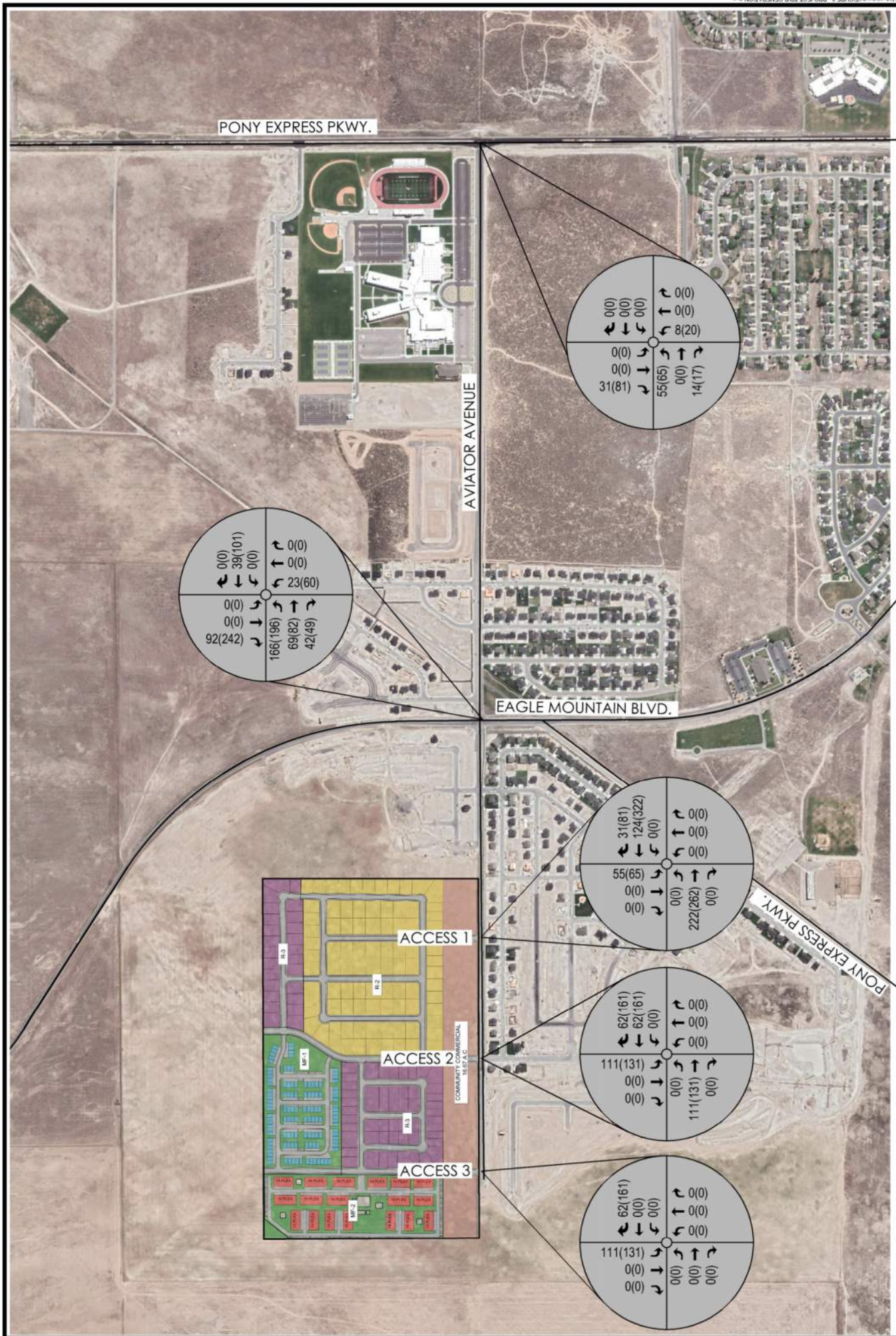
PONY EXPRESS PKWY.



LEGEND
XX% = PROJECT TRIP DISTRIBUTION PERCENTAGE

THE PINNACLES TIA
FIGURE 7 - PROJECT TRIP DISTRIBUTION





THE PINNACLES TIA

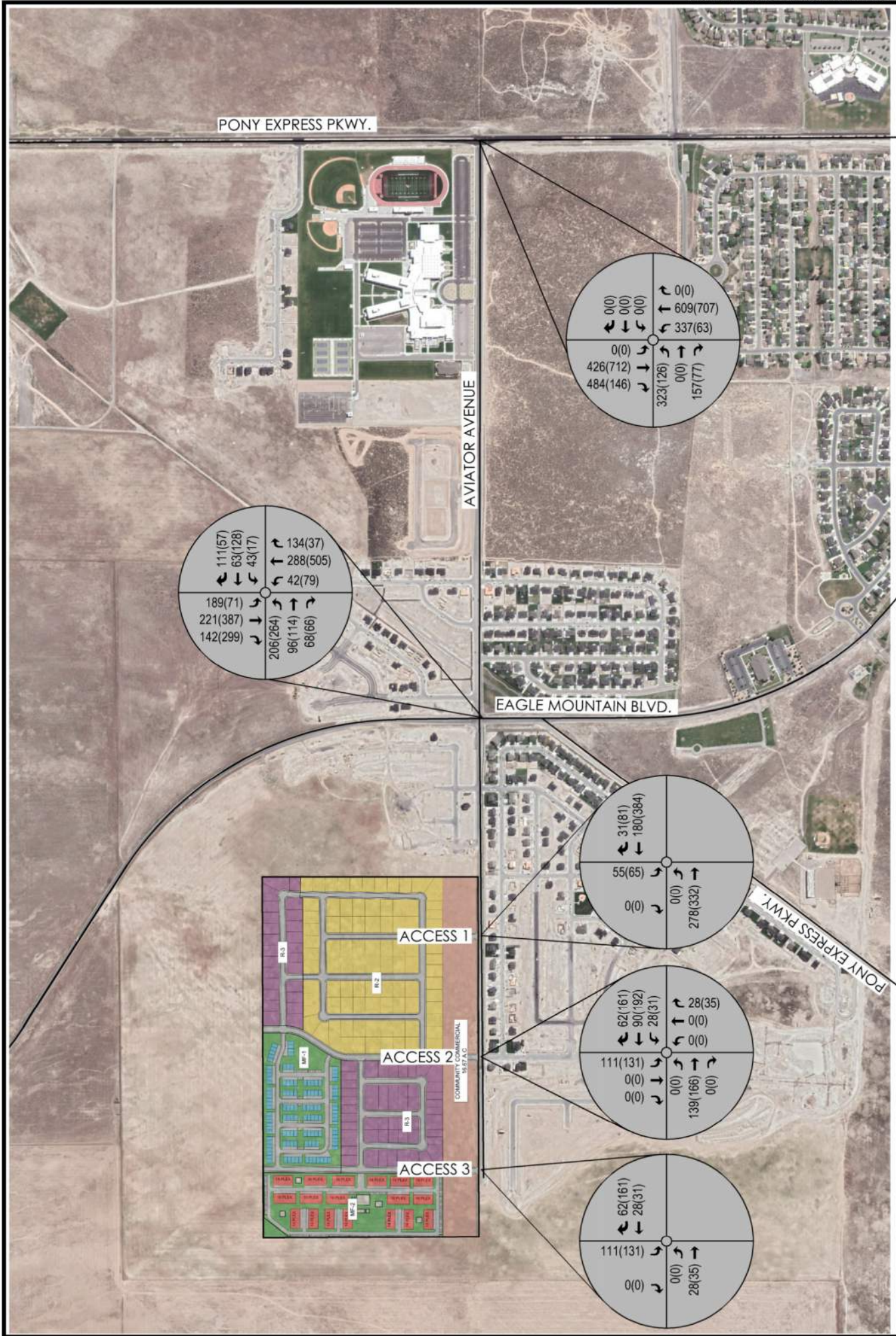
FIGURE 8 - PROJECT TRIP GENERATED TRAFFIC VOLUMES

LEGEND
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES



6.0 Opening and Future with Project Traffic Conditions

The Future with Project traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Pinnacles Development. Using the projected traffic volumes from the 2025 Opening Year (Figure 4), 2030 Future Year (Figure 5) and the 2045 Future Year (Figure 6) scenarios in addition to the site generated traffic volumes as illustrated in Figure 8, the 2025 Opening Year with Project, 2030 Future Year with Project and 2045 Future Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated that the proposed site will be built out by 2025. The 2025 Opening Year with Project traffic volumes, which illustrate the full build-out of the Pinnacles Development with the projected traffic, are illustrated in Figure 9. Five years after opening, the 2030 Future Year traffic volumes with project are illustrated in Figure 10. Twenty years after opening, the 2045 Future Year with Project traffic volumes are illustrated in Figure 11.

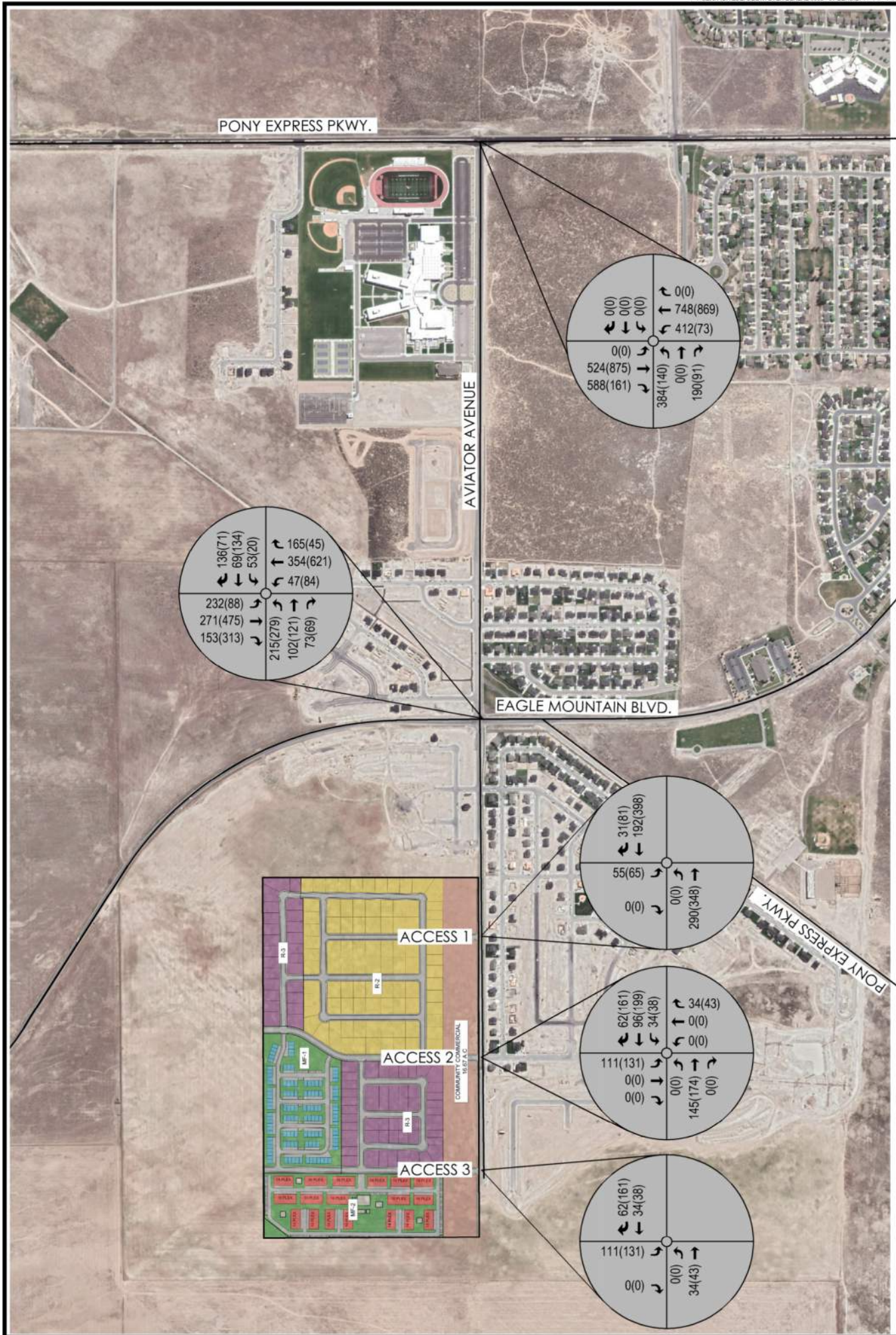


LEGEND

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

THE PINNACLES TIA

FIGURE 9 - 2025 OPENING YEAR W/ PROJECT TRAFFIC VOLUMES

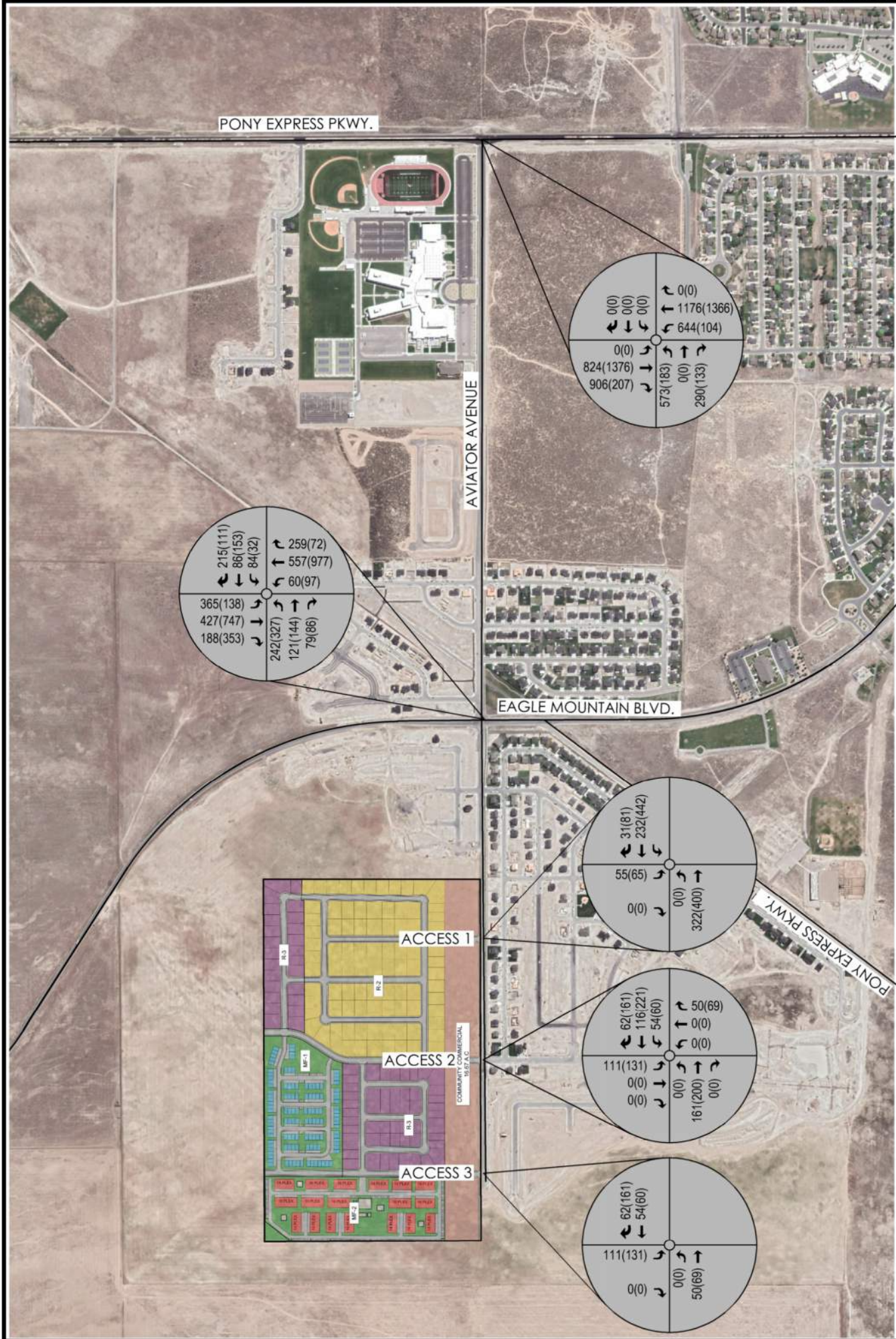


LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

THE PINNACLES TIA

FIGURE 10 - 2030 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES





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

THE PINNACLES TIA

FIGURE 11 - 2045 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES

7.0 Capacity Analysis

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

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

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

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

The 2020 Existing, 2025 Opening Year, 2030 Future Year Traffic, and 2045 Future Year traffic volumes at each of the study area intersections were analyzed using Synchro.

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

Table 3 – 2020 Existing Traffic LOS

Intersection	2020 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	A(9)	A(7)	A(5)	C(24)	N/A
PM Peak Hour	A(5)	A(3)	A(3)	C(27)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	-	A(0)	A(4)	C(22)	C(15)
PM Peak Hour	-	A(0)	A(1)	D(27)	C(17)

Table 4 – 2025 Opening Year Traffic LOS

Intersection	2025 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	B(12)	B(12)	A(6)	C(26)	N/A
PM Peak Hour	A(4)	A(3)	A(3)	C(21)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	A(6)	A(5)	A(5)	A(9)	A(9)
PM Peak Hour	A(6)	A(5)	A(5)	A(9)	A(9)

Table 5 – 2030 Future Year Traffic LOS

Intersection	2030 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	C(30)	D(46)	A(7)	D(40)	N/A
PM Peak Hour	A(5)	A(3)	A(3)	C(22)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	A(7)	A(4)	A(6)	B(11)	B(13)
PM Peak Hour	A(6)	A(5)	A(5)	B(12)	B(12)

Table 6 – 2045 Future Traffic LOS

Intersection	2045 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	F(213)	F(417)	B(17)	F(167)	N/A
PM Peak Hour	A(7)	A(5)	A(4)	C(34)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	B(17)	A(5)	B(18)	C(28)	D(36)
PM Peak Hour	B(13)	A(9)	A(9)	C(34)	C(32)

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

Table 7 – 2025 Opening Year with Project Traffic LOS

Intersection	2025 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	B(15)	B(15)	A(7)	C(28)	N/A
PM Peak Hour	A(5)	A(3)	A(3)	C(21)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	A(8)	A(7)	A(8)	A(9)	A(9)
PM Peak Hour	B(11)	B(11)	A(9)	B(12)	A(9)
3: Aviator Ave. & Access 1					
AM Peak Hour	-	N/A	B(12)	A(0)	A(0)
PM Peak Hour	-	N/A	B(14)	A(0)	A(0)
4: Brandon Park Access/Access 2 & Aviator Ave.					
AM Peak Hour	-	A(9)	B(13)	A(0)	A(1)
PM Peak Hour	-	A(9)	C(18)	A(0)	A(1)
5: Aviator Ave. & Access 3					
AM Peak Hour	-	N/A	A(9)	A(0)	A(0)
PM Peak Hour	-	N/A	B(10)	A(0)	A(0)

Table 8 – 2030 Future Year with Project Traffic LOS

Intersection	2030 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	D(37)	E(63)	A(9)	D(39)	N/A
PM Peak Hour	A(6)	A(4)	A(4)	C(23)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	A(9)	A(7)	A(9)	B(14)	B(12)
PM Peak Hour	B(13)	B(14)	B(11)	B(18)	B(12)
3: Aviator Ave. & Access 1					
AM Peak Hour	-	N/A	B(12)	A(0)	A(0)
PM Peak Hour	-	N/A	B(14)	A(0)	A(0)
4: Brandon Park Access/Access 2 & Aviator Ave.					
AM Peak Hour	-	A(9)	B(14)	A(0)	A(1)
PM Peak Hour	-	A(9)	C(20)	A(0)	A(1)
5: Aviator Ave. & Access 3					
AM Peak Hour	-	N/A	B(10)	A(0)	A(0)
PM Peak Hour	-	N/A	B(11)	A(0)	A(0)

Table 9 – 2045 Future Year with Project Traffic LOS

Intersection	2045 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Aviator Ave.					
AM Peak Hour	F(229)	F(453)	C(21)	F(174)	N/A
PM Peak Hour	A(9)	A(6)	A(5)	D(36)	N/A
2: Eagle Mountain Blvd. & Aviator Ave.					
AM Peak Hour	C(25)	A(7)	C(30)	D(46)	C(30)
PM Peak Hour	C(34)	C(31)	C(28)	E(62)	B(19)
3: Aviator Ave. & Access 1					
AM Peak Hour	-	N/A	B(12)	A(0)	A(0)
PM Peak Hour	-	N/A	C(16)	A(0)	A(0)
4: Brandon Park Access/Access 2 & Aviator Ave.					
AM Peak Hour	-	A(9)	C(16)	A(0)	A(2)
PM Peak Hour	-	A(9)	D(27)	A(0)	A(1)
5: Aviator Ave. & Access 3					
AM Peak Hour	-	N/A	B(10)	A(0)	A(0)
PM Peak Hour	-	N/A	B(11)	A(0)	A(0)

8.0 Recommendations

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

2020 Existing Scenario

The Pony Express Pkwy and Aviator intersection currently functions at acceptable levels of service and no recommendation are needed to improvement the traffic flow at this intersection under the 2020 Existing scenario.

The Eagle Mountain Blvd. and Aviator Ave intersection currently functions with stop-controlled movements along Aviator Ave. This intersection functions with acceptable levels of service in all directions except the eastbound movement under the PM conditions. Currently this intersection is under construction to be widened and signalized. Signalizing this intersection will improve the level of service to acceptable levels. No additional recommendations are needed.

2025 Opening Year Scenario

It is recommended by 2025, Pony Express Pkwy be widened to the ultimate lane configuration of two lanes in each direction as per the City's General Plan and Future Transportation Master Plan. Widening Pony Express Pkwy by 2025 will help maintain acceptable levels of service at the Aviator intersection as develop continues and traffic grows.

No additional improvements are needed at the Eagle Mountain Blvd and Aviator Ave intersection under the 2025 Opening Year scenario.

2025 Opening Year with Project Scenario

With the recommended improvements as outlined under the 2025 Opening Year scenario (without the Pinnacles Development) and with the addition of the Pinnacles Development traffic, the 2025 Opening Year with Project traffic volumes at the Pony Express Parkway and Aviator Ave intersection will continue to function at an overall acceptable during the AM and PM peak hours. No additional improvements are needed at this intersection.

It is assumed by 2025 the Eagle Mountain Blvd and Aviator Ave intersection will be signalized with separate left, right and thru lanes in all four directions. With the addition of the traffic generate by the Pinnacles Development, this intersection will continue to function with acceptable levels of service and no additional improvements are recommended.

Access 1 and Aviator Ave will function with acceptable levels of service at all movements with the addition of the Pinnacles Development. It is recommended this access be constructed with one egress land and one ingress lane. It is also recommended a two-way left turn lane be constructed along Aviator Ave with the ultimate widening of the roadway to provide safe left turn movements into the developments on both sides of Aviator Ave.

2030 Future Year Scenario

With the recommended improvements as outlined in the 2025 Opening Year scenario, both the Pony Express Pkwy/Aviator Ave intersection and the Eagle Mountain Blvd/Aviator Ave intersection will continue to function with acceptable levels of service. No additional improvements are recommended under the 2030 Future year scenario.

2030 Future Year with Project Scenario

Similar to the 2030 Future Year scenario, all study area intersections will continue to function at acceptable levels of service under the 2030 Future Year with Project scenario.

2045 Future Year Scenario

With the growth projected to occur in Eagle Mountain and if no additional roadways are constructed, The Pony Express Pkwy and Aviator Ave intersection will function at a LOS "F" under the AM peak hour, however will continue to function at a LOS "A" under the PM peak hour. As outlined in the City's General Plan and Future Transportation Master Plan, there are multiple roadways and an addition of a freeway to this area of Eagle Mountain. Therefore, with these improvements, traffic patterns will change from what they are today. It is recommended the City continue to monitor the Pony Express Pkwy and Aviator Ave intersection as future develop occurs and new roadways are constructed.

The Eagle Mountain Blvd and Aviator Ave intersection will continue to function with an acceptable level of service under the 2045 Future Year scenario with the intersection being signalized and separate turn lanes on all legs of the intersection.

2045 Future Year with Project Scenario

Similar to the 2045 Future Year scenario, with the addition of the Pinnacles Development traffic, the Pony Express Pkwy and Aviator Ave intersection will continue to function with a LOS "F". It is recommended to monitor this intersection as future development occurs in this area and new roadways are constructed and traffic patterns adjust.

