# AGENDA – City Council Meeting Amended

Mayor Chris Carn
Mayor Pro Tempore Lance Wadman
Council Member Audrey Barton
Council Member Edon Davenport
Council Member Robert Taylor
Council Member Emma Wilson

**CITY OF SARATOGA SPRINGS**
**Tuesday, March 24, 2026 @ 6:00 pm**
City of Saratoga Springs Council Chambers
319 South Saratoga Road, Saratoga Springs, UT 84045

**POLICY MEETING**

## CALL TO ORDER

1. Roll Call.
2. Moment of Reflection.
3. Pledge of Allegiance.
4. Presentation: Miss Saratoga Springs Royalty.
5. Proclamation: Westlake High School Boys Basketball Day.
6. Report: Valley Crossroads Chamber of Commerce Report.
7. Public Input – *This time has been set aside for the public to express ideas, concerns, and comments for subject matter not listed as public hearing on the agenda. Limit of 3 minutes per speaker, unused time may not be given to another. Time for Public Input is limited to no more than 15 minutes total.*

## REPORTS

1. Mayor.
2. City Council.
3. Administration.

## CONSENT ITEMS

*The Council may approve these items without discussion or public comment and may remove an item to the Business Items for discussion and consideration.*

1. Change orders 1 – 8 for the Lakeshore Trail, Amanda Lane segment project with MC Contractors. Resolution R26-15 (03-24-26).
2. Award of Contract for the Saratoga Springs Pony Express Parkway Completion Project with CMT Technical Services. Resolution R26-16 (03-24-26).
3. Approval of Minutes: March 03, 2026.

## BUSINESS ITEMS

*The Council will discuss (without public comment) and may approve the following items:*

1. ASD High School 722 General Plan Amendment from Planned Community and Low Density Residential to Institutional/Civic, Rezone from Planned Community and Agricultural to Institutional/Civic, and Development Agreement, with concept plan. Located approximately at

the northwest corner of Ensign Drive and Mountain View Corridor. Frank Pulley of Alpine School District as applicant. Ordinance 26-12 (03-24-26).

2. Preliminary Plat and Site plan for ASD High School 722. Located approximately at the Northwest corner of Ensign Drive and Mountain View Corridor. Frank Pulley, Alpine School District as applicant.
3. Amendments to Title 19 Land Development Code of the City of Saratoga Springs, chapters 19.02, 19.04, & 19.05 regarding Auto Repair and Car Wash Standards. City Initiated, Citywide. Ordinance 26-10 (03-24-26).
4. Amendments to Title 19 Land Development Code of the City of Saratoga Springs, chapters 19.02 & 19.05 regarding city-owned office trailers. City Initiated, Citywide. Ordinance 26-11 (03-24-26).

**CLOSED MEETING**

*Possible motion to enter into closed meeting for the purchase, exchange, or lease of property; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual; or the deployment of security personnel, devices, or systems.*

**ADJOURNMENT**

Supporting materials are available for inspection on the City Website, www.saratogasprings-ut.gov. Questions and comments to Staff and/or Council may be submitted to comments@saratogasprings-ut.gov Meetings are streamed live at https://www.youtube.com/c/CityofSaratogaSprings.

PLEASE NOTE: The order of items may be subject to change with the order of the Mayor. One or more council members may participate by electronic telecommunication means such as phone, internet, etc. so that they may participate in and be counted as present for all meeting purposes, including the determination that a quorum is present.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Recorder at 801.766.9793 at least two days prior to the meeting.

# PROCLAMATION

**CITY OF SARATOGA SPRINGS**
**STATE OF UTAH**

**Recognizing the Westlake High School Boys Basketball Team as the 2026 UHSAA 6A State Champions**

**WHEREAS**, the Westlake High School Boys Basketball Team completed an extraordinary 2025–2026 season through dedication, teamwork, discipline, and perseverance; and

**WHEREAS**, under the leadership of Head Coach Nate Carling and the coaching staff, the Thunder compiled an outstanding 24–3 record and demonstrated excellence throughout the season; and

**WHEREAS**, on February 27, 2026, at the Jon M. Huntsman Center in Salt Lake City, the Westlake Thunder defeated Bingham High School 71–55 to win the UHSAA 6A Boys Basketball State Championship; and

**WHEREAS**, this victory marks the first Boys Basketball State Championship in the history of Westlake High School, making it a historic achievement for the school and the Saratoga Springs community; and

**WHEREAS**, the players represented Westlake High School and the City of Saratoga Springs with integrity, sportsmanship, and determination, inspiring students, families, and residents throughout the community; and

**WHEREAS**, the accomplishments of this team reflect the dedication of their coaches, teachers, parents, school administrators, and the many community members who supported them throughout the season;

**NOW**, **THEREFORE**, I, Chris Carn, Mayor of the City of Saratoga Springs, on behalf of the City Council and residents of Saratoga Springs, do hereby recognize and honor the Westlake High School Boys Basketball Team as the 2026 UHSAA 6A State Champions, and commend the players, coaches, and supporters for bringing pride and distinction to our community.