The Eagle Mountain Blvd and Aviator Ave intersection will continue to function with an acceptable level of service with the addition of the Pinnacles Development. Therefore, no additional recommendations are needed.

All three project accesses will also continue to function with acceptable levels of service at each movement. The proposed internal roadway network of the Pinnacles is designed to provide an efficient flow of traffic throughout the development, as well as provide safe ingress and egress to the existing roadway network.

9.0 Appendix

Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:

N-S STREET:

E-W STREET:

Pony Express Pkwy & Aviator Ave
Pony Express Pkwy
Aviator Ave

FOCUS PROJ. NO.:

COUNT DATE:

NOTES:

20-8011

3-Dec-20

COUNT TIME:

FROM:

TO:

7:00 AM

9:00 AM

PK HR VOLUME:

PHF:

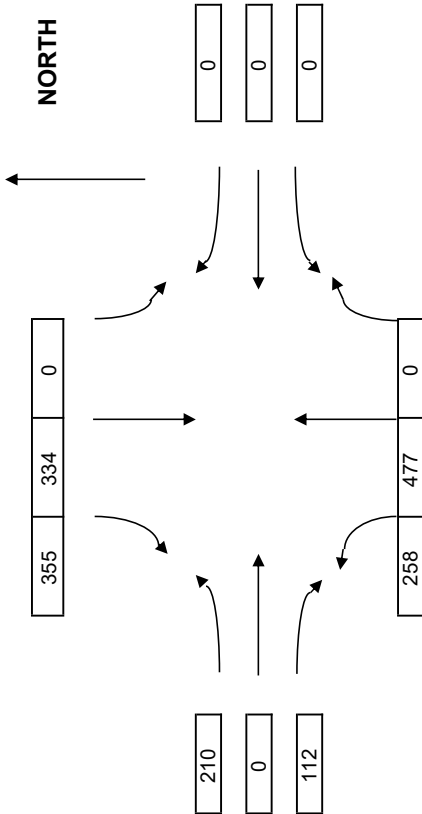
PEAK HOUR:

FROM:

TO:

1,746
0.70
7:15 AM 8:15 AM

Aviator Ave



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	7:30 AM	46	60	0	38	0	22	0	50	67	0	0	0	283
7:15 AM	7:30 AM	7:45 AM	105	98	0	49	0	20	0	45	143	0	0	0	460
7:30 AM	7:45 AM	8:00 AM	124	114	0	90	0	66	0	90	139	0	0	0	623
7:45 AM	8:00 AM	8:15 AM	16	138	0	46	0	18	0	96	37	0	0	0	351
8:00 AM	8:15 AM	8:30 AM	13	127	0	25	0	8	0	103	36	0	0	0	312
8:15 AM	8:30 AM	8:45 AM	5	82	0	9	0	0	0	63	15	0	0	0	174
8:30 AM	8:45 AM	9:00 AM	12	63	0	13	0	9	0	46	20	0	0	0	163
8:45 AM	9:00 AM		18	73	0	22	0	11	0	43	21	0	0	0	188

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM		291	410	0	223	0	126	0	281	386	0	0	0	1,717
7:15 AM	8:15 AM		258	477	0	210	0	112	0	334	355	0	0	0	1,746
7:30 AM	8:30 AM		158	461	0	170	0	92	0	352	227	0	0	0	1,460
7:45 AM	8:45 AM		46	410	0	93	0	35	0	308	108	0	0	0	1,000
8:00 AM	9:00 AM		48	345	0	69	0	28	0	255	92	0	0	0	837

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION: Pony Express Pkwy & Aviator Ave

N-S STREET:

E-W STREET:

PK HR VOLUME:	1,292
PHF:	0.74
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

FOCUS PROJ. NO.:

COUNT DATE:

NOTES:

20-8011

2-Dec-20

COUNT TIME:

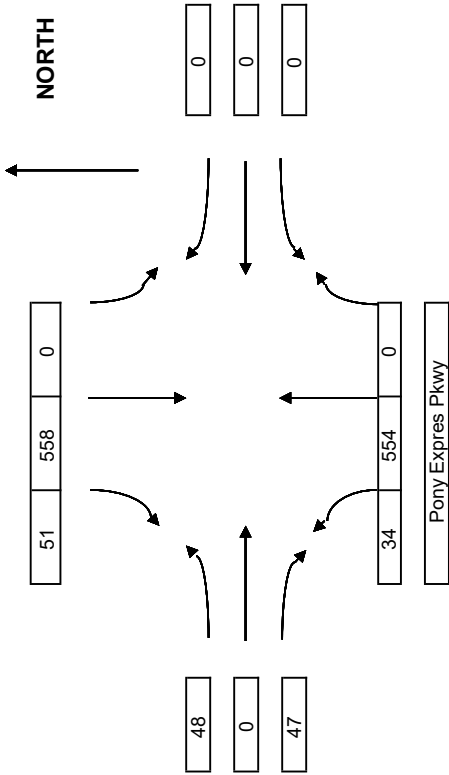
FROM:

TO:

Aviator Ave

4:00 PM

6:00 PM



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM		9	104	0	26	0	24	0	89	18	0	0	0	270
4:15 PM	4:30 PM		3	105	0	22	0	8	0	114	12	0	0	0	264
4:30 PM	4:45 PM		6	117	0	18	0	11	0	98	10	0	0	0	260
4:45 PM	5:00 PM		6	128	0	24	0	9	0	120	11	0	0	0	298
5:00 PM	5:15 PM		7	78	0	11	0	7	0	76	8	0	0	0	187
5:15 PM	5:30 PM		5	146	0	10	0	11	0	119	9	0	0	0	300
5:30 PM	5:45 PM		12	178	0	13	0	13	0	137	16	0	0	0	369
5:45 PM	6:00 PM		10	152	0	14	0	16	0	226	18	0	0	0	436

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM		24	454	0	90	0	52	0	421	51	0	0	0	1,092
4:15 PM	5:15 PM		22	428	0	75	0	35	0	408	41	0	0	0	1,009
4:30 PM	5:30 PM		24	469	0	63	0	38	0	413	38	0	0	0	1,045
4:45 PM	5:45 PM		30	530	0	58	0	40	0	452	44	0	0	0	1,154
5:00 PM	6:00 PM		34	554	0	48	0	47	0	558	51	0	0	0	1,292

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

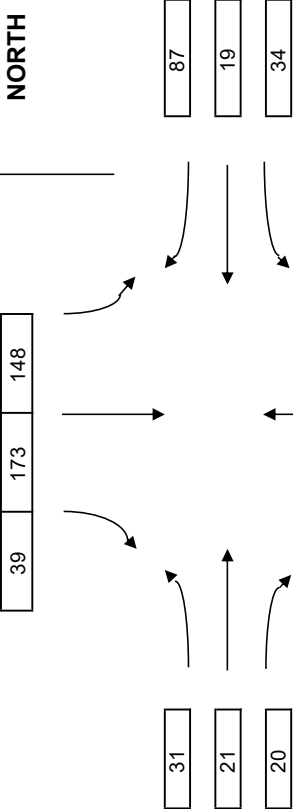
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION: Eagle Mtn Blvd & Aviator Ave
N-S STREET: Eagle Mountain Blvd
E-W STREET: Aviator Ave

PK HR VOLUME: 918
PHF: 0.77
PEAK HOUR: FROM: 7:00 AM TO: 8:00 AM



FOCUS PROJ. NO.: 20-8011
COUNT DATE: 3-Dec-20
NOTES:

COUNT TIME: 7:00 AM
FROM: 9:00 AM
TO:

COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM		7:15 AM	1	44	8	8	2	3	17	34	8	0	3	15	143
7:15 AM		7:30 AM	3	77	25	7	2	4	57	41	6	3	5	17	247
7:30 AM		7:45 AM	3	61	49	10	12	6	48	53	6	12	5	33	298
7:45 AM		8:00 AM	8	44	23	6	5	7	26	45	19	19	6	22	230
8:00 AM		8:15 AM	5	40	7	9	2	0	15	23	10	1	2	22	136
8:15 AM		8:30 AM	1	50	4	9	0	1	6	29	14	2	8	15	139
8:30 AM		8:45 AM	0	41	6	8	7	2	12	23	8	7	4	8	126
8:45 AM		9:00 AM	2	29	12	6	5	7	15	33	4	22	5	11	151

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM		8:00 AM	15	226	105	31	21	20	148	173	39	34	19	87	918
7:15 AM		8:15 AM	19	222	104	32	21	17	146	162	41	35	18	94	911
7:30 AM		8:30 AM	17	195	83	34	19	14	95	150	49	34	21	92	803
7:45 AM		8:45 AM	14	175	40	32	14	10	59	120	51	29	20	67	631
8:00 AM		9:00 AM	8	160	29	32	14	10	48	108	36	32	19	56	552

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

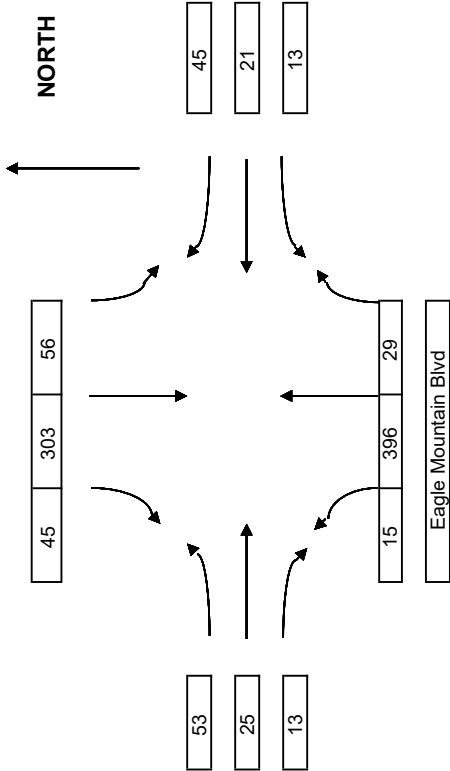
PM PEAK HOUR VOLUMES

INTERSECTION: Eagle Mtn Blvd & Aviator Ave
N-S STREET: Eagle Mountain Blvd
E-W STREET: Aviator Ave
FOCUS PROJ. NO.: 20-8011
COUNT DATE: 2-Dec-20
NOTES:

PK HR VOLUME: 1,014
PHF: 0.96
PEAK HOUR: FROM: 4:45 PM TO: 5:45 PM

Aviator Ave

COUNT TIME: FROM: 4:00 PM TO: 6:00 PM



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	4:30 PM	4	46	4	15	5	3	14	62	16	3	8	15	195
4:15 PM	4:30 PM	4:45 PM	3	44	6	12	8	1	20	53	11	4	2	20	184
4:30 PM	4:45 PM	5:00 PM	4	61	4	11	2	9	26	46	7	4	7	9	190
4:45 PM	5:00 PM	5:15 PM	5	91	9	13	11	4	14	73	14	4	7	19	264
5:00 PM	5:15 PM	5:30 PM	4	103	7	15	5	4	11	85	10	1	4	10	259
5:15 PM	5:30 PM	5:45 PM	1	106	8	17	2	2	22	68	8	2	3	8	247
5:30 PM	5:45 PM	6:00 PM	5	96	5	8	7	3	9	77	13	6	7	8	244
5:45 PM	6:00 PM		7	82	3	6	7	2	26	77	13	3	5	6	237

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM		16	242	23	51	26	17	74	234	48	15	24	63	833
4:15 PM	5:15 PM		16	299	26	51	26	18	71	257	42	13	20	58	897
4:30 PM	5:30 PM		14	361	28	56	20	19	73	272	39	11	21	46	960
4:45 PM	5:45 PM		15	396	29	53	25	13	56	303	45	13	21	45	1,014
5:00 PM	6:00 PM		17	387	23	46	21	11	68	307	44	12	19	32	987

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

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 12/10/2020

Project: The Pinnacles

Analysis Date: 12/10/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	Single-Family 2 79 Dwelling Units		373	373	746		15	43	58		49	29	78
210	Single-Family 1 89 Dwelling Units		420	420	840		17	49	66		55	33	88
220	Multi-Family 2 264 Dwelling Units		966	966	1932		28	93	121		93	55	148
220	Multi-Family 1 121 Dwelling Units		443	443	886		13	43	56		43	25	68
820	Commercial 145 1000 Sq. Ft. GLA		2737	2737	5474		84	52	136		265	287	552
	Unadjusted Volume		4939	4939	9878		157	280	437		505	429	934
	Internal Capture Trips		0	0	0		3	3	6		102	102	204
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		4939	4939	9878		154	277	431		403	327	730

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 1 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 22 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

Traffic Analysis Reports

2020 Existing Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2020 Existing AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	112	258	477	334	355
Future Volume (veh/h)	210	112	258	477	334	355
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	122	280	518	363	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	305	271	548	1244	1244	1054
Arrive On Green	0.17	0.17	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1781	1585	713	1870	1870	1585
Grp Volume(v), veh/h	228	122	280	518	363	386
Grp Sat Flow(s),veh/h/ln	1781	1585	713	1870	1870	1585
Q Serve(g_s), s	6.7	3.8	14.8	7.1	4.4	5.9
Cycle Q Clear(g_c), s	6.7	3.8	19.2	7.1	4.4	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	305	271	548	1244	1244	1054
V/C Ratio(X)	0.75	0.45	0.51	0.42	0.29	0.37
Avail Cap(c_a), veh/h	586	522	548	1244	1244	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	20.5	7.8	4.3	3.8	4.1
Incr Delay (d2), s/veh	3.7	1.2	3.4	1.0	0.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.4	2.1	2.0	1.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	21.6	11.2	5.3	4.4	5.1
LnGrp LOS	C	C	B	A	A	A
Approach Vol, veh/h	350			798	749	
Approach Delay, s/veh	24.0			7.4	4.7	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	41.1		13.9		41.1	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	27.9		18.1		27.9	
Max Q Clear Time (g_c+l1), s	21.2		8.7		7.9	
Green Ext Time (p_c), s	3.0		0.8		3.6	
Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			

HCM 6th TWSC
2: Eagle Mountain Blvd & Aviator Ave

2020 Existing AM
The Pinnacles

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	21	20	34	19	87	15	226	105	148	173	39
Future Vol, veh/h	31	21	20	34	19	87	15	226	105	148	173	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	150	-	-	150	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	23	22	37	21	95	16	246	114	161	188	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	924	923	209	832	830	246	230	0	0	360	0	0
Stage 1	531	531	-	278	278	-	-	-	-	-	-	-
Stage 2	393	392	-	554	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	250	270	831	288	306	793	1338	-	-	1199	-	-
Stage 1	532	526	-	728	680	-	-	-	-	-	-	-
Stage 2	632	606	-	517	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	184	231	831	231	262	793	1338	-	-	1199	-	-
Mov Cap-2 Maneuver	184	231	-	231	262	-	-	-	-	-	-	-
Stage 1	526	456	-	719	672	-	-	-	-	-	-	-
Stage 2	533	599	-	414	446	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.6		15.3		0.3		3.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1338	-	-	184	231	831	231	582	1199	-	-
HCM Lane V/C Ratio	0.012	-	-	0.183	0.099	0.026	0.16	0.198	0.134	-	-
HCM Control Delay (s)	7.7	-	-	28.9	22.3	9.4	23.5	12.7	8.5	-	-
HCM Lane LOS	A	-	-	D	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.1	0.6	0.7	0.5	-	-

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2020 Existing PM
The Pinnacles



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↰
Traffic Volume (veh/h)	48	47	34	554	558	51
Future Volume (veh/h)	48	47	34	554	558	51
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	51	37	602	607	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	128	114	634	1430	1430	1211
Arrive On Green	0.07	0.07	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1781	1585	773	1870	1870	1585
Grp Volume(v), veh/h	52	51	37	602	607	55
Grp Sat Flow(s),veh/h/ln	1781	1585	773	1870	1870	1585
Q Serve(g_s), s	1.5	1.7	1.0	6.2	6.2	0.5
Cycle Q Clear(g_c), s	1.5	1.7	7.2	6.2	6.2	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	128	114	634	1430	1430	1211
V/C Ratio(X)	0.41	0.45	0.06	0.42	0.42	0.05
Avail Cap(c_a), veh/h	583	519	634	1430	1430	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	24.5	3.5	2.3	2.3	1.6
Incr Delay (d2), s/veh	2.0	2.7	0.2	0.9	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.1	1.0	1.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.4	27.2	3.7	3.2	3.2	1.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	103			639	662	
Approach Delay, s/veh	26.8			3.2	3.1	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	46.5		8.5		46.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	28.0		18.0		28.0	
Max Q Clear Time (g_c+l1), s	9.2		3.7		8.2	
Green Ext Time (p_c), s	4.2		0.2		4.2	
Intersection Summary						
HCM 6th Ctrl Delay			4.9			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	25	13	13	21	45	15	396	29	56	303	45
Future Vol, veh/h	53	25	13	13	21	45	15	396	29	56	303	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	150	150	-	-	150	-	150	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	27	14	14	23	49	16	430	32	61	329	49
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	990	970	354	958	962	430	378	0	0	462	0	0
Stage 1	476	476	-	462	462	-	-	-	-	-	-	-
Stage 2	514	494	-	496	500	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	225	253	690	237	256	625	1180	-	-	1099	-	-
Stage 1	570	557	-	580	565	-	-	-	-	-	-	-
Stage 2	543	546	-	556	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	236	690	201	238	625	1180	-	-	1099	-	-
Mov Cap-2 Maneuver	182	236	-	201	238	-	-	-	-	-	-	-
Stage 1	562	526	-	572	557	-	-	-	-	-	-	-
Stage 2	473	538	-	488	513	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	27.2		17		0.3		1.2					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBL	SBT	SBR	
Capacity (veh/h)	1180	-	-	182	236	690	201	412	1099	-	-	
HCM Lane V/C Ratio	0.014	-	-	0.317	0.115	0.02	0.07	0.174	0.055	-	-	
HCM Control Delay (s)	8.1	-	-	33.7	22.2	10.3	24.3	15.6	8.5	-	-	
HCM Lane LOS	A	-	-	D	C	B	C	C	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	1.3	0.4	0.1	0.2	0.6	0.2	-	-	

2025 Opening Year Traffic Analysis

HCM 6th Signalized Intersection Summary
1: Pony Express Pkwy & Aviator Ave

2025 Opening AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	268	143	329	609	426	453
Future Volume (veh/h)	268	143	329	609	426	453
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	291	155	358	662	463	492
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	362	322	469	2299	2299	1025
Arrive On Green	0.20	0.20	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1781	1585	588	3647	3647	1585
Grp Volume(v), veh/h	291	155	358	662	463	492
Grp Sat Flow(s),veh/h/ln	1781	1585	588	1777	1777	1585
Q Serve(g_s), s	9.3	5.2	35.6	4.8	3.2	9.5
Cycle Q Clear(g_c), s	9.3	5.2	38.8	4.8	3.2	9.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	362	322	469	2299	2299	1025
V/C Ratio(X)	0.80	0.48	0.76	0.29	0.20	0.48
Avail Cap(c_a), veh/h	534	476	469	2299	2299	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	21.1	12.6	4.6	4.3	5.4
Incr Delay (d2), s/veh	5.4	1.1	11.2	0.3	0.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	1.9	5.0	1.3	0.9	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.2	22.2	23.8	4.9	4.5	7.0
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	446			1020	955	
Approach Delay, s/veh	26.1			11.5	5.8	
Approach LOS	C			B	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	43.3		16.7		43.3	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	33.0		18.0		33.0	
Max Q Clear Time (g_c+l1), s	40.8		11.3		11.5	
Green Ext Time (p_c), s	0.0		0.9		5.1	
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2025 Opening AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	27	26	43	24	111	19	288	134	189	221	50
Future Volume (veh/h)	40	27	26	43	24	111	19	288	134	189	221	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	29	28	47	26	121	21	313	146	205	240	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	332	281	518	332	281	700	846	717	615	846	717
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1241	1870	1585	1346	1870	1585	1085	1870	1585	933	1870	1585
Grp Volume(v), veh/h	43	29	28	47	26	121	21	313	146	205	240	54
Grp Sat Flow(s),veh/h/ln	1241	1870	1585	1346	1870	1585	1085	1870	1585	933	1870	1585
Q Serve(g_s), s	0.7	0.3	0.4	0.7	0.3	1.7	0.3	2.7	1.4	4.5	2.0	0.5
Cycle Q Clear(g_c), s	1.0	0.3	0.4	1.0	0.3	1.7	2.3	2.7	1.4	7.2	2.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	502	332	281	518	332	281	700	846	717	615	846	717
V/C Ratio(X)	0.09	0.09	0.10	0.09	0.08	0.43	0.03	0.37	0.20	0.33	0.28	0.08
Avail Cap(c_a), veh/h	1201	1385	1174	1276	1385	1174	1012	1385	1174	884	1385	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	8.4	8.4	8.8	8.3	8.9	4.9	4.4	4.0	6.7	4.2	3.8
Incr Delay (d2), s/veh	0.1	0.1	0.2	0.1	0.1	1.0	0.0	0.3	0.1	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	0.1	0.1	0.4	0.0	0.4	0.2	0.5	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	8.5	8.5	8.9	8.4	9.9	4.9	4.6	4.2	7.1	4.4	3.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		100		194		480		499				
Approach Delay, s/veh		8.6		9.5		4.5		5.4				
Approach LOS		A		A		A		A				
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.5		8.8		15.5		8.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.7		3.0		9.2		3.7				
Green Ext Time (p_c), s		2.0		0.3		1.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2025 Opening PM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	61	60	43	707	712	65
Future Volume (veh/h)	61	60	43	707	712	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	66	65	47	768	774	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	159	142	570	2525	2525	1126
Arrive On Green	0.09	0.09	0.71	0.71	0.71	0.71
Sat Flow, veh/h	1781	1585	652	3647	3647	1585
Grp Volume(v), veh/h	66	65	47	768	774	71
Grp Sat Flow(s),veh/h/ln	1781	1585	652	1777	1777	1585
Q Serve(g_s), s	1.6	1.8	1.3	3.6	3.6	0.6
Cycle Q Clear(g_c), s	1.6	1.8	4.9	3.6	3.6	0.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	159	142	570	2525	2525	1126
V/C Ratio(X)	0.41	0.46	0.08	0.30	0.31	0.06
Avail Cap(c_a), veh/h	713	634	570	2525	2525	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	19.5	3.3	2.4	2.4	2.0
Incr Delay (d2), s/veh	1.7	2.3	0.3	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.1	0.5	0.5	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	21.7	3.6	2.7	2.7	2.1
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	131			815	845	
Approach Delay, s/veh	21.4			2.8	2.7	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	36.5		8.5		36.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	6.9		3.8		5.6	
Green Ext Time (p_c), s	4.3		0.3		4.5	
Intersection Summary						
HCM 6th Ctrl Delay			4.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2025 Opening PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	32	17	17	27	57	19	505	37	71	387	57
Future Volume (veh/h)	68	32	17	17	27	57	19	505	37	71	387	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	35	18	18	29	62	21	549	40	77	421	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	478	300	254	481	300	254	588	901	764	507	901	764
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1306	1870	1585	1351	1870	1585	912	1870	1585	827	1870	1585
Grp Volume(v), veh/h	74	35	18	18	29	62	21	549	40	77	421	62
Grp Sat Flow(s),veh/h/ln	1306	1870	1585	1351	1870	1585	912	1870	1585	827	1870	1585
Q Serve(g_s), s	1.3	0.4	0.2	0.3	0.3	0.9	0.4	5.4	0.3	1.9	3.8	0.5
Cycle Q Clear(g_c), s	1.6	0.4	0.2	0.7	0.3	0.9	4.2	5.4	0.3	7.3	3.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	478	300	254	481	300	254	588	901	764	507	901	764
V/C Ratio(X)	0.15	0.12	0.07	0.04	0.10	0.24	0.04	0.61	0.05	0.15	0.47	0.08
Avail Cap(c_a), veh/h	1202	1338	1134	1231	1338	1134	982	1709	1448	864	1709	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	9.0	9.0	9.3	9.0	9.2	5.8	4.8	3.5	7.5	4.4	3.5
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.0	0.1	0.5	0.0	0.7	0.0	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.1	0.1	0.1	0.2	0.0	0.7	0.0	0.2	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	9.2	9.1	9.4	9.1	9.7	5.8	5.5	3.5	7.6	4.7	3.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	127				109				610		560	
Approach Delay, s/veh	9.6				9.5				5.3		5.0	
Approach LOS	A				A				A		A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	16.6		8.5		16.6		8.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	23.0		18.0		23.0		18.0					
Max Q Clear Time (g_c+I1), s	7.4		3.6		9.3		2.9					
Green Ext Time (p_c), s	3.5		0.3		2.8		0.3					
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

2025 Opening Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2025 Opening w/ Project AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	323	157	337	609	426	484
Future Volume (veh/h)	323	157	337	609	426	484
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	351	171	366	662	463	526
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	418	372	437	2186	2186	975
Arrive On Green	0.23	0.23	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1781	1585	569	3647	3647	1585
Grp Volume(v), veh/h	351	171	366	662	463	526
Grp Sat Flow(s),veh/h/ln	1781	1585	569	1777	1777	1585
Q Serve(g_s), s	11.3	5.6	33.5	5.3	3.5	11.5
Cycle Q Clear(g_c), s	11.3	5.6	36.9	5.3	3.5	11.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	418	372	437	2186	2186	975
V/C Ratio(X)	0.84	0.46	0.84	0.30	0.21	0.54
Avail Cap(c_a), veh/h	534	476	437	2186	2186	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	19.7	15.5	5.5	5.1	6.6
Incr Delay (d2), s/veh	9.0	0.9	17.1	0.4	0.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	2.0	6.7	1.5	1.0	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	20.5	32.6	5.8	5.3	8.8
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	522			1028	989	
Approach Delay, s/veh	27.5			15.4	7.2	
Approach LOS	C			B	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	41.4		18.6		41.4	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	33.0		18.0		33.0	
Max Q Clear Time (g_c+I1), s	38.9		13.3		13.5	
Green Ext Time (p_c), s	0.0		0.8		5.1	
Intersection Summary						
HCM 6th Ctrl Delay			14.7			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2025 Opening w/ Project AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	96	68	43	63	111	42	288	134	189	221	142
Future Volume (veh/h)	206	96	68	43	63	111	42	288	134	189	221	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	104	74	47	68	121	46	313	146	205	240	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	545	551	467	530	551	467	561	793	672	513	793	672
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1194	1870	1585	1206	1870	1585	990	1870	1585	933	1870	1585
Grp Volume(v), veh/h	224	104	74	47	68	121	46	313	146	205	240	154
Grp Sat Flow(s),veh/h/ln	1194	1870	1585	1206	1870	1585	990	1870	1585	933	1870	1585
Q Serve(g_s), s	5.4	1.3	1.1	1.0	0.9	1.9	1.0	3.7	1.9	6.2	2.7	2.0
Cycle Q Clear(g_c), s	6.3	1.3	1.1	2.3	0.9	1.9	3.7	3.7	1.9	9.9	2.7	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	545	551	467	530	551	467	561	793	672	513	793	672
V/C Ratio(X)	0.41	0.19	0.16	0.09	0.12	0.26	0.08	0.39	0.22	0.40	0.30	0.23
Avail Cap(c_a), veh/h	865	1052	892	854	1052	892	698	1052	892	642	1052	892
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	8.4	8.4	9.3	8.3	8.6	7.3	6.4	5.8	9.8	6.1	5.9
Incr Delay (d2), s/veh	0.5	0.2	0.2	0.1	0.1	0.3	0.1	0.3	0.2	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.4	0.3	0.2	0.3	0.5	0.2	0.9	0.4	0.9	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	8.6	8.5	9.4	8.4	8.9	7.4	6.7	6.0	10.3	6.3	6.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h	402					236		505		599		
Approach Delay, s/veh	9.9					8.8		6.6		7.6		
Approach LOS	A					A		A		A		
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	18.1		13.9			18.1			13.9			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	18.0		18.0			18.0			18.0			
Max Q Clear Time (g_c+I1), s	5.7		8.3			11.9			4.3			
Green Ext Time (p_c), s	2.1		1.2			1.6			0.7			
Intersection Summary												
HCM 6th Ctrl Delay	8.0											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	278	180	31	55	0
Future Vol, veh/h	0	278	180	31	55	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	302	196	34	60	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	230	0	-	0	515	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1338	-	-	-	520	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1338	-	-	-	520	827
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	750	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1338	-	-	-	594	
HCM Lane V/C Ratio	-	-	-	-	0.101	
HCM Control Delay (s)	0	-	-	-	11.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	139	0	28	90	62	0	0	28	111	0	0
Future Vol, veh/h	0	139	0	28	90	62	0	0	28	111	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	151	0	30	98	67	0	0	30	121	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	151	0	0	343	376	151	358	343	132
Stage 1	-	-	-	-	-	-	151	151	-	192	192	-
Stage 2	-	-	-	-	-	-	192	225	-	166	151	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1430	-	-	611	555	895	597	579	917
Stage 1	-	-	-	-	-	-	851	772	-	810	742	-
Stage 2	-	-	-	-	-	-	810	718	-	836	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1430	-	-	601	543	895	568	567	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	601	543	-	568	567	-
Stage 1	-	-	-	-	-	-	851	772	-	810	726	-
Stage 2	-	-	-	-	-	-	793	703	-	808	772	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			9.2			13		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	895	1413	-	-	1430	-	-	568				
HCM Lane V/C Ratio	0.034	-	-	-	0.021	-	-	0.212				
HCM Control Delay (s)	9.2	0	-	-	7.6	-	-	13				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.8				

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	28	62	111	0
Future Vol, veh/h	0	28	28	62	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	30	67	121	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	97	0	-	0	94	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1496	-	-	-	906	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	906	1000
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	993	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1496	-	-	-	857	
HCM Lane V/C Ratio	-	-	-	-	0.141	
HCM Control Delay (s)	0	-	-	-	9.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2025 Opening w/ Project PM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	126	77	63	707	712	146
Future Volume (veh/h)	126	77	63	707	712	146
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	137	84	68	768	774	159
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	191	514	2414	2414	1077
Arrive On Green	0.12	0.12	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1781	1585	600	3647	3647	1585
Grp Volume(v), veh/h	137	84	68	768	774	159
Grp Sat Flow(s),veh/h/ln	1781	1585	600	1777	1777	1585
Q Serve(g_s), s	3.3	2.2	2.4	4.0	4.0	1.6
Cycle Q Clear(g_c), s	3.3	2.2	6.4	4.0	4.0	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	215	191	514	2414	2414	1077
V/C Ratio(X)	0.64	0.44	0.13	0.32	0.32	0.15
Avail Cap(c_a), veh/h	713	634	514	2414	2414	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	18.4	4.3	3.0	3.0	2.6
Incr Delay (d2), s/veh	3.1	1.6	0.5	0.3	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.8	0.2	0.7	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	19.9	4.8	3.3	3.3	2.9
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	221			836	933	
Approach Delay, s/veh	21.2			3.4	3.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	35.1		9.9		35.1	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	8.4		5.3		6.0	
Green Ext Time (p_c), s	4.1		0.5		4.7	
Intersection Summary						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2025 Opening w/ Project PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	114	66	17	128	57	79	505	37	71	387	299
Future Volume (veh/h)	264	114	66	17	128	57	79	505	37	71	387	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	287	124	72	18	139	62	86	549	40	77	421	325
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	527	655	555	536	655	555	365	806	683	336	806	683
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1181	1870	1585	1187	1870	1585	715	1870	1585	827	1870	1585
Grp Volume(v), veh/h	287	124	72	18	139	62	86	549	40	77	421	325
Grp Sat Flow(s),veh/h/ln	1181	1870	1585	1187	1870	1585	715	1870	1585	827	1870	1585
Q Serve(g_s), s	9.3	1.9	1.3	0.4	2.1	1.1	4.1	9.7	0.6	3.4	6.8	6.0
Cycle Q Clear(g_c), s	11.4	1.9	1.3	2.3	2.1	1.1	10.9	9.7	0.6	13.1	6.8	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	527	655	555	536	655	555	365	806	683	336	806	683
V/C Ratio(X)	0.54	0.19	0.13	0.03	0.21	0.11	0.24	0.68	0.06	0.23	0.52	0.48
Avail Cap(c_a), veh/h	644	841	713	654	841	713	448	1023	867	432	1023	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	9.3	9.1	10.1	9.4	9.0	12.6	9.4	6.8	14.7	8.6	8.4
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.0	0.2	0.1	0.3	1.3	0.0	0.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.6	0.4	0.1	0.7	0.3	0.6	3.1	0.2	0.6	2.1	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	9.4	9.2	10.1	9.5	9.1	12.9	10.7	6.9	15.0	9.1	8.9
LnGrp LOS	B	A	A	B	A	A	B	B	A	B	A	A
Approach Vol, veh/h	483		219			675			823			
Approach Delay, s/veh	12.3		9.5			10.8			9.6			
Approach LOS	B		A			B			A			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	22.2		18.9			22.2			18.9			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	22.5		18.5			22.5			18.5			
Max Q Clear Time (g_c+I1), s	12.9		13.4			15.1			4.3			
Green Ext Time (p_c), s	3.1		1.0			2.6			0.8			
Intersection Summary												
HCM 6th Ctrl Delay	10.5											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	332	384	81	65	0
Future Vol, veh/h	0	332	384	81	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	361	417	88	71	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	505	0	-	0	822	461
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	361	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1060	-	-	-	344	600
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	344	600
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	705	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1060	-	-	-	461	
HCM Lane V/C Ratio	-	-	-	-	0.153	
HCM Control Delay (s)	0	-	-	-	14.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	166	0	31	192	161	0	0	35	131	0	0
Future Vol, veh/h	0	166	0	31	192	161	0	0	35	131	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	180	0	34	209	175	0	0	38	142	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	180	0	0	545	632	180	564	545	297
Stage 1	-	-	-	-	-	-	180	180	-	365	365	-
Stage 2	-	-	-	-	-	-	365	452	-	199	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1174	-	-	1396	-	-	449	398	863	436	446	742
Stage 1	-	-	-	-	-	-	822	750	-	654	623	-
Stage 2	-	-	-	-	-	-	654	570	-	803	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1396	-	-	440	388	863	409	435	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	440	388	-	409	435	-
Stage 1	-	-	-	-	-	-	822	750	-	654	608	-
Stage 2	-	-	-	-	-	-	638	556	-	768	750	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			9.4			18.4		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	863	1174	-	-	1396	-	-	409				
HCM Lane V/C Ratio	0.044	-	-	-	0.024	-	-	0.348				
HCM Control Delay (s)	9.4	0	-	-	7.6	-	-	18.4				
HCM Lane LOS	A	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.5				

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	31	161	131	0
Future Vol, veh/h	0	35	31	161	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	34	175	142	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	209	0	-	0	160	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1362	-	-	-	831	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1362	-	-	-	831	929
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	984	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1362	-	-	-	803	
HCM Lane V/C Ratio	-	-	-	-	0.177	
HCM Control Delay (s)	0	-	-	-	10.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

2030 Future Year Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2030 Future AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	329	176	404	748	524	557
Future Volume (veh/h)	329	176	404	748	524	557
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	358	191	439	813	570	605
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	402	358	377	2325	2325	1037
Arrive On Green	0.23	0.23	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1781	1585	477	3647	3647	1585
Grp Volume(v), veh/h	358	191	439	813	570	605
Grp Sat Flow(s),veh/h/ln	1781	1585	477	1777	1777	1585
Q Serve(g_s), s	14.6	8.0	44.1	7.7	5.0	16.0
Cycle Q Clear(g_c), s	14.6	8.0	49.1	7.7	5.0	16.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	402	358	377	2325	2325	1037
V/C Ratio(X)	0.89	0.53	1.16	0.35	0.25	0.58
Avail Cap(c_a), veh/h	428	380	377	2325	2325	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	25.6	21.1	5.8	5.3	7.2
Incr Delay (d2), s/veh	19.0	1.2	99.4	0.4	0.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	3.0	17.2	2.4	1.5	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.1	26.8	120.5	6.2	5.6	9.6
LnGrp LOS	D	C	F	A	A	A
Approach Vol, veh/h	549			1252	1175	
Approach Delay, s/veh	40.1			46.3	7.7	
Approach LOS	D			D	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	53.6			21.4		53.6
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	48.0			18.0		48.0
Max Q Clear Time (g_c+I1), s	51.1			16.6		18.0
Green Ext Time (p_c), s	0.0			0.3		7.3
Intersection Summary						
HCM 6th Ctrl Delay			29.9			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2030 Future AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	33	31	53	30	136	24	354	165	232	271	61
Future Volume (veh/h)	49	33	31	53	30	136	24	354	165	232	271	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	36	34	58	33	148	26	385	179	252	295	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	309	262	436	309	262	698	1006	852	591	1006	852
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1203	1870	1585	1331	1870	1585	1021	1870	1585	847	1870	1585
Grp Volume(v), veh/h	53	36	34	58	33	148	26	385	179	252	295	66
Grp Sat Flow(s),veh/h/ln	1203	1870	1585	1331	1870	1585	1021	1870	1585	847	1870	1585
Q Serve(g_s), s	1.2	0.5	0.6	1.2	0.5	2.6	0.4	3.6	1.8	7.5	2.6	0.6
Cycle Q Clear(g_c), s	1.6	0.5	0.6	1.7	0.5	2.6	3.1	3.6	1.8	11.1	2.6	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	309	262	436	309	262	698	1006	852	591	1006	852
V/C Ratio(X)	0.13	0.12	0.13	0.13	0.11	0.56	0.04	0.38	0.21	0.43	0.29	0.08
Avail Cap(c_a), veh/h	934	1110	941	1006	1110	941	1092	1727	1464	918	1727	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	10.8	10.8	11.5	10.8	11.6	4.7	4.1	3.7	7.3	3.8	3.4
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.1	0.2	1.9	0.0	0.2	0.1	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.3	0.2	0.8	0.1	0.6	0.2	0.8	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	10.9	11.0	11.6	10.9	13.6	4.7	4.3	3.8	7.8	4.0	3.4
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	123					239		590		613		
Approach Delay, s/veh	11.2					12.7		4.2		5.5		
Approach LOS	B					B		A		A		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	20.8		9.5			20.8		9.5				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	28.0		18.0			28.0		18.0				
Max Q Clear Time (g_c+I1), s	5.6		3.6			13.1		4.6				
Green Ext Time (p_c), s	3.1		0.3			3.2		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			6.6									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2030 Future PM
The Pinnacles



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	74	53	869	875	80
Future Volume (veh/h)	75	74	53	869	875	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	80	58	945	951	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	172	153	484	2500	2500	1115
Arrive On Green	0.10	0.10	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	544	3647	3647	1585
Grp Volume(v), veh/h	82	80	58	945	951	87
Grp Sat Flow(s),veh/h/ln	1781	1585	544	1777	1777	1585
Q Serve(g_s), s	2.0	2.2	2.2	4.8	4.9	0.8
Cycle Q Clear(g_c), s	2.0	2.2	7.1	4.8	4.9	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	172	153	484	2500	2500	1115
V/C Ratio(X)	0.48	0.52	0.12	0.38	0.38	0.08
Avail Cap(c_a), veh/h	713	634	484	2500	2500	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	19.3	4.1	2.7	2.7	2.1
Incr Delay (d2), s/veh	2.0	2.7	0.5	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.2	0.7	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	22.1	4.6	3.1	3.1	2.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	162			1003	1038	
Approach Delay, s/veh	21.7			3.2	3.1	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	36.2		8.8		36.2	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+l1), s	9.1		4.2		6.9	
Green Ext Time (p_c), s	4.6		0.4		5.2	
Intersection Summary						
HCM 6th Ctrl Delay			4.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2030 Future PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	39	20	20	33	71	24	621	45	88	475	71
Future Volume (veh/h)	83	39	20	20	33	71	24	621	45	88	475	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	42	22	22	36	77	26	675	49	96	516	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	409	281	239	413	281	239	552	1033	876	456	1033	876
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1280	1870	1585	1338	1870	1585	824	1870	1585	730	1870	1585
Grp Volume(v), veh/h	90	42	22	22	36	77	26	675	49	96	516	77
Grp Sat Flow(s),veh/h/ln	1280	1870	1585	1338	1870	1585	824	1870	1585	730	1870	1585
Q Serve(g_s), s	2.0	0.6	0.4	0.4	0.5	1.3	0.6	7.7	0.4	3.2	5.2	0.7
Cycle Q Clear(g_c), s	2.5	0.6	0.4	1.0	0.5	1.3	5.8	7.7	0.4	10.9	5.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	409	281	239	413	281	239	552	1033	876	456	1033	876
V/C Ratio(X)	0.22	0.15	0.09	0.05	0.13	0.32	0.05	0.65	0.06	0.21	0.50	0.09
Avail Cap(c_a), veh/h	976	1111	941	1006	1111	941	858	1728	1464	727	1728	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	11.2	11.1	11.6	11.2	11.5	6.0	4.7	3.1	8.6	4.2	3.2
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.1	0.2	0.8	0.0	0.7	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.2	0.1	0.1	0.2	0.4	0.1	1.1	0.1	0.4	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	11.4	11.3	11.7	11.4	12.3	6.0	5.5	3.2	8.8	4.6	3.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	154			135			750			689		
Approach Delay, s/veh	12.0			11.9			5.3			5.0		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.2			9.1			21.2			9.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	28.0			18.0			28.0			18.0		
Max Q Clear Time (g_c+I1), s	9.7			4.5			12.9			3.3		
Green Ext Time (p_c), s	4.9			0.4			3.9			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	6.3											
HCM 6th LOS	A											

2030 Future Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2030 Future w/ Project AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	384	190	412	748	524	588
Future Volume (veh/h)	384	190	412	748	524	588
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	207	448	813	570	639
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	456	406	353	2186	2186	975
Arrive On Green	0.26	0.26	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1781	1585	462	3647	3647	1585
Grp Volume(v), veh/h	417	207	448	813	570	639
Grp Sat Flow(s),veh/h/ln	1781	1585	462	1777	1777	1585
Q Serve(g_s), s	15.9	7.8	37.9	8.0	5.1	18.2
Cycle Q Clear(g_c), s	15.9	7.8	43.1	8.0	5.1	18.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	456	406	353	2186	2186	975
V/C Ratio(X)	0.91	0.51	1.27	0.37	0.26	0.66
Avail Cap(c_a), veh/h	458	408	353	2186	2186	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	22.3	21.6	6.7	6.2	8.7
Incr Delay (d2), s/veh	21.6	1.0	141.3	0.5	0.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	2.9	19.7	2.6	1.6	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.9	23.3	162.9	7.2	6.5	12.1
LnGrp LOS	D	C	F	A	A	B
Approach Vol, veh/h	624			1261	1209	
Approach Delay, s/veh	39.1			62.5	9.5	
Approach LOS	D			E	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	47.6		22.4		47.6	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	43.0		18.0		43.0	
Max Q Clear Time (g_c+I1), s	45.1		17.9		20.2	
Green Ext Time (p_c), s	0.0		0.0		7.0	
Intersection Summary						
HCM 6th Ctrl Delay			37.1			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2030 Future w/ Project AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	102	73	53	69	136	47	354	165	232	271	153
Future Volume (veh/h)	215	102	73	53	69	136	47	354	165	232	271	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	111	79	58	75	148	51	385	179	252	295	166
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	540	458	458	540	458	548	939	796	483	939	796
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1158	1870	1585	1193	1870	1585	931	1870	1585	847	1870	1585
Grp Volume(v), veh/h	234	111	79	58	75	148	51	385	179	252	295	166
Grp Sat Flow(s),veh/h/ln	1158	1870	1585	1193	1870	1585	931	1870	1585	847	1870	1585
Q Serve(g_s), s	8.1	1.9	1.6	1.7	1.3	3.2	1.5	5.6	2.7	11.4	4.0	2.5
Cycle Q Clear(g_c), s	9.4	1.9	1.6	3.6	1.3	3.2	5.5	5.6	2.7	17.0	4.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	540	458	458	540	458	548	939	796	483	939	796
V/C Ratio(X)	0.50	0.21	0.17	0.13	0.14	0.32	0.09	0.41	0.22	0.52	0.31	0.21
Avail Cap(c_a), veh/h	630	804	681	626	804	681	675	1195	1012	599	1195	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	11.6	11.5	12.9	11.3	12.0	8.0	6.7	6.0	12.0	6.3	6.0
Incr Delay (d2), s/veh	0.8	0.2	0.2	0.1	0.1	0.4	0.1	0.3	0.1	0.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.7	0.5	0.4	0.5	1.0	0.2	1.6	0.7	1.8	1.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	11.8	11.6	13.1	11.5	12.4	8.0	7.0	6.2	12.9	6.5	6.1
LnGrp LOS	B	B	B	B	B	B	A	A	A	B	A	A
Approach Vol, veh/h	424					281		615		713		
Approach Delay, s/veh	13.9					12.3		6.8		8.7		
Approach LOS	B					B		A		A		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	26.1		16.9			26.1		16.9				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	27.5		18.5			27.5		18.5				
Max Q Clear Time (g_c+I1), s	7.6		11.4			19.0		5.6				
Green Ext Time (p_c), s	3.2		1.1			2.6		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	9.7											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	290	192	31	55	0
Future Vol, veh/h	0	290	192	31	55	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	315	209	34	60	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	243	0	-	0	541	226
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1323	-	-	-	502	813
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	502	813
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	740	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		11.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1323	-	-	-	581	
HCM Lane V/C Ratio	-	-	-	-	0.103	
HCM Control Delay (s)	0	-	-	-	11.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	145	0	34	96	62	0	0	34	111	0	0
Future Vol, veh/h	0	145	0	34	96	62	0	0	34	111	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	158	0	37	104	67	0	0	37	121	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	158	0	0	370	403	158	389	370	138
Stage 1	-	-	-	-	-	-	158	158	-	212	212	-
Stage 2	-	-	-	-	-	-	212	245	-	177	158	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1406	-	-	1422	-	-	587	536	887	570	560	910
Stage 1	-	-	-	-	-	-	844	767	-	790	727	-
Stage 2	-	-	-	-	-	-	790	703	-	825	767	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1406	-	-	1422	-	-	575	522	887	535	545	910
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	522	-	535	545	-
Stage 1	-	-	-	-	-	-	844	767	-	790	708	-
Stage 2	-	-	-	-	-	-	769	685	-	791	767	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			9.2			13.7		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	887	1406	-	-	1422	-	-	535				
HCM Lane V/C Ratio	0.042	-	-	-	0.026	-	-	0.226				
HCM Control Delay (s)	9.2	0	-	-	7.6	-	-	13.7				
HCM Lane LOS	A	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.9				

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	34	62	111	0
Future Vol, veh/h	0	34	34	62	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	37	67	121	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	104	0	-	0	108	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1488	-	-	-	889	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1488	-	-	-	889	991
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	985	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1488	-	-	-	846	
HCM Lane V/C Ratio	-	-	-	-	0.143	
HCM Control Delay (s)	0	-	-	-	10	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2030 Future w/ Project PM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	140	91	73	869	875	161
Future Volume (veh/h)	140	91	73	869	875	161
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	99	79	945	951	175
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	229	204	433	2456	2456	1096
Arrive On Green	0.13	0.13	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1781	1585	500	3647	3647	1585
Grp Volume(v), veh/h	152	99	79	945	951	175
Grp Sat Flow(s),veh/h/ln	1781	1585	500	1777	1777	1585
Q Serve(g_s), s	4.1	2.9	4.0	5.6	5.6	1.9
Cycle Q Clear(g_c), s	4.1	2.9	9.6	5.6	5.6	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	229	204	433	2456	2456	1096
V/C Ratio(X)	0.66	0.49	0.18	0.38	0.39	0.16
Avail Cap(c_a), veh/h	641	571	433	2456	2456	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	20.2	5.3	3.2	3.3	2.7
Incr Delay (d2), s/veh	3.2	1.7	0.9	0.5	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.1	0.4	1.1	1.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.9	22.0	6.2	3.7	3.7	3.0
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	251			1024	1126	
Approach Delay, s/veh	23.1			3.9	3.6	
Approach LOS	C			A	A	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	39.1		10.9		39.1	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	23.0		18.0		23.0	
Max Q Clear Time (g_c+I1), s	11.6		6.1		7.6	
Green Ext Time (p_c), s	5.7		0.6		6.6	
Intersection Summary						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2030 Future w/ Project PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	121	69	20	134	71	84	621	45	88	475	313
Future Volume (veh/h)	279	121	69	20	134	71	84	621	45	88	475	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	132	75	22	146	77	91	675	49	96	516	340
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	647	548	483	647	548	322	907	768	277	907	768
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1158	1870	1585	1175	1870	1585	645	1870	1585	730	1870	1585
Grp Volume(v), veh/h	303	132	75	22	146	77	91	675	49	96	516	340
Grp Sat Flow(s),veh/h/ln	1158	1870	1585	1175	1870	1585	645	1870	1585	730	1870	1585
Q Serve(g_s), s	13.3	2.6	1.7	0.7	2.9	1.8	6.2	15.4	0.9	6.5	10.4	7.5
Cycle Q Clear(g_c), s	16.3	2.6	1.7	3.3	2.9	1.8	16.6	15.4	0.9	21.9	10.4	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	472	647	548	483	647	548	322	907	768	277	907	768
V/C Ratio(X)	0.64	0.20	0.14	0.05	0.23	0.14	0.28	0.74	0.06	0.35	0.57	0.44
Avail Cap(c_a), veh/h	475	652	553	487	652	553	343	969	821	301	969	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	12.2	11.9	13.4	12.3	11.9	15.6	11.0	7.3	19.9	9.7	9.0
Incr Delay (d2), s/veh	2.9	0.2	0.1	0.0	0.2	0.1	0.5	3.0	0.0	0.7	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.0	0.6	0.2	1.1	0.6	0.8	5.7	0.2	1.1	3.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.0	12.4	12.0	13.4	12.5	12.1	16.1	14.0	7.3	20.6	10.4	9.4
LnGrp LOS	C	B	B	B	B	B	B	B	A	C	B	A
Approach Vol, veh/h	510					245		815		952		
Approach Delay, s/veh	17.5					12.4		13.8		11.1		
Approach LOS	B					B		B		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	30.2		22.8			30.2		22.8				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	27.5		18.5			27.5		18.5				
Max Q Clear Time (g_c+I1), s	18.6		18.3			23.9		5.3				
Green Ext Time (p_c), s	3.7		0.1			1.8		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	13.4											
HCM 6th LOS	B											