**BE IT FURTHER PROCLAIMED** that the City of Saratoga Springs hereby designates March 24, 2026, as

**WESTLAKE HIGH SCHOOL BOYS BASKETBALL DAY**

in Saratoga Springs, encouraging residents to celebrate the team's historic accomplishment and the example they have set for the youth of our city.

**IN WITNESS WHEREOF,** I have hereunto set my hand and caused the seal of the City of Saratoga Springs to be affixed this 24th day of March, 2026.

_____
Chris Carn
Mayor, City of Saratoga Springs

# City Council Staff Report

**Author: Jeremy Lapin, City Engineer & Public Works Director**
**Subject: Lakeshore Trail – Amanda Lane Segment**
**Date: March 24, 2026**
**Type of Item: Resolution**
**Description: Change Orders 1-8 with MC Contractors**

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**A. Topic:**

This item is for approval of change orders with MC Contractors for the Lakeshore Trail – Amanda Lane project.

**B. Background:**

The Lakeshore Trail @ Amanda Lane project was originally funded through a Grant that the city applied for and received from MAG (Mountainland Association of Governments). The City originally received $996,000 to construct two missing segments of the lakeshore trail along Utah Lake—one near the SSD Marina and the adjacent Hot Springs ("Hot Pots") area and another along Amanda Lane, just south of Eagle Park. Although construction began in 2018, it stalled during COVID when the contractor (ACME) requested major change orders and eventually ceased work. By the time the contract was terminated, approximately $600,000 of the programmed funding had already been spent. The project was then restructured. The Hot Pots segment remained within the federally funded MAG transportation program administrated by UDOT, while the Amanda Lane segment received $633,000 in state funding which the City was able to supplement with an additional $1M ARPA grant from the Division of Water Quality.

**C. Analysis:**

During construction there have been a variety of changes that have necessitated amendments to the contract amount with MC Contractors including structural upgrades to the geotextile fabric on the project, additional rip-rap and French drains, additional fill material due to settlement and to eliminate low lying areas above the new trail, and modifications made to adjacent properties to better tie in with the new trail grading.

**D. Fiscal Impact:**

There is $1,633,000 in grant funding for this project. The original contract with MC contractors was for $984,531.00. The new contract amount incorporating change orders 1-8 will be $1,248,291.22, still well below the available funding. The current amount budgeted within the project GL 32-4000-716 is $1,512,480, therefore no budget amendment will be needed if this item is approved.

**E. Recommendation**

Staff recommends that the City Council approve change orders #1-8 with MC Contractors for the Lakeshore Trail @ Amanda Lane project project in the amount of $263,760.22

# Change Order

**No. 1**

Date of Issuance: _____ Effective Date: _____

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

The fabric that was called out for to be used on the project was a lighter weight non woven fabric. A stronger woven fabric was recommended to be used by the City's consultant Geotechnical Engineer to provide a stronger support for the trail.

**Attachments (list documents supporting change):**

| **CHANGE IN CONTRACT PRICE:** | **CHANGE IN CONTRACT TIMES:** |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to<br>$0.00 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$984,531.00 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$17,120.88 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,001,651.88 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 11/18/2025 Date: _____ Date: _____

Approved by Funding Agency (if applicable):

_____ Date: _____

# CHANGE ORDER

**Date:** November 17, 2025

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** 001

**Work Description:** Swap the originally submitted and specified Terra Tex N08 for Mirafi RS380i in areas of softer soils. Initially the RS380i will be used starting at approximate station 40+00 headed to the south per the geotechnical recommendations. Additional RS380i may be acquired at the below unit rate. Any potential return/restock of the unused Terra Tex N08 is outside the return timeline of 30 days (see attached vendor email) and is now owned by the project.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $0.00 |
| | | | | | **TOTAL LABOR COST=** | **$0.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Operation + Ownership Rates | Hours Operated | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$0.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| RS380i Fabric | | 6.00 | Roll | $2,370.00 | $14,220.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $14,220.00 |
| | | | | SALES TAX ( 7.5%)= | $1,066.50 |
| | | | | **TOTAL MATERIAL COST=** | **$15,286.50** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$0.00** |