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	348	398	81	65	0
Future Vol, veh/h	0	348	398	81	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	378	433	88	71	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	521	0	-	0	855	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	378	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1045	-	-	-	329	588
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	693	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1045	-	-	-	329	588
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	693	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1045	-	-	-	449	
HCM Lane V/C Ratio	-	-	-	-	0.157	
HCM Control Delay (s)	0	-	-	-	14.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	174	0	38	199	161	0	0	43	131	0	0
Future Vol, veh/h	0	174	0	38	199	161	0	0	43	131	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	189	0	41	216	175	0	0	47	142	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	391	0	0	189	0	0	575	662	189	599	575	304
Stage 1	-	-	-	-	-	-	189	189	-	386	386	-
Stage 2	-	-	-	-	-	-	386	473	-	213	189	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1168	-	-	1385	-	-	429	382	853	413	429	736
Stage 1	-	-	-	-	-	-	813	744	-	637	610	-
Stage 2	-	-	-	-	-	-	637	558	-	789	744	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1168	-	-	1385	-	-	419	371	853	382	416	736
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	371	-	382	416	-
Stage 1	-	-	-	-	-	-	813	744	-	637	592	-
Stage 2	-	-	-	-	-	-	618	541	-	746	744	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			9.5			19.9		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	853	1168	-	-	1385	-	-	382				
HCM Lane V/C Ratio	0.055	-	-	-	0.03	-	-	0.373				
HCM Control Delay (s)	9.5	0	-	-	7.7	-	-	19.9				
HCM Lane LOS	A	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.7				

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	38	161	131	0
Future Vol, veh/h	0	43	38	161	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	41	175	142	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	216	0	-	0	176	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	814	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	814	921
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	975	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1354	-	-	-	793	
HCM Lane V/C Ratio	-	-	-	-	0.18	
HCM Control Delay (s)	0	-	-	-	10.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

2045 Future Year Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2045 Future AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	518	276	636	1176	824	875
Future Volume (veh/h)	518	276	636	1176	824	875
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	563	300	691	1278	896	951
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	422	375	199	2499	2499	1115
Arrive On Green	0.24	0.24	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1781	1585	250	3647	3647	1585
Grp Volume(v), veh/h	563	300	691	1278	896	951
Grp Sat Flow(s),veh/h/ln	1781	1585	250	1777	1777	1585
Q Serve(g_s), s	35.5	26.7	90.5	25.0	15.0	66.7
Cycle Q Clear(g_c), s	35.5	26.7	105.5	25.0	15.0	66.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	422	375	199	2499	2499	1115
V/C Ratio(X)	1.34	0.80	3.47	0.51	0.36	0.85
Avail Cap(c_a), veh/h	422	375	199	2499	2499	1115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	53.9	40.7	10.3	8.8	16.5
Incr Delay (d2), s/veh	164.0	9.8	1126.3	0.8	0.4	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.2	11.7	69.9	9.7	5.8	25.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	221.2	63.7	1167.0	11.1	9.2	24.8
LnGrp LOS	F	E	F	B	A	C
Approach Vol, veh/h	863			1969	1847	
Approach Delay, s/veh	166.5			416.7	17.3	
Approach LOS	F			F	B	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	110.0		40.0		110.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	105.5		35.5		105.5	
Max Q Clear Time (g_c+I1), s	107.5		37.5		68.7	
Green Ext Time (p_c), s	0.0		0.0		15.4	
Intersection Summary						
HCM 6th Ctrl Delay			212.9			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2045 Future AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	52	37	84	47	215	37	557	259	365	427	96
Future Volume (veh/h)	76	52	37	84	47	215	37	557	259	365	427	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	57	40	91	51	234	40	605	282	397	464	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	333	282	293	333	282	606	1315	1114	447	1315	1114
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	1094	1870	1585	1298	1870	1585	843	1870	1585	627	1870	1585
Grp Volume(v), veh/h	83	57	40	91	51	234	40	605	282	397	464	104
Grp Sat Flow(s),veh/h/ln	1094	1870	1585	1298	1870	1585	843	1870	1585	627	1870	1585
Q Serve(g_s), s	5.2	1.9	1.6	4.8	1.7	10.7	1.5	10.7	4.8	42.3	7.4	1.6
Cycle Q Clear(g_c), s	7.0	1.9	1.6	6.8	1.7	10.7	8.9	10.7	4.8	53.0	7.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	333	282	293	333	282	606	1315	1114	447	1315	1114
V/C Ratio(X)	0.31	0.17	0.14	0.31	0.15	0.83	0.07	0.46	0.25	0.89	0.35	0.09
Avail Cap(c_a), veh/h	331	446	378	372	446	378	606	1315	1114	447	1315	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	26.3	26.1	29.2	26.2	29.9	6.2	4.9	4.0	19.0	4.4	3.6
Incr Delay (d2), s/veh	0.7	0.2	0.2	0.6	0.2	11.0	0.0	0.3	0.1	19.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.9	0.6	1.5	0.8	4.8	0.2	3.1	1.2	9.2	2.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	26.5	26.4	29.8	26.4	40.9	6.2	5.2	4.2	38.2	4.6	3.6
LnGrp LOS	C	C	C	C	C	D	A	A	A	D	A	A
Approach Vol, veh/h	180					376		927		965		
Approach Delay, s/veh	28.0					36.2		4.9		18.3		
Approach LOS	C					D		A		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	57.5		17.9			57.5		17.9				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	53.0		18.0			53.0		18.0				
Max Q Clear Time (g_c+I1), s	12.7		9.0			55.0		12.7				
Green Ext Time (p_c), s	6.3		0.4			0.0		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	16.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2045 Future PM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	116	84	1366	1376	126
Future Volume (veh/h)	118	116	84	1366	1376	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	126	91	1485	1496	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	200	178	283	2697	2697	1203
Arrive On Green	0.11	0.11	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1781	1585	308	3647	3647	1585
Grp Volume(v), veh/h	128	126	91	1485	1496	137
Grp Sat Flow(s),veh/h/ln	1781	1585	308	1777	1777	1585
Q Serve(g_s), s	4.8	5.4	12.2	12.1	12.3	1.6
Cycle Q Clear(g_c), s	4.8	5.4	24.5	12.1	12.3	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	200	178	283	2697	2697	1203
V/C Ratio(X)	0.64	0.71	0.32	0.55	0.55	0.11
Avail Cap(c_a), veh/h	458	408	283	2697	2697	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	30.0	8.6	3.5	3.5	2.2
Incr Delay (d2), s/veh	3.0	4.6	3.0	0.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	0.9	2.6	2.6	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.8	34.5	11.6	4.3	4.3	2.4
LnGrp LOS	C	C	B	A	A	A
Approach Vol, veh/h	254			1576	1633	
Approach Delay, s/veh	33.6			4.7	4.2	
Approach LOS	C			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	57.6			12.4		57.6
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	43.0			18.0		43.0
Max Q Clear Time (g_c+I1), s	26.5			7.4		14.3
Green Ext Time (p_c), s	11.4			0.6		15.0
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2045 Future PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	62	37	32	52	111	37	977	72	138	747	111
Future Volume (veh/h)	131	62	37	32	52	111	37	977	72	138	747	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	142	67	40	35	57	121	40	1062	78	150	812	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	316	268	265	316	268	393	1351	1145	263	1351	1145
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.72	0.72	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1206	1870	1585	1287	1870	1585	600	1870	1585	494	1870	1585
Grp Volume(v), veh/h	142	67	40	35	57	121	40	1062	78	150	812	121
Grp Sat Flow(s),veh/h/ln	1206	1870	1585	1287	1870	1585	600	1870	1585	494	1870	1585
Q Serve(g_s), s	9.5	2.6	1.8	2.0	2.2	5.7	2.9	30.3	1.2	23.3	17.7	1.9
Cycle Q Clear(g_c), s	11.7	2.6	1.8	4.6	2.2	5.7	20.6	30.3	1.2	53.5	17.7	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	259	316	268	265	316	268	393	1351	1145	263	1351	1145
V/C Ratio(X)	0.55	0.21	0.15	0.13	0.18	0.45	0.10	0.79	0.07	0.57	0.60	0.11
Avail Cap(c_a), veh/h	317	406	344	326	406	344	415	1420	1203	281	1420	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	29.7	29.4	31.7	29.5	31.0	10.7	7.4	3.4	24.6	5.6	3.5
Incr Delay (d2), s/veh	1.8	0.3	0.3	0.2	0.3	1.2	0.1	2.9	0.0	2.4	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.2	0.7	0.6	1.0	2.2	0.4	9.7	0.3	2.7	5.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	30.0	29.6	31.9	29.8	32.2	10.8	10.3	3.4	27.0	6.3	3.5
LnGrp LOS	D	C	C	C	C	C	B	B	A	C	A	A
Approach Vol, veh/h	249					213		1180		1083		
Approach Delay, s/veh	33.6					31.5		9.8		8.9		
Approach LOS	C					C		A		A		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	64.5		18.5			64.5		18.5				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	63.0		18.0			63.0		18.0				
Max Q Clear Time (g_c+I1), s	32.3		13.7			55.5		7.7				
Green Ext Time (p_c), s	12.2		0.4			4.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	13.3											
HCM 6th LOS	B											

2045 Future Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2045 Future w/ Project AM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	573	290	644	1176	824	906
Future Volume (veh/h)	573	290	644	1176	824	906
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	623	315	700	1278	896	985
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	452	402	191	2424	2424	1081
Arrive On Green	0.25	0.25	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1781	1585	242	3647	3647	1585
Grp Volume(v), veh/h	623	315	700	1278	896	985
Grp Sat Flow(s),veh/h/ln	1781	1585	242	1777	1777	1585
Q Serve(g_s), s	35.5	25.9	80.5	25.0	15.0	73.0
Cycle Q Clear(g_c), s	35.5	25.9	95.5	25.0	15.0	73.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	452	402	191	2424	2424	1081
V/C Ratio(X)	1.38	0.78	3.67	0.53	0.37	0.91
Avail Cap(c_a), veh/h	452	402	191	2424	2424	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	48.7	40.6	11.0	9.5	18.7
Incr Delay (d2), s/veh	181.2	7.7	1216.3	0.8	0.4	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.5	11.1	71.2	9.7	5.8	28.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	233.4	56.3	1257.0	11.9	9.9	31.6
LnGrp LOS	F	E	F	B	A	C
Approach Vol, veh/h	938			1978	1881	
Approach Delay, s/veh	174.0			452.5	21.2	
Approach LOS	F			F	C	
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	100.0		40.0		100.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	95.5		35.5		95.5	
Max Q Clear Time (g_c+l1), s	97.5		37.5		75.0	
Green Ext Time (p_c), s	0.0		0.0		11.8	
Intersection Summary						
HCM 6th Ctrl Delay			228.9			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2045 Future w/ Project AM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	121	79	84	86	215	60	557	259	365	427	188
Future Volume (veh/h)	242	121	79	84	86	215	60	557	259	365	427	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	132	86	91	93	234	65	605	282	397	464	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	433	367	291	433	367	507	1227	1040	398	1227	1040
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1053	1870	1585	1163	1870	1585	769	1870	1585	627	1870	1585
Grp Volume(v), veh/h	263	132	86	91	93	234	65	605	282	397	464	204
Grp Sat Flow(s),veh/h/ln	1053	1870	1585	1163	1870	1585	769	1870	1585	627	1870	1585
Q Serve(g_s), s	15.3	4.7	3.5	5.6	3.2	10.7	3.4	13.1	6.0	39.4	9.1	4.1
Cycle Q Clear(g_c), s	18.5	4.7	3.5	10.3	3.2	10.7	12.5	13.1	6.0	52.5	9.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	433	367	291	433	367	507	1227	1040	398	1227	1040
V/C Ratio(X)	0.90	0.31	0.23	0.31	0.22	0.64	0.13	0.49	0.27	1.00	0.38	0.20
Avail Cap(c_a), veh/h	291	433	367	291	433	367	507	1227	1040	398	1227	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	25.4	25.0	29.7	24.9	27.7	9.1	7.0	5.7	24.7	6.3	5.4
Incr Delay (d2), s/veh	29.3	0.4	0.3	0.6	0.2	3.7	0.1	0.3	0.1	44.3	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	2.1	1.3	1.6	1.4	4.3	0.5	4.3	1.7	12.6	3.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	25.8	25.3	30.3	25.1	31.4	9.2	7.3	5.9	69.0	6.5	5.5
LnGrp LOS	E	C	C	C	C	C	A	A	A	E	A	A
Approach Vol, veh/h	481					418		952		1065		
Approach Delay, s/veh	46.3					29.8		7.0		29.6		
Approach LOS	D					C		A		C		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	57.0		23.0			57.0		23.0				
Change Period (Y+Rc), s	4.5		4.5			4.5		4.5				
Max Green Setting (Gmax), s	52.5		18.5			52.5		18.5				
Max Q Clear Time (g_c+I1), s	15.1		20.5			54.5		12.7				
Green Ext Time (p_c), s	6.5		0.0			0.0		0.9				
Intersection Summary												
HCM 6th Ctrl Delay	25.0											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	322	232	31	55	0
Future Vol, veh/h	0	322	232	31	55	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	350	252	34	60	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	286	0	-	0	619	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1276	-	-	-	452	770
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	452	770
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	713	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1276	-	-	-	545	
HCM Lane V/C Ratio	-	-	-	-	0.11	
HCM Control Delay (s)	0	-	-	-	12.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	161	0	54	116	62	0	0	50	111	0	0
Future Vol, veh/h	0	161	0	54	116	62	0	0	50	111	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	175	0	59	126	67	0	0	54	121	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	175	0	0	453	486	175	480	453	160
Stage 1	-	-	-	-	-	-	175	175	-	278	278	-
Stage 2	-	-	-	-	-	-	278	311	-	202	175	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1380	-	-	1401	-	-	517	481	868	496	503	885
Stage 1	-	-	-	-	-	-	827	754	-	728	680	-
Stage 2	-	-	-	-	-	-	728	658	-	800	754	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1401	-	-	500	461	868	450	482	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	461	-	450	482	-
Stage 1	-	-	-	-	-	-	827	754	-	728	651	-
Stage 2	-	-	-	-	-	-	697	630	-	750	754	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.8			9.4			15.9		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	868	1380	-	-	1401	-	-	450				
HCM Lane V/C Ratio	0.063	-	-	-	0.042	-	-	0.268				
HCM Control Delay (s)	9.4	0	-	-	7.7	-	-	15.9				
HCM Lane LOS	A	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.1				

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	50	54	62	111	0
Future Vol, veh/h	0	50	54	62	111	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	54	59	67	121	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	126	0	-	0	147	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1460	-	-	-	845	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1460	-	-	-	845	964
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	969	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1460	-	-	-	818	
HCM Lane V/C Ratio	-	-	-	-	0.147	
HCM Control Delay (s)	0	-	-	-	10.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

HCM 6th Signalized Intersection Summary

1: Pony Express Pkwy & Aviator Ave

2045 Future w/ Project PM
The Pinnacles

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Traffic Volume (veh/h)	183	133	104	1366	1376	207
Future Volume (veh/h)	183	133	104	1366	1376	207
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	145	113	1485	1496	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	251	224	249	2652	2652	1183
Arrive On Green	0.14	0.14	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1781	1585	283	3647	3647	1585
Grp Volume(v), veh/h	199	145	113	1485	1496	225
Grp Sat Flow(s),veh/h/ln	1781	1585	283	1777	1777	1585
Q Serve(g_s), s	8.6	6.9	23.3	14.6	14.8	3.4
Cycle Q Clear(g_c), s	8.6	6.9	38.1	14.6	14.8	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	251	224	249	2652	2652	1183
V/C Ratio(X)	0.79	0.65	0.45	0.56	0.56	0.19
Avail Cap(c_a), veh/h	401	357	249	2652	2652	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	32.5	12.8	4.4	4.4	3.0
Incr Delay (d2), s/veh	4.0	2.2	5.9	0.9	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	2.7	1.7	3.8	3.9	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.2	34.7	18.7	5.3	5.3	3.4
LnGrp LOS	D	C	B	A	A	A
Approach Vol, veh/h	344			1598	1721	
Approach Delay, s/veh	36.2			6.2	5.1	
Approach LOS	D			A	A	
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	64.2			15.8		64.2
Change Period (Y+Rc), s	4.5			4.5		4.5
Max Green Setting (Gmax), s	53.0			18.0		53.0
Max Q Clear Time (g_c+I1), s	40.1			10.6		16.8
Green Ext Time (p_c), s	9.7			0.7		17.4
Intersection Summary						
HCM 6th Ctrl Delay			8.5			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

2: Eagle Mountain Blvd & Aviator Ave

2045 Future w/ Project PM
The Pinnacles



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	144	86	32	153	111	97	977	72	138	747	353
Future Volume (veh/h)	327	144	86	32	153	111	97	977	72	138	747	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	157	93	35	166	121	105	1062	78	150	812	384
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	518	439	349	518	439	235	1093	927	130	1093	927
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1092	1870	1585	1130	1870	1585	468	1870	1585	494	1870	1585
Grp Volume(v), veh/h	355	157	93	35	166	121	105	1062	78	150	812	384
Grp Sat Flow(s),veh/h/ln	1092	1870	1585	1130	1870	1585	468	1870	1585	494	1870	1585
Q Serve(g_s), s	13.4	4.3	2.9	1.6	4.6	3.9	13.8	35.5	1.4	2.5	20.7	8.6
Cycle Q Clear(g_c), s	18.0	4.3	2.9	5.9	4.6	3.9	34.5	35.5	1.4	38.0	20.7	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	518	439	349	518	439	235	1093	927	130	1093	927
V/C Ratio(X)	1.06	0.30	0.21	0.10	0.32	0.28	0.45	0.97	0.08	1.15	0.74	0.41
Avail Cap(c_a), veh/h	336	518	439	349	518	439	235	1093	927	130	1093	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	18.5	18.1	20.9	18.6	18.4	22.6	13.0	5.9	32.3	9.9	7.4
Incr Delay (d2), s/veh	64.5	0.3	0.2	0.1	0.4	0.3	1.3	20.5	0.0	126.3	2.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	1.0	0.4	1.9	1.4	1.5	17.6	0.4	6.5	7.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.5	18.9	18.3	21.0	19.0	18.7	23.9	33.5	5.9	158.6	12.7	7.7
LnGrp LOS	F	B	B	C	B	B	C	C	A	F	B	A
Approach Vol, veh/h	605		322			1245			1346			
Approach Delay, s/veh	62.0		19.1			31.0			27.5			
Approach LOS	E		B			C			C			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	42.5		22.5			42.5			22.5			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	38.0		18.0			38.0			18.0			
Max Q Clear Time (g_c+I1), s	37.5		20.0			40.0			7.9			
Green Ext Time (p_c), s	0.4		0.0			0.0			1.0			
Intersection Summary												
HCM 6th Ctrl Delay	33.9											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	400	442	81	65	0
Future Vol, veh/h	0	400	442	81	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	435	480	88	71	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	568	0	-	0	959	524
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1004	-	-	-	285	553
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1004	-	-	-	285	553
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	653	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		15.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1004	-	-	-	413	
HCM Lane V/C Ratio	-	-	-	-	0.171	
HCM Control Delay (s)	0	-	-	-	15.5	
HCM Lane LOS	A	-	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.6	

HCM 6th TWSC
4: Brandon Park Acces/Access 2 & Aviator Ave

2045 Future w/ Project PM
The Pinnacles

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	200	0	60	221	161	0	0	69	131	0	0
Future Vol, veh/h	0	200	0	60	221	161	0	0	69	131	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	217	0	65	240	175	0	0	75	142	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	415	0	0	217	0	0	675	762	217	713	675	328
Stage 1	-	-	-	-	-	-	217	217	-	458	458	-
Stage 2	-	-	-	-	-	-	458	545	-	255	217	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1144	-	-	1353	-	-	368	335	823	347	376	713
Stage 1	-	-	-	-	-	-	785	723	-	583	567	-
Stage 2	-	-	-	-	-	-	583	519	-	749	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1144	-	-	1353	-	-	354	319	823	304	358	713
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	319	-	304	358	-
Stage 1	-	-	-	-	-	-	785	723	-	583	540	-
Stage 2	-	-	-	-	-	-	555	494	-	681	723	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			9.8			26.9		
HCM LOS							A			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	823	1144	-	-	1353	-	-	304				
HCM Lane V/C Ratio	0.091	-	-	-	0.048	-	-	0.468				
HCM Control Delay (s)	9.8	0	-	-	7.8	-	-	26.9				
HCM Lane LOS	A	A	-	-	A	-	-	D				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	2.4				

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	60	161	131	0
Future Vol, veh/h	0	69	60	161	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	65	175	142	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	240	0	-	0	228	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1327	-	-	-	760	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1327	-	-	-	760	893
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	948	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1327	-	-	-	759	
HCM Lane V/C Ratio	-	-	-	-	0.188	
HCM Control Delay (s)	0	-	-	-	10.8	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

RC
R2
R3
OS-I

59:034:0148
BRYLEE ESTATES
LAND HOLDINGS
LLC.

59:034:0141
BRIGHTON DEVELOPMENT
UTAH LLC

59:034:0137
BRIGHTON DEVELOPMENT
UTAH LLC

— 59:034:0003 —
BAND H LAND
HOLDNGS LLC.

GRAPHIC SCALE

(IN FEET)
1 inch = 80 ft.

PRELIMINARY PLAT

PINNACLES PLAT A

SUBDIVISION
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 2, T6S, R2W,
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

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

SITE LOCATION -

ICINITY MAP

S



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022

TITLE:	PUBLIC HEARING -- Rush Creek [Industrial] Subdivision		
ITEM TYPE:	Rezone and Preliminary Plat		
FISCAL IMPACT:			
APPLICANT:	Dan Ford		
GENERAL PLAN DESIGNATION Business Park/Light Industry	CURRENT ZONE Agricultural (Ag)	ACREAGE 38.80	COMMUNITY

PUBLIC HEARING:

Yes

RECOMMENDATION:

Approve with conditions...

PREPARED BY:

Robert Hobbs, Planning

BACKGROUND:

Applicant Dan Ford has submitted a package entitlement and plat application set appertaining to approximately 38.80 acres of ground currently zoned "Agriculture/Rural Density" (County Assessor Acct./Parcel # 59-034-0009 – hereinafter the "Property").

PRESENTED BY:

Robert Hobbs

The rezone application narrative identifies the current "zoning" of the Property as Employment Center/Campus; however, that designation is the old General Plan setting that was converted this year to Business Park/Light Industry (circa July 06). Following approval of the July General Plan Map Amendment, the Applicant now proposes assignment of a/the Light Manufacturing/Distribution (LMD) Zone to a 3.68 portion of the Property, and, platting approval of a 15-lot industrial subdivision thereon. (The concept plan once contemplated the zoning for the subdivision as Industrial; hence, while a designation of Industrial appears on the attached concept plan copy, it should be ignored.)

(This item [application package] was originally scheduled to be heard by the Commission on January 11; however, it was pulled in order to re-advertise the matter as being both a rezone request, and, an associated plat approval request.)

ITEMS FOR CONSIDERATION:

(The Conclusions of Law, required findings, standards and requirements for a/the proposed Rezone and Preliminary Plat may be found in/at EMMC §§ 17.090.060 and 16.20 respectively.)

Rezoning (EMMC § 17.90.060):

17. **Compliance with General Plan:** The Business Park/Light Industrial future land use “setting” is currently assigned to the Property. Such a setting harmonizes with, and is considered supportive of, the Light Manufacturing/Distribution Zone per EMMC § Table 17.60.160(1).
18. **Compatibility Determination:** As the land around this Property is largely vacant, as an early entrance into the area, other uses will end up building around the Project. Given the future land use setting overlaid on the land around the site, it is expected that future build-out will be comparable and compatible with Rush Creek.
19. **City Services:** Utility and emergency services are, or will be made, available to the Property.
20. **Traffic Generation:** TIS required per City Engineer -- to be submitted prior to preliminary plat review by the City Council or at least before first final plat is approved for any portion of the Project.

Preliminary Plat (EMMC §16.20):

The Project has been reviewed by the DRC Committee (December 14, 2021). Given the plat’s present configuration, the Project’s design has been found to be in conformance with platting and zoning bulk regulation (i.e., lot sizes [including required average], frontages, block lengths, etc.) appertaining to the LMD Zone and preliminary plat standards -- including submittal requirements.

Provided/proposed plat calculations:

Total Acreage --	38.80
Total Lot Count –	15
Total Acreage in Lots –	38.8
Total Acreage in Rights-of-Way –	4.68
Total [Acreage] in Open Space –	0
Min. Lot Size – N/A per code	
Average [Building] Lot Size –	2.27 acres
Largest (Building) Lot Size –	3.15 acres
Smallest [Building] Lot Size –	1.95 acres
Overall Density –	N/A
Open Space Provided –	none

Right-of-way width(s), alignment and dedication needs have been evaluated and changes made to plat drawings to accommodate DRC comments. The need for a collector right-of-way 65', in width, crossing the Project north to south and connecting points north (Eagle Quest property) and south (Sage Park Subdivision) is called for improvement by the City's Future Land Use and Transportation Map and City Engineering. Such is proposed to be accommodated by the developer/development. Needle Rock Drive (formerly "Street "B") satisfies that need and has City Engineering's endorsement in term of its right-of-way width and alignment.

REQUIRED FINDINGS:

Legislative type and plat approvals are based upon compliance with City code requirements and requirements of any applicable Development Agreement(s). Approval criteria [Conclusions of Law] for a Rezone, and, Preliminary Plat Approval review are iterated in EMMC §§ 17.90.060, 16.20. (Any Master Development Agreement in force and of effect against the Property should also be considered when reviewing this application package.) Rezones are legislative

decisions and are considered valid if reasonably debatable and not illegal. Plats are effectually checklist items to be approved if all required elements and proper design are provided in their drawings.

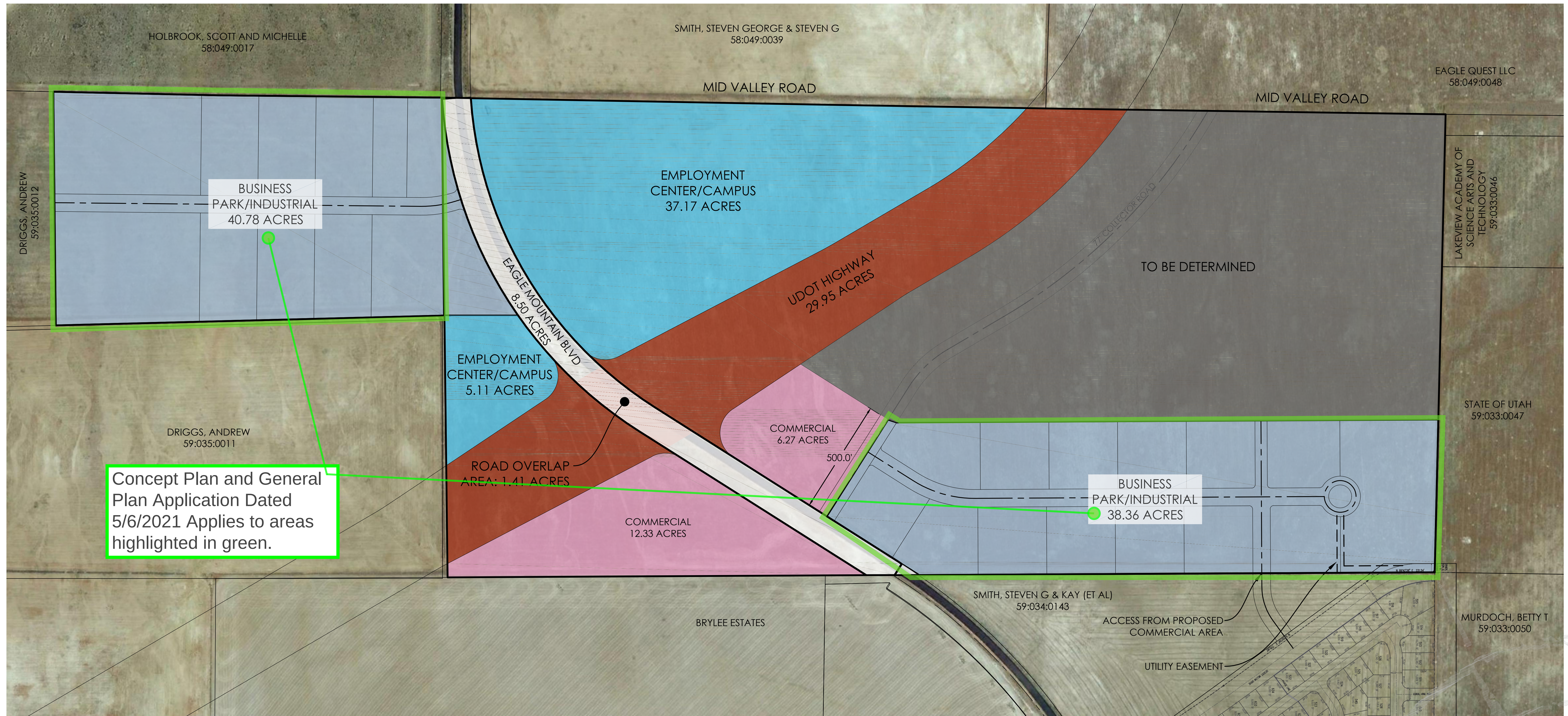
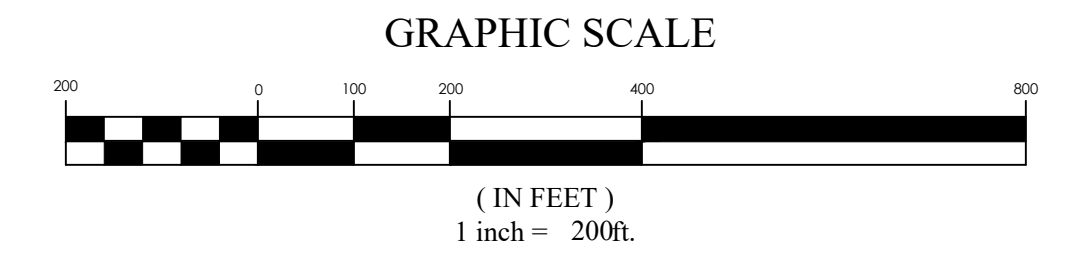
PLANNING COMMISSION ACTION/RECOMMENDATION:

Staff recommends that the Planning Commission motion to recommend approval of the Rezone and Preliminary Plat application set to City Council for the reasons [findings] set forth in this Staff report and in the meeting, subject to Applicant/Project compliance with the following condition(s):

1. Project shall be developed in accordance with the approved preliminary plat of/for the same, including dedication of requisite, City required right-of-way; and,
2. Project shall comply with any requirement(s) from the Eagle Mountain City Engineer (including a Traffic Impact Study) as are, or may be, set forth for the Project; and,
3. The Developer's engineer shall correct any spelling, grammar and punctuation and numbering errors that may be evident on the plat face and/or in the proposed Project plat development notes; and,
- <4. The Developer/Development shall comply with any other conditions as may be levied by the Planning Commission....>

ATTACHMENTS:

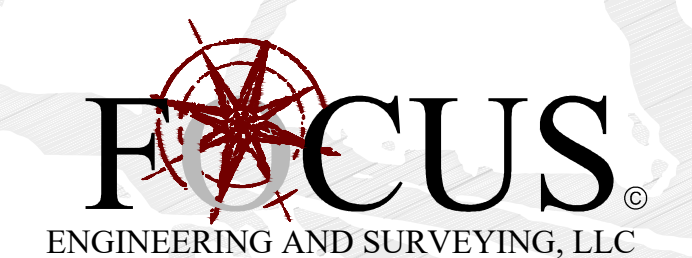
[2021_0507 - Concept Plan - Rush Creek.pdf](#)
[C2 PRELIMINARY PLAT_010422.pdf](#)
[EX-A Trail Exhibit-010422.pdf](#)

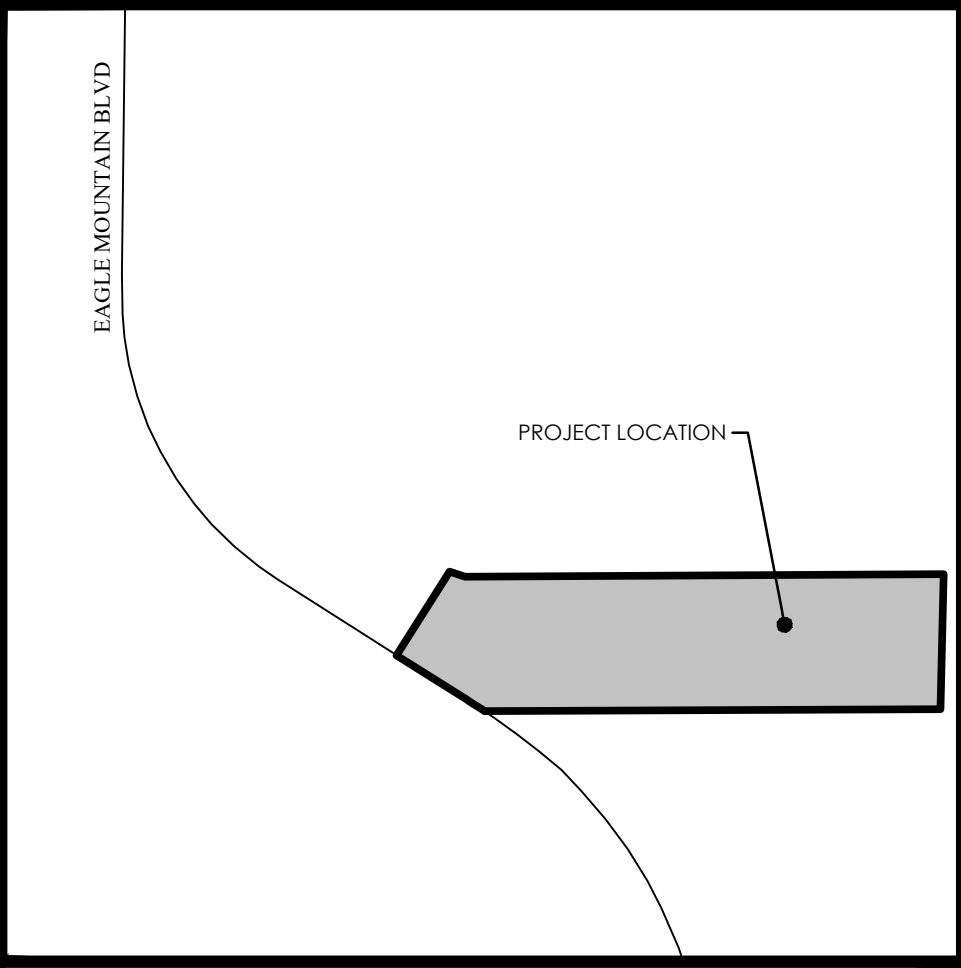


RUSH CREEK land use plan

EAGLE MOUNTAIN CITY, UTAH COUNTY
5/3/2021
20-0224

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.





VICINITY MAP
N.T.S

NOTES:

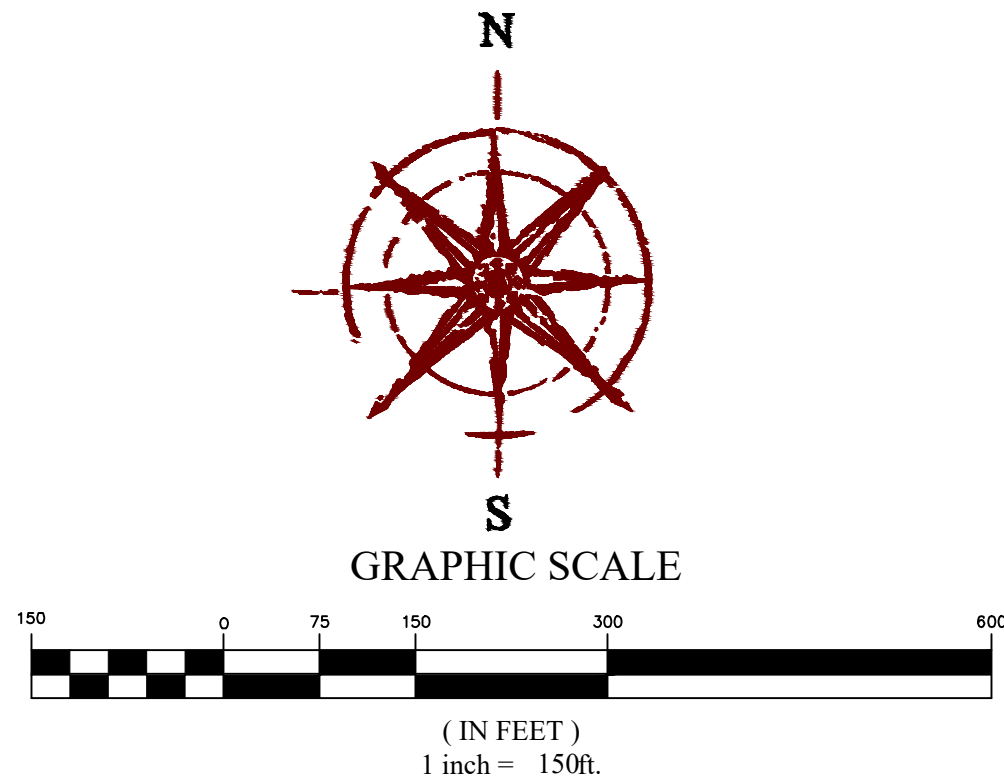
- #5 REBAR AND CAP (FOCUS ENG) TO BE SET AT ALL LOT CORNERS. LEAD PLUGS TO BE SET IN THE TOP BACK OF CURB ON THE PROJECTION OF SIDE LOT LINES.
- P.U. & D.E. - PUBLIC UTILITY & DRAINAGE EASEMENT
- ALL BUILDING WALLS ARE PARALLEL WITH, PERPENDICULAR TO, OR AT 45° ANGLE TO REFERENCE BEARING SHOWN ON BUILDING
- PARCEL A TO BE DEDICATED TO EAGLE MOUNTAIN CITY FOR STORM WATER RETENTION

SITE TABULATIONS

- TOTAL # OF LOTS: 15 LOTS
- TOTAL ACREAGE: 38.8 ACRES
- TOTAL ACREAGE IN LOTS: 1.95 - 3.15 ACRES
- TOTAL AREA IN ROW: 204,046.30 SQFT
- AVERAGE LOT SIZE: 2.27 ACRES
- LARGEST LOT SIZE: 3.15 ACRES
- SMALLEST LOT SIZE: 1.95 ACRES
- OVERALL DENSITY: 2.59 ACRES
- AREA OF ASPHALT: 124,842.54 SQFT.

Curve Table				
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION
C1	473.50	32°39'36"	269.91	N73°58'20"W
C2	20.00	87°19'13"	30.48	N13°58'56"W
C3	15.00	90°00'00"	23.56	S44°41'52"W
C4	76.50	63°01'42"	84.15	S58°11'01"W
C5	15.00	63°01'42"	16.50	S58°11'01"W
C6	15.00	90°00'00"	23.56	N45°18'08"W
C7	76.50	90°00'00"	120.17	N45°18'08"W
C8	76.50	90°00'00"	120.17	N44°41'52"E
C9	15.00	90°00'00"	23.56	N44°41'51"E
C10	15.00	63°01'42"	16.50	S58°47'17"E
C11	76.50	63°01'42"	84.15	S58°47'17"E
C12	15.00	90°00'00"	23.56	S45°18'08"E
C13	526.50	21°19'41"	195.99	S79°38'17"E
C14	526.50	11°19'55"	104.13	S63°18'29"E
C15	20.00	89°59'11"	31.41	N77°21'53"E
C16	500.00	32°39'36"	285.01	S73°58'20"E
C17	440.50	24°10'18"	185.84	S77°37'19"W
C18	402.00	35°42'21"	250.52	S71°51'18"W
C19	400.00	35°42'21"	249.27	S71°51'18"W

Line Table		
LINE	DIRECTION	LENGTH
L1	N62°43'33"E	76.50
L2	N63°19'50"W	76.50
L3	N00°17'32"W	38.50
L4	S89°42'28"W	49.09
L5	S01°21'56"W	38.60
L6	S89°42'28"W	6.31



SURVEYOR'S CERTIFICATE

I, Evan J. Wood, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 183395 in accordance with Title 58, Chapter 22 of the Professional Engineers and Land Surveyors Act; I further certify that by authority of the owners I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17, have verified all measurements, and have subdivided said tract of land into lots, parcels, and streets, together with easements, to be hereafter known as NORTH CREEK RANCH SUBDIVISION PHASE 1, and the same has, or will be correctly surveyed and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

EVAN J. WOOD
PROFESSIONAL LAND SURVEYOR
LICENSE NO. 183395

DATE

BOUNDARY DESCRIPTION

A tract of land located in the Northeast Quarter and Northwest Quarter of Section 2, Township 6 South, Range 2 West, Salt Lake Base & Meridian, as described in that certain Warranty Deed recorded as Entry No. 14632:2016 in the office of the Utah County Recorder, more particularly described as follows:

Beginning at the East 1/4 Corner of Section 2, T6S, R2W, SLB&M; running thence along the 1/4 Section line S89°42'26"W 2,255.31 feet to the northeasterly line of a tract of land described in that certain Warranty Deed recorded as Entry No. 48455:1997 in the office of the Utah County Recorder; thence along said dead the following two (2) courses: (1) northwesterly along the arc of a non-tangent curve to the left having a radius of 2,562.50 feet (radius bears: S34°38'02"W) a distance of 101.91 feet through a central angle of 02°16'43" Chord: N56°30'20"W 101.90 feet; thence (2) N57°38'41"W 410.70 feet; thence N32°22'17"E 510.62 feet; thence S57°37'43"E 77.00 feet; thence N89°41'52"E 2,364.84 feet to the Section line; thence along said Section line S01°22'37"W 667.20 feet to the point of beginning.

Contains: 38.80 acres +/-

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF ALL THE REAL PROPERTY DEPICTED ON THIS PLAT AND DESCRIBED IN THE SURVEYOR'S CERTIFICATE ON THIS PLAT, HAVE CAUSED THE LAND DESCRIBED ON THIS PLAT TO BE DIVIDED INTO LOTS, STREETS, PARKS, OPEN SPACES, EASEMENTS AND OTHER PUBLIC USES AS DESIGNATED ON THE PLAT AND NOW DO HEREBY DEDICATE UNDER THE PROVISIONS OF 10-9A-607, UTAH CODE, WITHOUT CONDITION, 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

AUTHORIZED SIGNATURE(S)

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF

ON THE ____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____ 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: _____

A NOTARY PUBLIC COMMISSIONED IN
UTAH RESIDING IN _____ COUNTY

MY COMMISSION No. _____

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 ____ DAY OF _____, 20____.

APPROVED BY MAYOR

APPROVED BY CITY ATTORNEY

APPROVED BY CITY ENGINEER
(SEE SEAL BELOW)

ATTEST BY CITY RECORDER
(SEE SEAL BELOW)

RUSH CREEK 80 ACRE INDUSTRIAL

SUBDIVISION

LOCATED IN THE ____ 1/4 OF SECTION ____ T ____ (N/S), R ____ (E/W),
SALT LAKE BASE & MERIDIAN
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

SURVEYOR'S SEAL

NOTARY PUBLIC SEAL

CITY-COUNTY ENGINEER SEAL

COUNTY RECORDER SEAL

DIRECT COMMUNICATIONS

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

DIRECT COMMUNICATIONS

DATE

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:
 - (1) A recorded easement or right-of-way
 - (2) The law applicable to prescriptive rights
 - (3) Title 54, Chapter 8a, Damage to Underground Utility Facilities, or
 - (4) Any other provision of law

ROCKY MOUNTAIN POWER

DATE

PREPARED FOR
RUSH CREEK PROPERTIES LLC
1761 E. HIDDEN HILLS ROAD
EAGLE MOUNTAIN, UT 84005
CONTACT: DAN

PROPOSED ZONING

ZONE INDUSTRIAL
LOT SIZE N/A
FRONT SETBACK 25'
SIDE SETBACK 0'/50' (SEE NOTES)
CORNER SIDE SETBACK 10' FROM PRIVATE ROAD
REAR SETBACK 20'/50'/100' (SEE NOTES)

NOTES

- SIDE SETBACK SHALL INCREASE TO 50' IF PROPERTY IS ADJACENT TO A RESIDENTIAL OR AGRICULTURAL ZONE.
- REAR SETBACK SHALL INCREASE TO 50' IF THE REAR OF A BUILDING FACES AN ARTERIAL OR COLLECTOR ROAD.
- REAR SETBACK SHALL INCREASE TO 100' IF PROPERTY IS ADJACENT TO A RESIDENTIAL OR AGRICULTURAL ZONE.

DOMINION ENERGY UTAH

QUESTAR GAS COMPANY dba DOMINION ENERGY UTAH, HEREBY APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS. DOMINION ENERGY UTAH MAY REQUIRE ADDITIONAL EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT CONSTITUTE ABROGATION OR WAIVER OF ANY OTHER EXISTING RIGHTS, OBLIGATIONS OR LIABILITIES INCLUDING PRESCRIPTIVE RIGHTS AND OTHER RIGHTS, OBLIGATIONS OR LIABILITIES PROVIDED BY LAW OR EQUITY. THIS APPROVAL DOES NOT CONSTITUTE ACCEPTANCE, APPROVAL OR ACKNOWLEDGEMENT OF ANY TERMS CONTAINED IN THE PLAT, INCLUDING THOSE SET FORTH IN THE OWNERS DEDICATION OR 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 ____ DAY OF _____ A.D. 20____

BY

TITLE



**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022**

TITLE:	PUBLIC HEARING -- Eagle Mountain Data Campus		
ITEM TYPE:	Rezone and Concept Plan		
FISCAL IMPACT:			
APPLICANT:	Corey Berg, representing Bell Street Investments		
GENERAL PLAN DESIGNATION Business Park/Light Industry	CURRENT ZONE Agricultural (Ag)	ACREAGE 480	COMMUNITY

PUBLIC HEARING:

Yes

PREPARED BY:

Robert Hobbs, Planning

PRESENTED BY:

Robert Hobbs

RECOMMENDATION:

Approve and review... [Note: the continuation of the RTI Zone will be a discussion item for Council....]

BACKGROUND:

The land (the “Property”) made the subject of this application package comprises some 480 (“per a submitted County Tax Parcel Map”) or 490 (per a submitted Rezone Application) acres of land identified as County Parcels/Lots #s 59-058-0001 and 59-058-002 located in the southwest quadrant/region of the City. The Property is generally located near 1000 North and 16000 West.

The Applicant has submitted a rezone and conceptual site plan review request appertaining to the afore-noted Property. The Property is currently zoned “Agricultural” and is located within an “Business Park/Light Industry” “setting” per the City’s adopted General Plan Future Land Use Map. The Applicant proposes that the Property be assigned the “Regional Technology and Industry (RTI) Overlay Zone to facilitate development of a data center on the Property.

ITEMS FOR CONSIDERATION:

(The Conclusions of Law, required findings, standards and

requirements for the proposed Rezone, may be found in/at EMMC §§ 17.090.060. Standards for conceptual plan reviews are not stated in Eagle Mountain's adopted municipal code. Nevertheless, in evaluating such requests, the City applies common planning principles and reasoning to the evaluation of such applications.

Rezoning (EMMC § 17.90.060):

Compliance with General Plan: Property zoning will harmonize with the General Plan Future Land Use Map if the requested rezone is approved. A Master Development Agreement could be executed to affect bulk regulations, architectural, landscaping and site development controls, subdivision of the Property, utility and right-of-way improvements, etc. if desired.

Compatibility Determination: The Property is bordered by lands positioned in the Business Park/Light Industrial Future Land Use setting. Adjoining zoning comprises Agricultural districting and a RTI district. Adjoining land uses include agricultural activities and an existing data center.

City Services: Utility and emergency services are, or may be made, available to the Property.

Traffic Generation: Traffic analysis will be handled at the preliminary site plan review stage.

REQUIRED FINDINGS:

Legislative type and plan approvals are made contingent on compliance with City code requirements and requirements of any applicable Development Agreement(s). Approval criteria [Conclusions of Law] for a Rezone are iterated in EMMC §§ 17.90.060. (Any Master Development Agreement in force and of effect against the Property should also be considered when reviewing this application package.) Rezones are legislative decisions and are considered valid if reasonably debatable and not illegal.

Site plans are effectually checklist items to be approved if all required elements and proper design are provided in their drawings. Concept site plans are less formal and non-binding forms of site plans.

PLANNING COMMISSION ACTION/RECOMMENDATION:

Staff recommends that the Planning Commission motion to

recommend approval of the requested Rezone to City Council based on, or for, the reasons [findings] set forth in this Staff report.

ATTACHMENTS:

[Eagle Mt Future Land Use Map and Zoning.pdf](#)

[2021_1112 - Eagle Mountain Data Campus - Concept Plan.pdf](#)

[2021_1213 - Eagle Mountain Data Campus - Infrastructure Map.pdf](#)

Eagle Mountain Future Land Use Map

Eagle Mountain Site Location

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

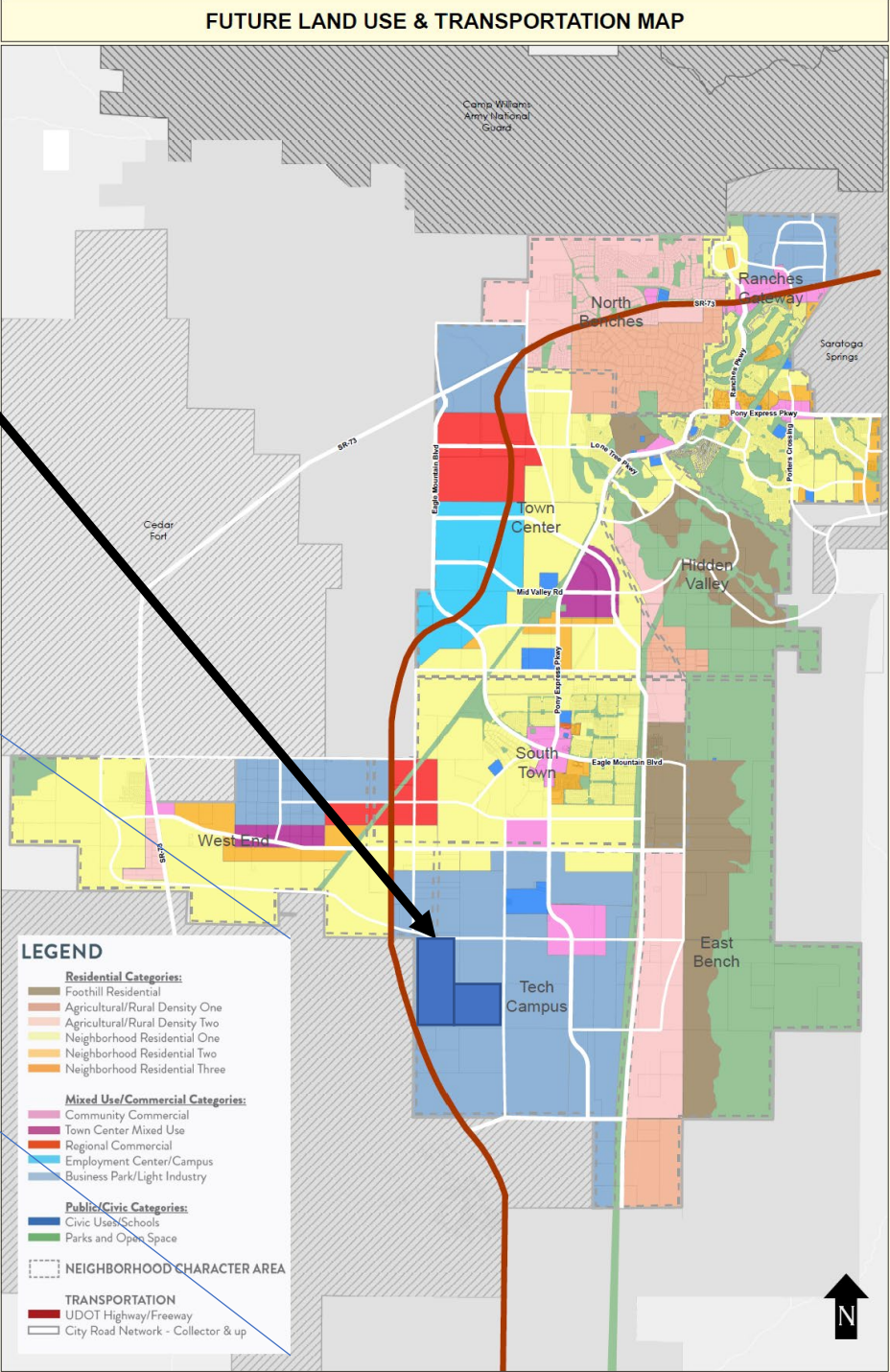
Public/Civic Categories:

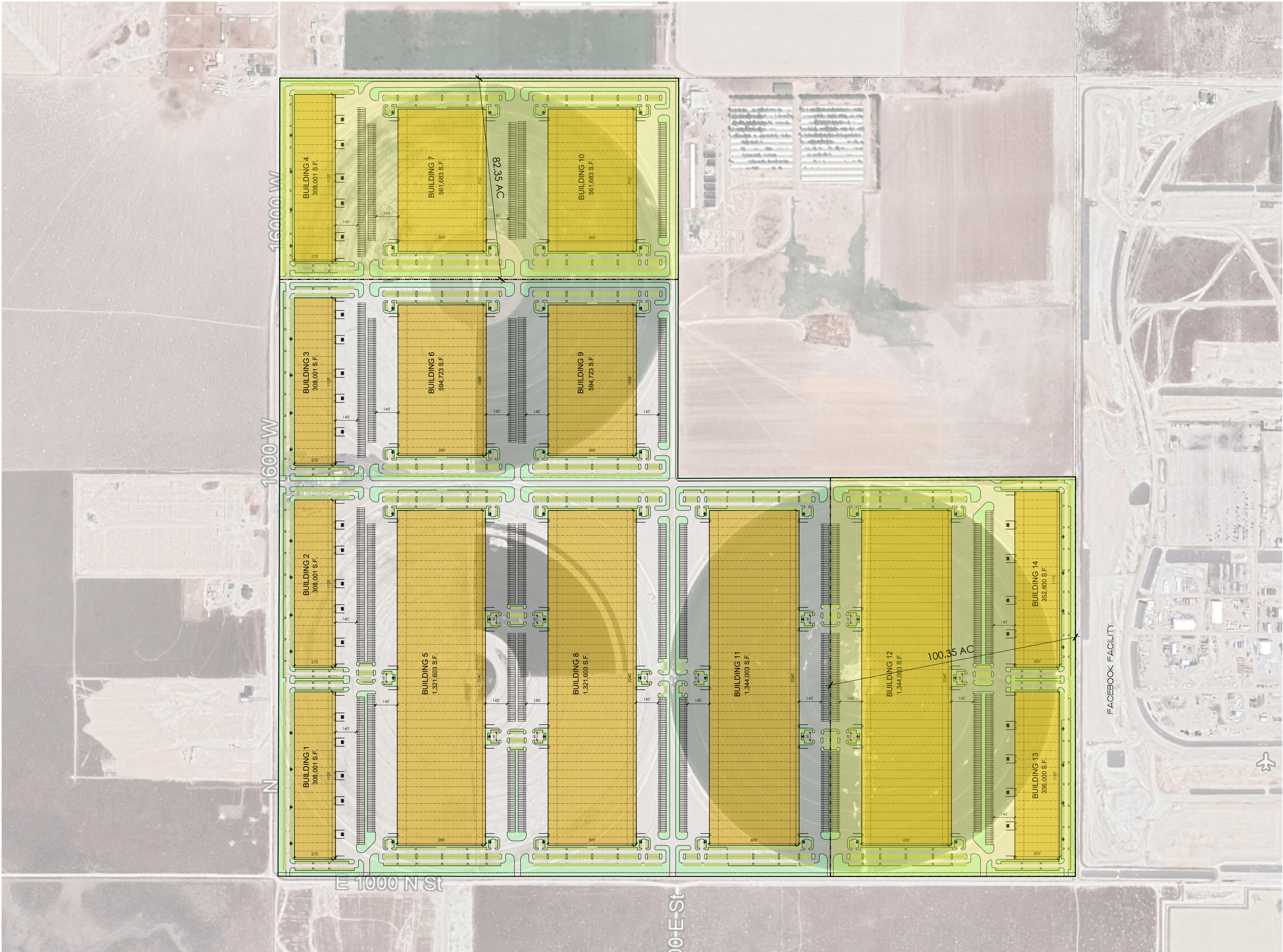
- Civic Uses/Schools
- Parks and Open Space

NEIGHBORHOOD CHARACTER AREA

TRANSPORTATION

- UDOT Highway/Freeway
- City Road Network - Collector & up



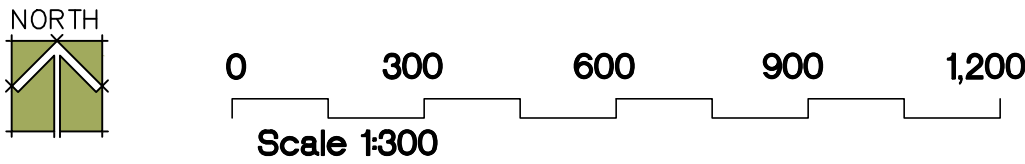


PARKING/BUILDING DATA

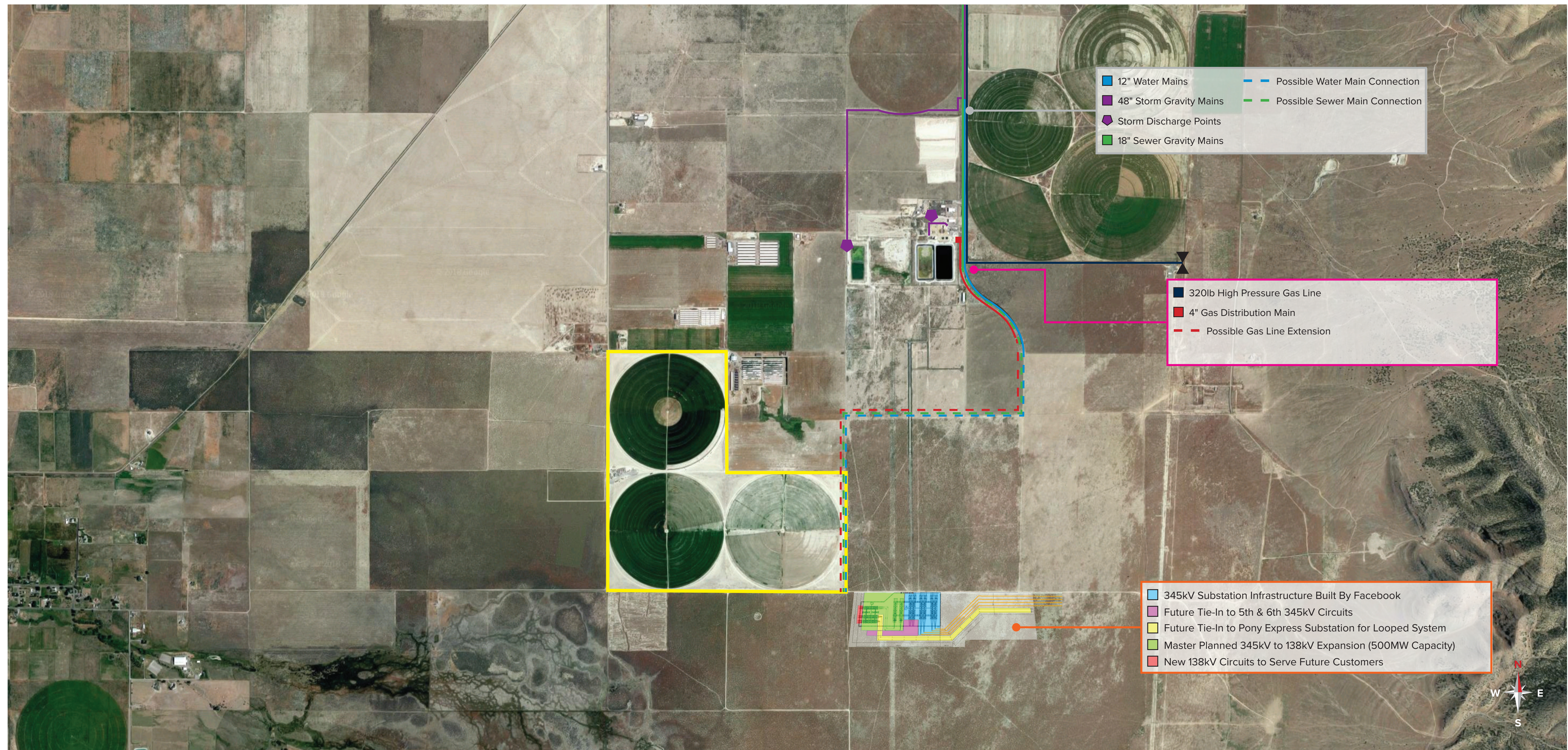
BUILDING 1 - 14	9,564,826 SF
TOTAL PARKING	7,877 SPACES
RATIO	0.82/1,000 S.F.

BUILDING COVERAGE	44.87%
LANDSCAPING	10.18%

CONCEPTUAL SITE PLAN
THIS SITE PLAN IS FOR CONCEPTUAL PLANNING.
THE SITE WILL NEED TO BE SURVEYED TO
ACCURATELY DEFINE ALL BOUNDARIES,
EASEMENTS, UTILITY EASEMENTS, RIGHT-OF-WAYS,
CONFIRM ACCESS LOCATIONS, AND WETLANDS.



Infrastructure Map



CV Properties LC
1254 North O Street, Eagle Mountain, UT 84005
59-058-0001 & 59-058-0002

Adam D. Von Maack
Commercial Real Estate
801.913.6157
Adam@WinCRE.com

Ryan Evans
Commercial Real Estate
801.860.9090
Ryan@WinCRE.com

	Property Line
	Water and Sewer Line Information
	Natural Gas Line Information
	Power Line Information



EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022

TITLE:	PUBLIC HEARING -- Preliminary Plat (Phase "A") Review and Approval Request for "Founders' Square Subdivision" (formerly "Ault Farms")...		
ITEM TYPE:	Preliminary Plat		
FISCAL IMPACT:			
APPLICANT:	Bronson Tatton and Pete Evans with Flagship Homes		
GENERAL PLAN DESIGNATION Neighborhood Residential 1 (in the area proposed for residential development/platting)...	CURRENT ZONE Multi: R2, R3, RC	ACREAGE 67.44	COMMUNITY

PUBLIC HEARING:

Yes

RECOMMENDATION:

Approve with conditions...

PREPARED BY:

Robert Hobbs, Planning

BACKGROUND:

Comes now the Applicant with an application to subdivide a portion of the land made a part of the Ault Farms Master Development approved by Council in December of 2021 in the southwest quadrant/region of the City. The Project renames the Ault Farms development to "Founders' Square" and proposes 211 lots across some 67.44 acres of land. The lots' dimensions are designed to conform to three different zoning districts [R2, R3 and RC] overlaid on the Property in the area/confines of the proposed plat.

PRESENTED BY:

Robert Hobbs

ITEMS FOR CONSIDERATION:

Preliminary Plat (EMMC §16.20):

The Project has been reviewed by the DRC Committee. Given the plat's present configuration (post revisions), the Project's design has been found to be in conformance with platting and zoning bulk regulation (i.e., lot sizes [including required average], "block" lengths, etc.) standards appertaining to the R2, R3 and RC Zones. Exception: Certain lots on/along concave road curves have shorter

than required street frontages. This issue was apparently discussed during the Master Development Plan stage but was not memorialized thereafter as an allowed exception to preserve curves in the street network. (The Applicant intends to address this matter with the Commission and Council.)

Some non-zoning DRC redline corrections (i.e., fire hydrant locations, some street naming, curb type callouts, etc.) have not [yet?] been incorporated into the plat drawings. A condition of approval will address the matter.

Provided/proposed plat calculations:

Total Acreage --	67.44
Total Lot Count -- additional common parcels)	211 (with 6
Total Acreage in Lots --	40.36
Total Open Space Provided -- 147,233 sq. ft. of which 2.06 ac is [to be] improved	3.38 acres or
(Required open space -- acres) some of which may be provided for in subsequent plats in the Founders Square MDP overall build-out	205,800 sq. ft. (4.72

- **RC Zoned Area:**

- Required Minimum [Building] Lot Size -- 4,500 sq. ft.
- Proposed Minimum [Building] Lot Size -- 5,800 sq. ft.
- Largest Proposed [Building] Lot Size -- 18,358 sq. ft.
- Required Average [Building] Lot Size -- 6,000 sq. ft.
- Proposed Average [Building] Lot Size -- 7,282 sq. ft.

- **R2 Zoned Area:**

- Required Minimum [Building] Lot Size -- 8,000 sq. ft.
- Proposed Minimum [Building] Lot Size -- 9,600 sq. ft.
- Largest Proposed [Building] Lot Size -- 16,038 sq. ft.
- Required Average [Building] Lot Size -- 10,890 sq. ft.
- Proposed Average [Building] Lot Size -- 12,275 sq. ft.

- **R3 Zoned Area:**

- Required Minimum [Building] Lot Size -- 6,500 sq. ft.

- Proposed Minimum [Building] Lot Size -- 7,006 sq. ft.
- Largest Proposed [Building] Lot Size -- 14,189 sq. ft.
- Required Average [Building] Lot Size -- 8,500 sq. ft.
- Proposed Average [Building] Lot Size -- 10,035 sq. ft.

Overall Project Density – 3.10 lots or
du/a

Right-of-way width(s) and alignment and dedication needs have been evaluated and changes made to plat drawings to accommodate DRC comments. Rights-of-way are mapped to effectually match the approved master development plan layout for the Project, as are the "blocks", and, common parcel positions and dimensions.

Correspondence:

Any correspondence from agencies or the citizenry is hereafter attached to this document for perusal. Agency comments may express opinions regarding the plat application or be geared towards recommending Conditions of Approval for a development should it be approved, or, directing corrections to the final plat or related construction drawings.

REQUIRED FINDINGS:

Plat approvals are based upon compliance with City code requirements and requirements of any applicable Development Agreement(s). Approval criteria [Conclusions of Law] for a Preliminary Plat Approval review request are iterated in EMMC §§ 16.20. Any entitlement related land use conditions (e.g., that stemming from a Master Development Agreement in force and of effect against the Property) should also be considered when reviewing a plat application. Plats are effectually checklist items to be approved if all required elements and proper design are provided in their drawings.

PLANNING COMMISSION ACTION/RECOMMENDATION:

Staff recommends that the Planning Commission motion to recommend approval of the Preliminary Plat application to [the] City

Council for the reasons [findings] set forth in this Staff report and in the Planning Commission's meeting wherein the application made the subject of this report is/was heard, subject to Applicant/Project compliance with the following condition(s):

1. Project shall be developed in accordance with the approved preliminary plat of/for the same, including dedication of requisite, City required, right-of-way; and,
2. Project shall comply with any requirement(s) from the Eagle Mountain City Engineer as are, or may be, set forth for the Project; and,
3. Open space development in the Project's common lots shall comply with requirements listed in EMMC § 16.35.105; and,
4. The Developer's engineer shall correct any spelling, grammar and punctuation and numbering errors or yet-to-be City redlines that may be evident on the plat face and/or in the proposed Project plat development notes or on plat plan pages; and,
5. The Developer shall provide the City with a revised preliminary plat drawing prior to submittal of a final plat for the Project. The revised plan shall feature all City DRC and Planning Commission required edits, corrections, revisions, etc. as communicated to the Developer or his/her engineer.

<6. The Developer/Development shall comply with any other conditions as may be levied by the Planning Commission....>

ATTACHMENTS:

[Founders' Square Parcel Vicinity Map.Jan 2022.docx](#)

[Ault Farm MDA Exhibit B - Master Plan.pdf](#)

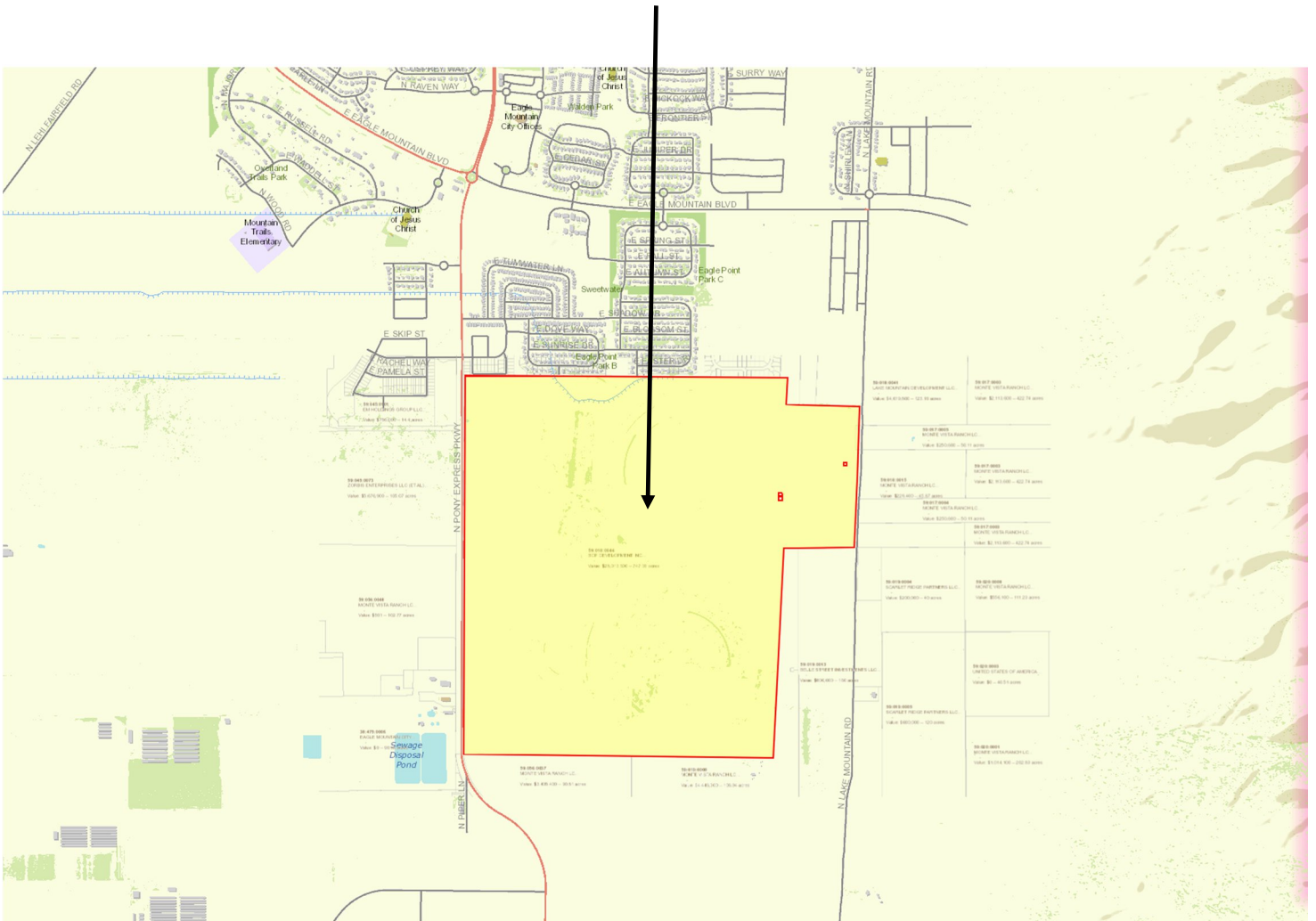
[Ault Farm MDA Exhibit C - Zoning Map.pdf](#)

[Ault Farm MDA Exhibit G - Parks and Open Space Map.pdf](#)

VICINITY MAP

Utah County Parcel Map Snippet

Property



Master Plan



Zoning Map

Foothill Residential

FR

Neighborhood Residential 1

R1

R2

R3

Neighborhood Residential 2

RC

MF1 Townhomes

Other

Commercial Neighborhood

Business Park - Light Industrial
Not requesting change

Open Space - Improved

Open Space - Natural



Park & Open Space Map

Parks

- n** Neighborhood Park (2-10 Ac.)
- Public
- l** Local Parks (<2 Ac.)
- Private

Trails

- Regional (4.6 Miles)**
- 10' Asphalt
- Public
- Local (3.8 Miles)**
- 10' Asphalt
- Public

Special Open Space Areas

- pc** Power Corridor
- Public
- mf** Multi-Family Common Open Space
- Private





**EAGLE MOUNTAIN CITY
PLANNING COMMISSION MEETING
JANUARY 25, 2022**

TITLE: ACTION ITEM - Oquirrh Mountain Amended and Restated Master Development Agreement

ITEM TYPE: Master Development Agreement

APPLICANT: LGI Homes

ACTION ITEM:

Yes

PUBLIC HEARING:

No

PREPARED BY:

Steve Mumford, Planning

BACKGROUND:

The second amendment to the Oquirrh Mountain Master Development Plan and Rezone were approved by the City Council on October 19, 2021. Those approvals were contingent upon the approval of an MDA, as described in EMMC 16.10. The master development agreement was prepared by the City Staff and City Attorney and reviewed by the applicant. It is presented now for review by the Planning Commission.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER

- Paragraph 7.2 details the park improvement timing and park escrow. The agreement currently states that the petroglyph park and hillside park improvements are required to be completed prior to recording a plat containing the 130th residential lot. The project is only broken up into two phases, however, so this would require these parks to be completed prior to allowing any building permits in the second phase.
- The phasing is not detailed in the agreement because it is so simple - two phases that are called out on the Land Use Plan. Language related to phasing can be added to the agreement if you feel it is necessary.
- The hillsides in this project are part of the wildlife corridor overlay zone and must comply with the standards in Chapter 17.49.

REQUIRED FINDINGS:

The criteria for approval of an MDA are found in EMMC 16.10.080 and are detailed below.

- Development Rights and Responsibilities
 - Vesting granted to the property. Paragraph 5.1 includes vested rights.
 - Phasing of the development. Exhibit B, the Land Use Plan, shows the intended phasing of the project, which is split into Phases B1 and B2. Minor variations to the phasing plan may be approved by the Planning Director, while more significant variations will be reviewed by the Planning Commission and City Council.
 - Construction and maintenance of public improvements. Section 9 discusses public infrastructure construction.
 - Special conditions relating to lot design, necessary off-site conditions or improvements, open space and parks, location of utilities, physical characteristics of the property. This agreement is fairly simple in relation to the residential development, as it shall be developed in accordance with the approved zoning. Modified development standards were approved by the City Council with the MDP and are listed in paragraph 3.2. Open space and park timing and requirements are detailed in the agreement. Upsizing of utilities may be eligible for impact fee credits or reimbursements. Hillside development standards are detailed in paragraph 3.3. The petroglyphs are discussed in paragraph 4.2.
- Benchmarks
 - A set time limit to apply for the first site plan and/or preliminary plat. Section 7 addresses this benchmark.
 - A set time limit from the approval of the first site plan and/or preliminary plat to begin site work. Section 7 addresses this benchmark.
 - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of curb, gutter, and road completion. Section 7 addresses this benchmark.
 - A set time limit from the approval of the first site plan and/or preliminary plat for all phases of open space, park, and/or trail completion. The agreement requires the park escrow (as required in City Code) with each plat recording, and the developer will be incentivized to improve the parks early in the project. The petroglyph park and hillside park improvements must be completed prior to recording a plat including the 130th residential

lot (not counting the existing lots in PA2).

- Expiration of the Master Development.
 - Section 6 includes a 6-year expiration from the "effective date" of the agreement. It will also expire upon buildout of the project.
- General Plan Compliance.
 - The approved zoning complies with the general plan.
- Amendments and Extensions of Time.
 - Although no amendment or extension language is detailed in the agreement, paragraph 24 indicates that the agreement is complete unless a written amendment is signed by both parties.

RECOMMENDATION:

As required by EMMC 16.10.060 the Planning Commission must review the MDA in a public meeting and provide a recommendation to the City Council.

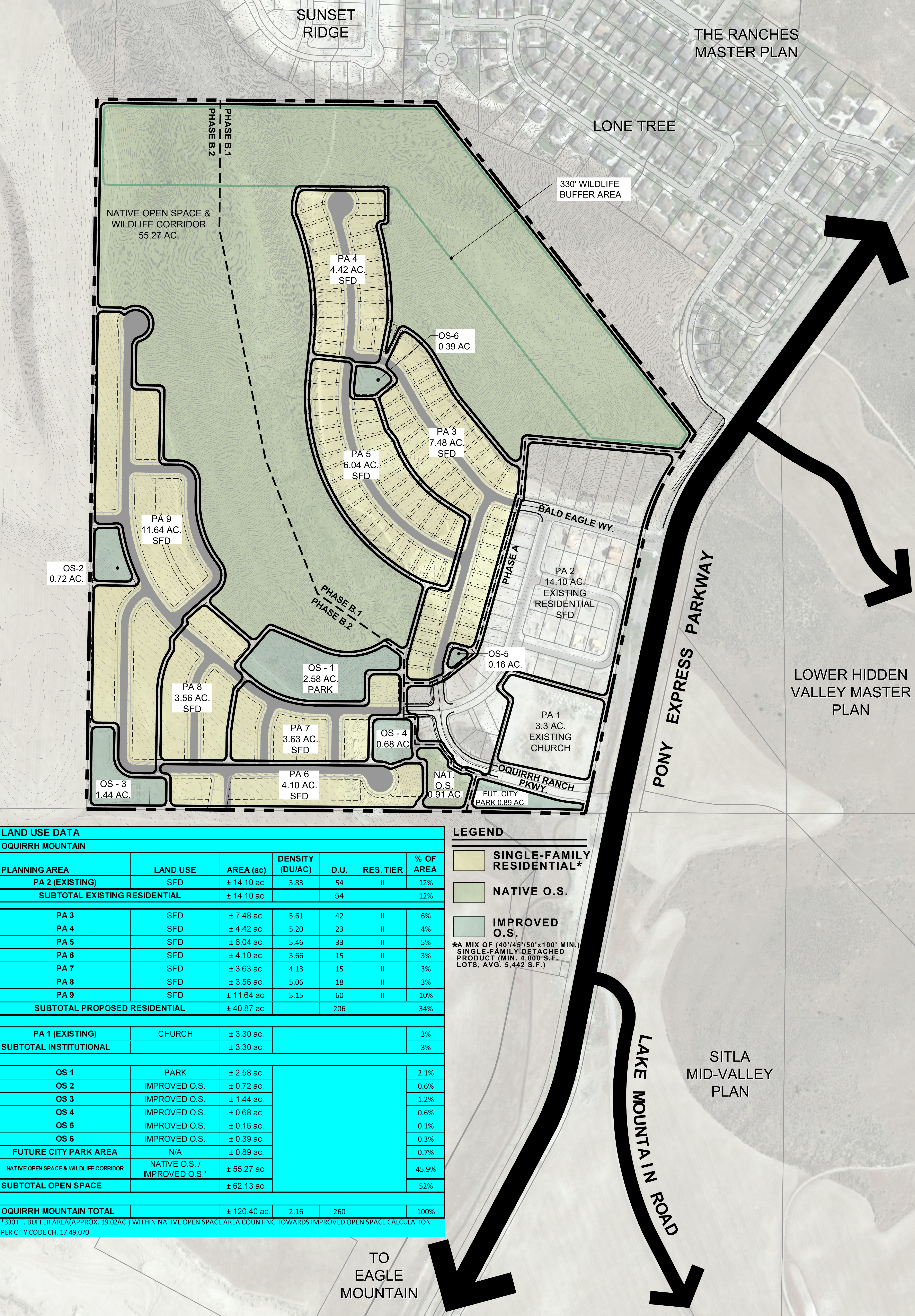
ATTACHMENTS:

[OMR - Land Use Plan](#)

[OMR - Open Space Plan](#)

[OMR - Rezone Map](#)

[Oquirrh Mountain MDA 2022](#)



LAND USE DATA						
OQUIRRH MOUNTAIN						
PLANNING AREA	LAND USE	AREA (ac)	DENSITY (DU/AC)	D.U.	RES. TIER	% OF AREA
PA 2 (EXISTING)	SFD	± 14.10 ac.	3.83	54	II	12%
SUBTOTAL EXISTING RESIDENTIAL		± 14.10 ac.		54		12%
PA 3	SFD	± 7.48 ac.	5.61	42	II	6%
PA 4	SFD	± 4.42 ac.	5.20	23	II	4%
PA 5	SFD	± 6.04 ac.	5.46	33	II	5%
PA 6	SFD	± 4.10 ac.	3.66	15	II	3%
PA 7	SFD	± 3.63 ac.	4.13	15	II	3%
PA 8	SFD	± 3.56 ac.	5.06	18	II	3%
PA 9	SFD	± 11.64 ac.	5.15	60	II	10%
SUBTOTAL PROPOSED RESIDENTIAL		± 40.87 ac.		206		34%
PA 1 (EXISTING)	CHURCH	± 3.30 ac.				3%
SUBTOTAL INSTITUTIONAL		± 3.30 ac.				3%
OS 1	PARK	± 2.58 ac.				2.1%
OS 2	IMPROVED O.S.	± 0.72 ac.				0.6%
OS 3	IMPROVED O.S.	± 1.44 ac.				1.2%
OS 4	IMPROVED O.S.	± 0.68 ac.				0.6%
OS 5	IMPROVED O.S.	± 0.16 ac.				0.1%
OS 6	IMPROVED O.S.	± 0.39 ac.				0.3%
FUTURE CITY PARK AREA		± 0.89 ac.				0.7%
NATIVE OPEN SPACE & WILDLIFE CORRIDOR		± 55.27 ac.				45.9%
SUBTOTAL OPEN SPACE		± 62.13 ac.				52%
OQUIRRH MOUNTAIN TOTAL		± 120.40 ac.	2.16	260		100%

*330 FT. BUFFER AREA(APPROX. 19.02AC.) WITHIN NATIVE OPEN SPACE AREA COUNTING TOWARDS IMPROVED OPEN SPACE CALCULATION PER CITY CODE CH. 17.49.070

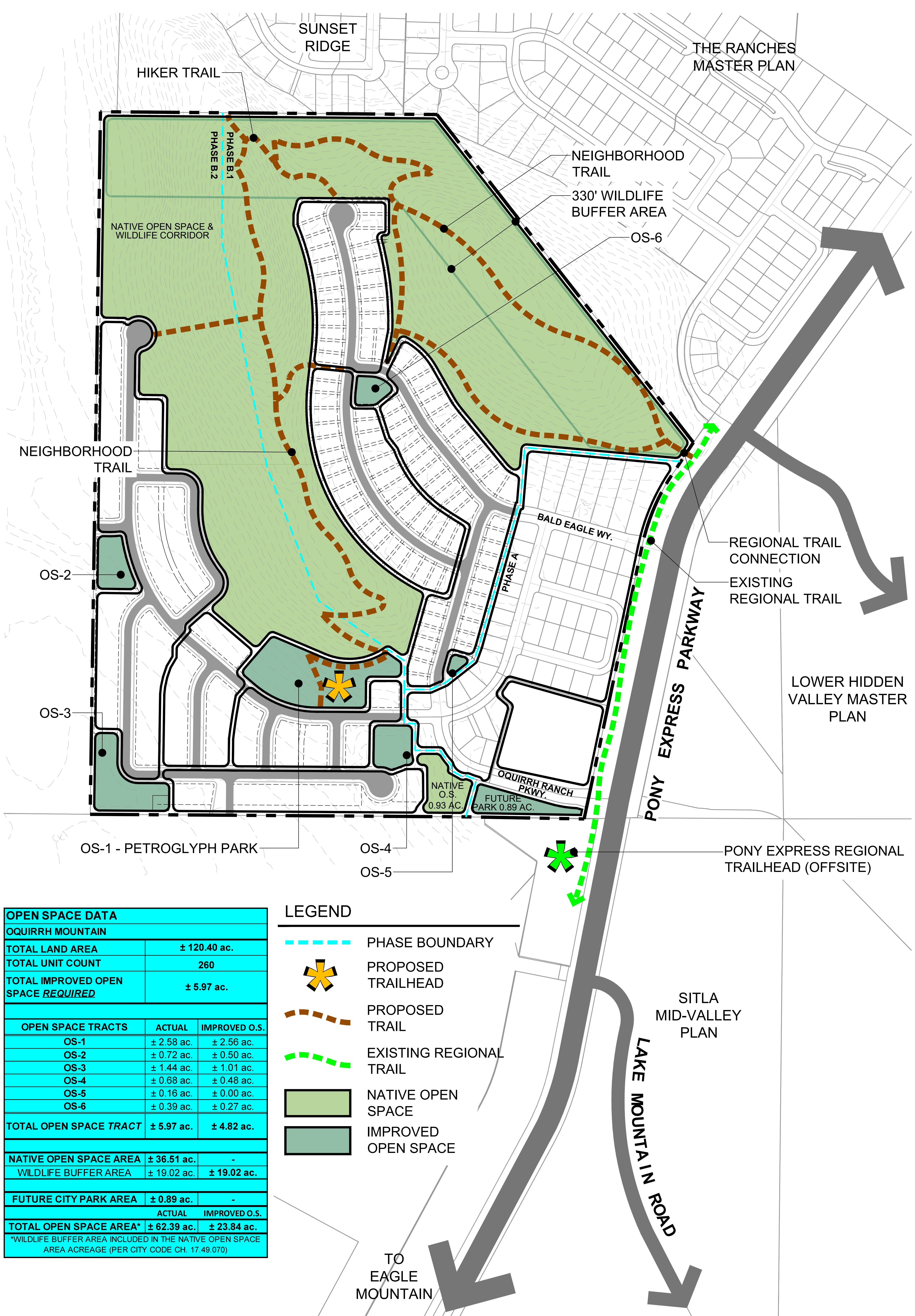
LEGEND

SINGLE-FAMILY RESIDENTIAL*

NATIVE O.S.

IMPROVED O.S.

*A MIX OF (40'/45'/50'x100' MIN.) SINGLE-FAMILY DETACHED PRODUCT (MIN. 4,000 S.F. LOTS, AVG. 5,442 S.F.)



OPEN SPACE DATA		
OQUIRRH MOUNTAIN		
TOTAL LAND AREA	± 120.40 ac.	
TOTAL UNIT COUNT	260	
TOTAL IMPROVED OPEN SPACE <u>REQUIRED</u>	± 5.97 ac.	
OPEN SPACE TRACTS	ACTUAL	IMPROVED O.S.
OS-1	± 2.58 ac.	± 2.56 ac.
OS-2	± 0.72 ac.	± 0.50 ac.
OS-3	± 1.44 ac.	± 1.01 ac.
OS-4	± 0.68 ac.	± 0.48 ac.
OS-5	± 0.16 ac.	± 0.00 ac.
OS-6	± 0.39 ac.	± 0.27 ac.
TOTAL OPEN SPACE TRACT	± 5.97 ac.	± 4.82 ac.
NATIVE OPEN SPACE AREA	± 36.51 ac.	-
WILDLIFE BUFFER AREA	± 19.02 ac.	± 19.02 ac.
FUTURE CITY PARK AREA	± 0.89 ac.	-
ACTUAL		IMPROVED O.S.
TOTAL OPEN SPACE AREA*	± 62.39 ac.	± 23.84 ac.
*WILDLIFE BUFFER AREA INCLUDED IN THE NATIVE OPEN SPACE AREA ACREAGE (PER CITY CODE CH. 17.49.070)		

LEGEND

- PHASE BOUNDARY
- PROPOSED TRAILHEAD
- PROPOSED TRAIL
- EXISTING REGIONAL TRAIL
- NATIVE OPEN SPACE
- IMPROVED OPEN SPACE



OQUIRRH MOUNTAIN
EAGLE MOUNTAIN, UTAH

CONCEPTUAL OPEN SPACE PLAN
MASTER DEVELOPMENT PLAN AMENDMENT

N

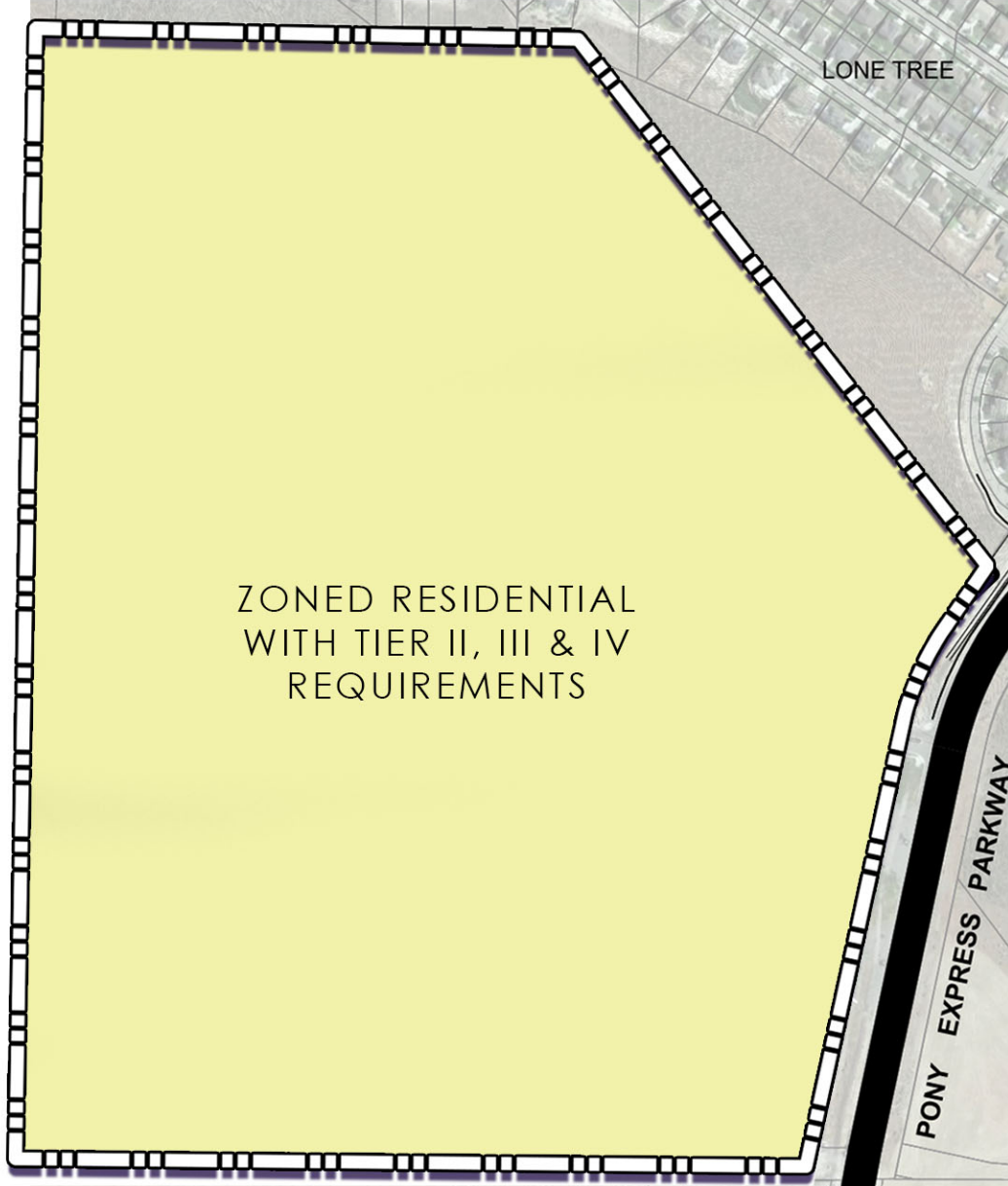
SCALE: APPROX.
0' 75' 150' 300'

DRAWN BY: BR

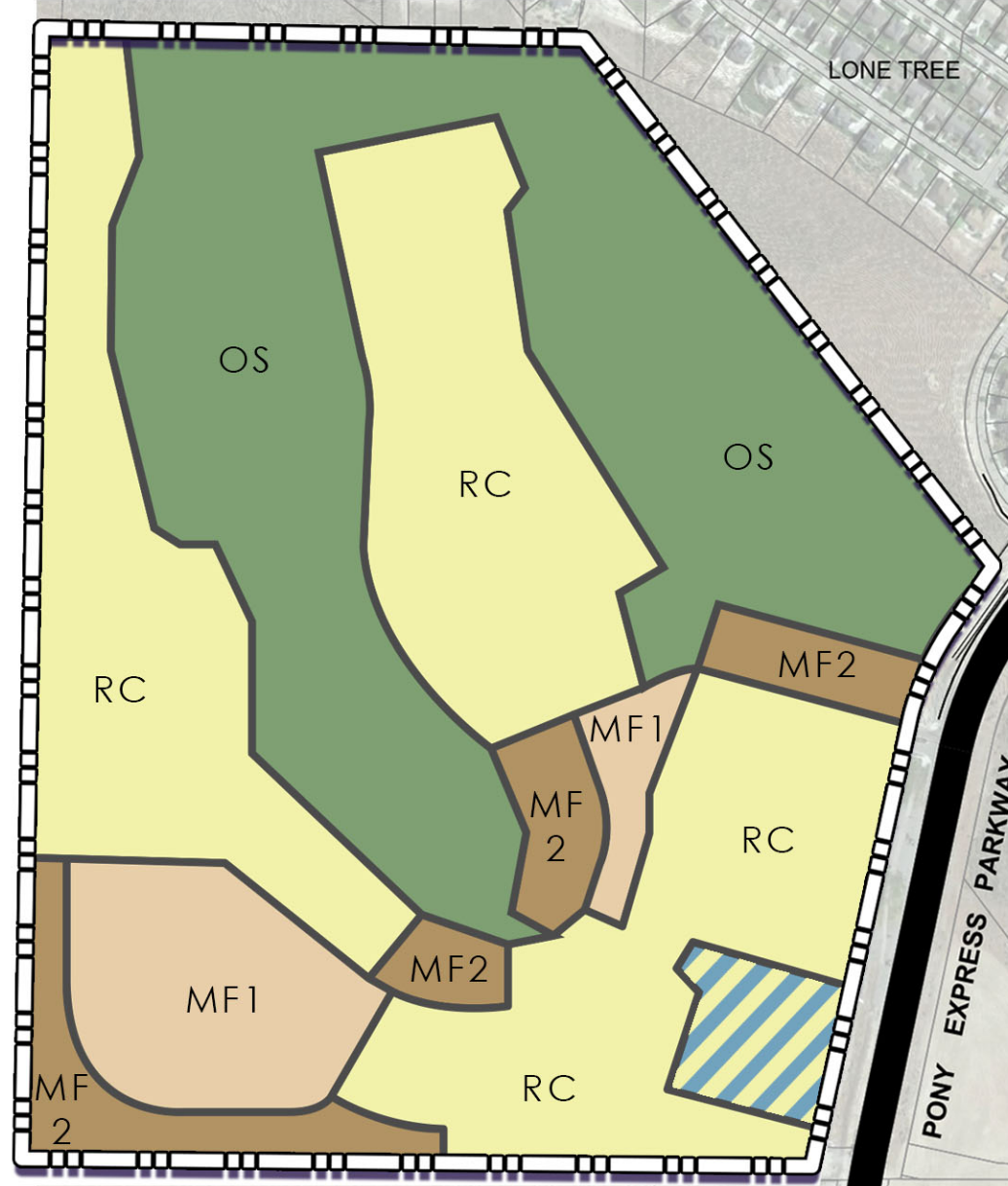
DATE: 08/05/21

Kimley»Horn

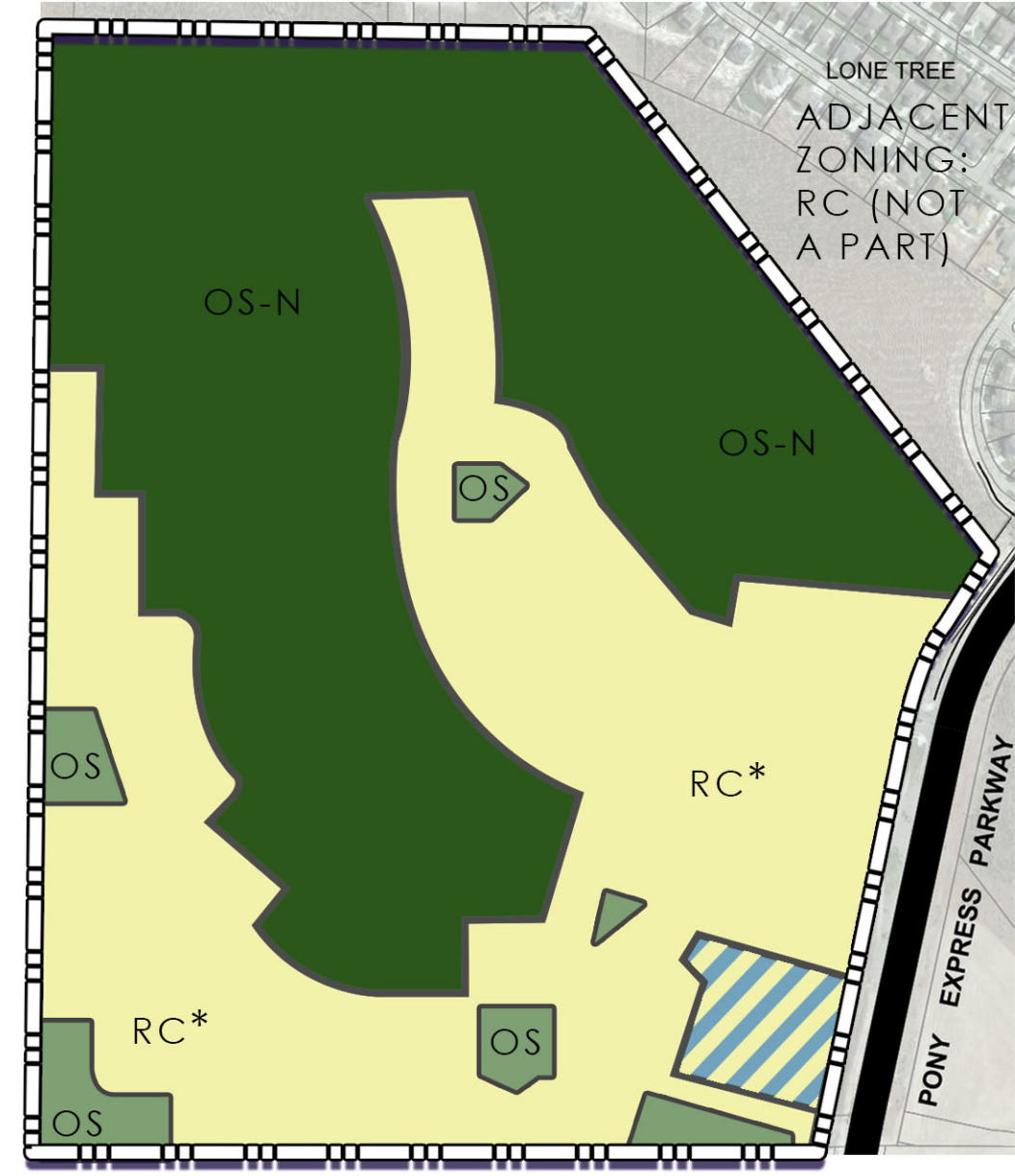
APPROVED MDA (5.3 DU/AC)



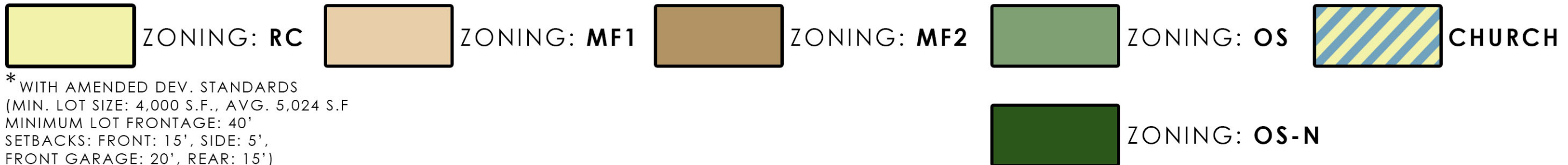
APPROVED PLAN (5.3 DU/AC) CLOSEST EQUIVALENT ZONING TO DATE



PROPOSED PLAN (2.5 DU/AC) CLOSEST EQUIVALENT ZONING TO DATE



LEGEND



OQUIRRH MOUNTAIN
EAGLE MOUNTAIN, UT

ZONING COMPARISON EXHIBIT

01.13.2022 | SCALE: NTS



Kimley»Horn

WHEN RECORDED, RETURN TO:

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

**MASTER DEVELOPMENT AGREEMENT
FOR
OQUIRRH MOUNTAIN**

THIS MASTER DEVELOPMENT AGREEMENT (this “**Agreement**” or “**MDA**”) is made and entered as of the last date executed by the parties below (the “**Effective Date**”), by and between **Eagle Mountain City**, a Utah municipal corporation (“**Eagle Mountain**” or “**City**”) and LGI Homes – Utah, LLC, a **Utah limited liability company** (“**Developer**”).

RECITALS

A. Developer is the owner of approximately 120.4 acres of real property as shown in Exhibit A (the “**Land Use Plan**”).

B. On October 19, 2021, the Eagle Mountain City Council approved the rezone of the Property (Exhibit B, the “**Rezone Exhibit**”), which included approval of the Land Use Plan.

C. Developer and Eagle Mountain desire that the Property be developed in a unified and consistent fashion pursuant to the approved exhibits.

D. The Parties desire to enter into this MDA to specify the rights and responsibilities of the Developer to develop the Property as expressed in this MDA and the rights and responsibilities of Eagle Mountain to allow and regulate such development pursuant to the requirements of this MDA.

E. The Parties understand and intend that this MDA is a “development agreement” within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101 (2021) *et seq.*

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

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

1.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2021), *et seq.*

1.2. **Applicant** means a person or entity submitting a Development Application.

1.3. **Buildout** means the completion of all of the development on the entire Project in accordance with the Site Plan.

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

1.5. **City's Vested Laws** means the ordinances, policies, standards and procedures of Eagle Mountain in effect as of the date of this MDA.

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

1.7. **Conditions of Approval** means those conditions and stipulations imposed by the Council (defined below) in connection with the approval of the Rezone and Master Development Plan, as specifically set forth in the Notices of Decision (defined below).

1.8. **Council** means the elected City Council of Eagle Mountain.

1.9. **Default** means a breach of this MDA as specified herein.

1.10. **Developer** means LGI Homes, and its successors in interest or assignees as permitted by this MDA.

1.11. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.12. **Development Application** means an application to Eagle Mountain for development of a portion of the Project or any other permit, certificate or other authorization from Eagle Mountain required for development of the Project.

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

1.14. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2021), or any successor provision, and approved by the Eagle Mountain, effectuating a subdivision of any portion of the Project.

1.15. **Maximum Residential Units** means the development on the Property of not more than Two Hundred and Sixty (260) Residential Dwelling Units, including the fifty-four existing dwelling units.

1.16. **MDA** means this Master Development Agreement including all of its Exhibits.

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

1.18. **Notice of Decision** means the Rezone and Master Development Plan Notice of Decision, which include certain terms and conditions for development of the Project. A copy of the Notice of Decision is attached hereto as Exhibit E.

1.19. **Parcel** means an area within the Property that has been conveyed by or is proposed to be conveyed by metes and bounds prior to recordation of a plat of subdivision, which conveyance has occurred or is proposed to occur with the approval of the City pursuant to the provisions of Utah Code Ann. §10-9a-103(69)(c)(vi) (2021).

1.20. **Party/Parties** means, in the singular, Developer or Eagle Mountain; in the plural Developer and Eagle Mountain.

1.21. **Planning Area** means planning areas 3-9 (PA 3 – PA 9) as designated on the Land Use Plan.

1.22. **Project** means the Oquirrh Mountain project to be constructed on the Property pursuant to this MDA with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this MDA.

1.23. **Property** means the approximately 120.4 acres of real property owned by and to be developed by Developer more fully shown in Exhibit A.

1.24. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to Eagle Mountain or other public entities as a condition of the approval of a Development Application.

1.25. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as residence as illustrated on the Concept Plan.

2. GENERAL DEVELOPMENT OF THE PROJECT.

2.1. **Compliance with the Land Use Plan and this MDA.** Development of the Project shall be in accordance with City's Vested Laws, City's Future Laws (to the extent they are applicable as specified in this MDA), the Land Use Plan, the Notice of Decision, and this MDA.

2.2. **Development Requirements.** Eagle Mountain has approved the Land Use Plan for the Project which shall serve as the Master Development Plan map. Developer shall construct the Project in accordance with the Land Use Plan and the Conditions of Approval as set out in the Notice of Decision.

3. **PROPERTY ZONING AND DEVELOPMENT.**

3.1 **Zoning & Land Use.** The project site includes native open space areas, fifty-four existing residential lots, an existing church, a future city park parcel, and the remainder of the site consists of 206 proposed residential lots and required park space. The property is zoned as depicted on Exhibit A (Zoning Map) and in this table.

Area	Zone	Approximate Acres
Native Open Space / Hillsides	OS-N & Wildlife Corridor Overlay Zone	55 Acres
Existing Residential & Church	RC	17 Acres
Proposed Residential	RC	41 Acres
Parks & Improved Open Spaces	OS-I	6.86 Acres

The approved land use data is as follows:

LAND USE DATA						
OQUIRRH MOUNTAIN						
PLANNING AREA	LAND USE	AREA (ac)	DENSITY (DU/AC)	D.U.	RES. TIER	% OF AREA
PA 2 (EXISTING)	SFD	± 14.10 ac.	3.83	54	II	12%
SUBTOTAL EXISTING RESIDENTIAL		± 14.10 ac.		54		12%
PA 3	SFD	± 7.48 ac.	5.61	42	II	6%
PA 4	SFD	± 4.42 ac.	5.20	23	II	4%
PA 5	SFD	± 6.04 ac.	5.46	33	II	5%
PA 6	SFD	± 4.10 ac.	3.66	15	II	3%
PA 7	SFD	± 3.63 ac.	4.13	15	II	3%
PA 8	SFD	± 3.56 ac.	5.06	18	II	3%
PA 9	SFD	± 11.64 ac.	5.15	60	II	10%
SUBTOTAL PROPOSED RESIDENTIAL		± 40.87 ac.		206		34%
PA 1 (EXISTING)	CHURCH	± 3.30 ac.				3%
SUBTOTAL INSTITUTIONAL		± 3.30 ac.				3%
OS 1	PARK	± 2.58 ac.				2.1%
OS 2	IMPROVED O.S.	± 0.72 ac.				0.6%
OS 3	IMPROVED O.S.	± 1.44 ac.				1.2%
OS 4	IMPROVED O.S.	± 0.68 ac.				0.6%
OS 5	IMPROVED O.S.	± 0.16 ac.				0.1%
OS 6	IMPROVED O.S.	± 0.39 ac.				0.3%
FUTURE CITY PARK AREA	N/A	± 0.89 ac.				0.7%
NATIVE OPEN SPACE	NATIVE O.S. / IMPROVED O.S.*	± 55.27 ac.				45.9%
SUBTOTAL OPEN SPACE		± 62.13 ac.				52%
OQUIRRH MOUNTAIN TOTAL						
		± 120.40 ac.	2.16	260		100%

*330 FT. BUFFER AREA(APPROX. 19.02AC.) WITHIN NATIVE OPEN SPACE AREA COUNTING TOWARDS IMPROVED OPEN SPACE CALCULATION PER CITY CODE CH. 17.49.070

3.2 Development Standards. The Residential areas shall be developed in accordance with Chapter 17.25 and other applicable sections of the City's Vested Laws, except that the side yard setbacks shall be a minimum of five (5) feet, with ten (10) feet on the garage side, rather than the side setbacks listed in Chapter 17.25. The lot configuration and road locations shall be consistent with the configuration on the Land Use Plan. The maximum number of Residential Dwelling Units within each Planning Area is contingent upon Developer complying with the City's Vested Laws, and City does not guarantee that Developer can construct the maximum number of units. Residential units may not be transferred between Planning Areas.

3.3 Hillside Development. Prior to recording of any subdivision plat that requires construction of retaining walls to make lots buildable, the Developer shall obtain a building permit for the retaining walls. All retaining walls must be completed prior to issuance of any building permits for the main residential structure. Retaining walls shall not exceed five (5) feet in height and shall include a minimum of five (5) horizontal feet between walls unless approved by the City Engineer. Driveways shall not exceed grades of twelve (12) percent.

4. PARKS AND OPEN SPACE.

4.1. **Open Space Plan.** The Open Space Plan, included as Exhibit C, shows the location of the various open space parcels to be improved along with the residential development. Developer shall improve the open space parcels in accordance with Sections 16.35.105 and 17.25.040 of the City's Vested Laws to meet the parks and open space requirements for the Project. Developer shall submit a detailed plan for the open space and park areas and receive approval from the City's Parks and Recreation Director and the Planning Director prior to recording the first final plat in the Project. Plans shall include, at a minimum, the large incline at the end of the northwest cul-de-sac, improvements to the petroglyph park, the improvement of natural trails on the hillsides, protection of the upper petroglyphs, and improvements to comply with the requirements in Section 16.35.105 of the City's Vested Laws.

4.2. **Petroglyphs/Rock Art.** This site contains historic rock art that is intended to be preserved and displayed for public viewing. A majority of the petroglyphs are located in OS-1, but some significant petroglyphs are also located near the top of the western native open space area. Along with improvement of these open space areas, Developer shall install fencing (same fencing as exists around the lower petroglyphs) to protect the upper petroglyphs. Detailed park plans for the areas surrounding the petroglyphs shall include protection of the petroglyphs and enhancement of the viewing experience, to be approved by the City Parks and Recreation Director and Planning Director prior to any improvement in those areas.

4.3 **Dedication of Park Improvements.** The petroglyph park and the native hillsides and ridges shall be dedicated to the City. All other open space areas are expected to be owned and maintained by an HOA. The City may require that Improved Open Space areas be dedicated to the City in conjunction with the subdivision plats that utilize the areas for Improved Open Space credit or with the recording of adjacent plats.

5. VESTED RIGHTS.

5.1. **Vested Rights Granted by Approval of this MDA.** The Parties intend that this MDA grants to Developer all rights to develop the Project in fulfillment of this MDA, City's Vested Laws, and the Land Use Plan except as specifically provided herein. The Parties specifically intend that this MDA grant to Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2021).

5.2. **Exceptions.** The vested rights and the restrictions on the applicability of City's Future Laws to the Project as specified in subsection 5.1 are subject to the following exceptions:

5.2.1. Written Agreement. City's Future Laws or other regulations to which the Developer agrees in writing, including this MDA;

5.2.2. State and Federal Compliance. City's Future Laws or other regulations which are generally applicable to all properties in Eagle Mountain and which are required to comply with State and Federal laws and regulations affecting the Project;

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

5.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by Eagle Mountain to all properties, applications, persons and entities similarly situated;

5.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the Eagle Mountain (or a portion of Eagle Mountain as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

5.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by Eagle Mountain pursuant to Utah Code Ann. Section 11-36a-101 (2021) *et seq*; and,

5.2.7. Compelling, Countervailing Interest. Laws, rules or regulations that Eagle Mountain's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2021).

6. TERM OF AGREEMENT. In accordance with Section 16.10.080 of the City's Vested Law, this MDA shall expire and terminate six (6) years from the Effective Date. This MDA shall also terminate automatically at Buildout. Notwithstanding the foregoing, any obligations of the Developer, including any obligations for which the Developer has provided a bond or other form of completion assurance, shall survive termination of this MDA.

7. BENCHMARKS. As required by Section 16.10.080(B) of the City's Vested Law, the following development benchmarks shall occur.

7.1. **First Preliminary Plat or Site Plan.** The first preliminary plat or site plan for the Project shall be submitted for approval within one (1) year from the Effective Date. The site work for the first final plat or site plan shall occur within two (2) years from the Effective Date, including required public infrastructure (including but not limited to curb, gutter, roads) as noted

in this MDA, provided that approval of the site plan or final plat has not been unreasonably delayed by the City.

7.2. **Park Improvements.** In accordance with 16.35.105(A)(10) of the City's Vested Law, the parks and improved open spaces shall be fully improved prior to recording of the first plat, or a separate cash escrow of \$3,750 per lot/unit must be put in place with the City with each plat to cover the anticipated cost of park improvements. For example: final plat = 20 lots; cash escrow for final plat = \$75,000 (\$3,750 x 20). In addition, the Petroglyph Park (OS-1) and the Hillside Park improvements (trails, upper petroglyph fencing and protection, etc.) must be completed prior to the City recording a final plat that includes the 130th residential lot within the project (not counting the existing lots in PA 2).

8. **PROCESSING OF DEVELOPMENT APPLICATIONS.** The procedure for processing Development Applications shall be in accordance with the procedural provisions of City's Future Laws. If Eagle Mountain denies a Development Application Eagle Mountain shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons Eagle Mountain believes that the Development Application is not consistent with this MDA, the Zoning, and/or City's Vested Laws (or, if applicable, City's Future Laws).

9. **PUBLIC INFRASTRUCTURE.**

9.1. **Construction by Developer.** Developer, at Developer's cost and expense, shall have the right and the obligation to construct or cause to be constructed and install all Public Infrastructure reasonably and lawfully required as a condition of approval of a Development Application pursuant to City's Vested Laws. Such construction must meet all applicable standards and requirements and must be approved by Eagle Mountain's engineer, or his designee.

9.2. **Infrastructure Map.** Attached hereto as Exhibit D is the Infrastructure Map for the project. Developer will construct the public utilities in accordance with the provided Infrastructure Map.

9.3. **Sewer Lift Station & Easement.** A private sewer lift station may be necessary for a portion of the Project. If necessary for the Project, the lift station will be located in the southeast corner of OS-3, and an easement shall be included along the southern boundary of PA6. The lift station shall be owned and maintained by the homeowners' association.

9.4. **Internal Roadways.** The Land Use Plan depicts the proposed roadways and access for the Project. Developer shall be responsible for constructing all roads within the Project at Developer's expense.

9.5. **Bonding.** In connection with any Development Application, Developer shall provide bonds or other development security, including warranty bonds, to the extent required by

Eagle Mountain's Vested Laws, unless otherwise provided by Utah Code § 10-9a-101, *et seq.*, as amended. The Applicant shall provide such bonds or security in a form acceptable to Eagle Mountain or as specified in Eagle Mountain's Vested Laws. Partial releases of any such required security shall be made as work progresses based on Eagle Mountain's Vested Laws.

10. UPSIZING/REIMBURSEMENTS TO DEVELOPER. Eagle Mountain may require Developer to reasonably “upsized” Public Infrastructure (i.e., to construct the infrastructure to a size larger than is reasonably required to service the Project) to accommodate future growth around the Project. If City requires upsizing, City shall enter into an Impact Fee Reimbursement Agreement to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, Eagle Mountain shall only be responsible to compensate Developer for the 10% cost increase.

11. DEFAULT.

11.1. **Notice.** If Developer or Eagle Mountain fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party.

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

11.2.1. Specific Claim. Specify the claimed event of Default;

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

11.2.3. Optional Cure. If Eagle Mountain chooses, in its discretion, it may propose a method and time for curing the Default.

11.3. **Mediation.** Upon the issuance of a Notice of Default the parties may engage a mediation or other dispute resolution process. Neither side shall be obligated to mediate if doing so would delay or otherwise prejudice any remedy available at law.

11.4. **Public Meeting.** If Eagle Mountain imposes any remedy set forth in Paragraph 13, the party allegedly in Default shall be afforded the right to attend a public meeting before the Eagle Mountain City Council and address the Eagle Mountain City Council regarding the claimed Default.

11.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee in accordance with Paragraph 17 shall not be deemed a default of Developer.

12. **DEVELOPER'S EXCLUSIVE REMEDY.** Developer's sole and exclusive remedy under this MDA shall be specific performance of the rights granted in this MDA and Eagle Mountain's obligations under this MDA. IN NO EVENT SHALL EAGLE MOUNTAIN BE LIABLE TO DEVELOPER, ITS SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

13. **EAGLE MOUNTAIN'S REMEDIES UPON DEFAULT.** In addition to all other remedies provided by law, including specific performance obligations of Developer set forth in this MDA, Eagle Mountain shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Developer until the Default has been cured. Eagle Mountain shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

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

To the Developer:

To Eagle Mountain:

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

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

16. **NO THIRD-PARTY RIGHTS/NO JOINT VENTURE.** This MDA does not create a joint venture relationship, partnership or agency relationship between Eagle Mountain, or Developer. Further, except as specifically set forth herein, the parties do not intend this MDA to create any third-party beneficiary rights.

17. ASSIGNABILITY. The rights and responsibilities of Developer under this MDA shall run with the land and be binding on Developer and Developer's successors in interest. Developer may assign its obligations hereunder, in whole or in part, to other parties with the consent of Eagle Mountain as provided herein. The City's consent shall not be unreasonably withheld, conditioned or delayed. .

17.1. Sale of Lots. Developer's selling or conveying lots to residential purchasers shall not be deemed to be an "assignment" subject to the above-referenced approval by Eagle Mountain unless specifically designated as such an assignment by Developer and approved by Eagle Mountain.

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

17.3. Partial Assignment. If any proposed assignment is for less than all of Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds.

17.4. Assignees and Successors in Interest Bound by MDA. Developer's successors in interest as holders of title to the Property (except purchasers of completed Residential Dwelling Units) and assignees shall be bound by the terms of this MDA.

18. NO WAIVER. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

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

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

21. **TIME IS OF THE ESSENCE.** Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.
22. **APPLICABLE LAW.** This MDA is entered into in Utah County in the State of Utah and shall be construed in accordance with the laws of the State of Utah.
23. **VENUE.** Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.
24. **ENTIRE AGREEMENT.** This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.
25. **MUTUAL DRAFTING.** Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which Party drafted any particular portion of this MDA.
26. **RECORDATION AND RUNNING WITH THE LAND.** This MDA or notice of this MDA shall be recorded in the chain of title for the Project. This MDA shall be deemed to run with the land. Upon the sale of a completed Residential Dwelling Unit to a retail purchaser, this Agreement shall automatically terminate and be deemed released as an encumbrance against such Residential Dwelling Unit. An electronic copy of City's Vested Laws may be included as part of the original copy of this MDA with the Eagle Mountain Recorder.
27. **AUTHORITY.** The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA.

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

DATED this ____ day of _____, 20221.

HOLDING, LLC **~~B&H~~ LGI HOMES – UTAH, LLC ~~H-LLAND~~**

By: _____

Print Name: _____

Title: _____

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
)
) ss.
COUNTY OF _____)

On the ____ day of _____, 20221, personally appeared before me _____, who being by me duly sworn, did say that (s)he is the _____ of **~~B&H~~ LGI HOMES - UTAH ~~H-LLand~~ Holding, LLC**, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

NOTARY PUBLIC

DATED this ____ day of _____, 2021.

EAGLE MOUNTAIN CITY

Tom Westmoreland, Mayor

ATTEST:

Fionnuala Kofoed, City Recorder

Approved as to form:

City Attorney

TABLE OF EXHIBITS

Exhibit “A”	Rezone Exhibit <u>Land Use Plan</u>
Exhibit “B”	Rezone Exhibit Land Use Plan / Master
	Development Plan
Exhibit “C”	Open Space Plan
Exhibit “D”	Infrastructure Map
Exhibit “E”	Notice of Decision

Exhibit “A”
Rezone Exhibit

Exhibit “B”
Land Use Plan

Exhibit “C”
Open Space Plan

Exhibit “D”
Infrastructure Map

Exhibit “E”
Notice of Decision