**CONTRACT TIME**

| DESCRIPTION | | | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| To be determined | | | | DAYS | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | **$0.00** |

**REMARKS**

| | |
|---|---|
| TOTAL LABOR= | $0.00 |
| TOTAL EQUIPMENT= | $0.00 |
| TOTAL MATERIALS= | $15,286.50 |
| TOTAL SUBCONTRACT= | $0.00 |
| SUBTOTAL= | $15,286.50 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $15,286.50 |
| *12% MARKUP=* | *$1,834.38* |
| **TOTAL PRICE=** | **$17,120.88** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

## Trent

**From:** Sandra Bennett <sandra.bennett@hanescompanies.com>
**Sent:** Monday, November 17, 2025 4:15 PM
**To:** Trent
**Cc:** Andrea Neale
**Subject:** MC Contractors-Saratoga Springs Fabric
**Attachments:** Invoice 64-398527  NOV 17,2025.pdf

Trent,

Thanks for your time today to catch up on your project updates.

As for the geotextiles for the Saratoga Springs return, we are unable to accept the materials as it is past our return timeline of 30 days.

Please let me know if you have any questions or need additional details. I'd be happy to assist. Thank you and have a great day.

Sandra Bennett
Inside Sales-Utah
📱 Cell: (801) 541-4788
📧 Email: sandra.bennett@hanescompanies.com
🌐 Website: http://www.hanesgeo.com/
🏢 Warehouse Address:
Freeport Center | Building G9, Suite 1B | Clearfield, UT 84016
📞 Warehouse Phone: (801) 896-5569

**Upcoming Out Of Office Dates:**
November 24-26th

Our office and warehouse will be closed on Thursday November 27th and Friday November 28th for Thanksgiving.

|Geotextiles|Geogrids|Gabions|Geocomposite Drainboard|Erosion Control|Geomembranes|Dust Control|SWPPP Materials|Stormwater Management|

-----Original Message-----
From: sandra.bennett@hanescompanies.com <sandra.bennett@hanescompanies.com>
Sent: Monday, November 17, 2025 3:55 PM
To: Sandra Bennett <sandra.bennett@hanescompanies.com>
Subject: [EXTERNAL]Hanes Inv# 64-398527 Order 11405 NOV 17,2025

Attached is a copy of your invoice.
If you have any questions contact Sandra Bennett.
Reply to: sandra.bennett@hanescompanies.com

HANES GEO COMPONENTS
1 FREEPORT CENTER BUILDING G-9 SUITES 1-B AND 2-A CLEARFIELD,UT 84016
(801)896-5569
FAX(801)896-5571

If you have trouble viewing the attachment you may need to update your current Adobe Reader. To update click on this link http://www.adobe.com/ or insert this link into your web browser.

# Change Order

**No. 2**

Date of Issuance: 12/3/2025 Effective Date: 12/3/2025

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

This is for aadditional RS380i geotextile. 6 more rolls

**Attachments (list documents supporting change):**

| CHANGE IN CONTRACT PRICE: | CHANGE IN CONTRACT TIMES: |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 1<br>$17,120.88 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,001,651.88 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$17,120.88 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,018,772.76 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 12/3/2025 Date: 12/4/2025 Date:

Approved by Funding Agency (if applicable):

Date:

# CHANGE ORDER

**Date:** December 1, 2025

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** 002

**Work Description:** Order #2 - Swap the originally submitted and specified Terra Tex N08 for Mirafi RS380i in areas of softer soils. Initially the RS380i will be used starting at approximate station 40+00 headed to the south per the geotechnical recommendations. Additional RS380i may be acquired at the below unit rate. Any potential return/restock of the unused Terra Tex N08 is outside the return timeline of 30 days (see attached vendor email) and is now owned by the project.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $0.00 |
| | | | | | | |
| | | | | | **TOTAL LABOR COST=** | **$0.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Operation + Ownership Rates | Hours Operated | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$0.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| RS380i Fabric | | 6.00 | Roll | $2,370.00 | $14,220.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $14,220.00 |
| | | | | SALES TAX ( 7.5%)= | $1,066.50 |
| | | | | **TOTAL MATERIAL COST=** | **$15,286.50** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$0.00** |

**CONTRACT TIME**

| DESCRIPTION | | | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| To be determined | | | | DAYS | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | **$0.00** |

**REMARKS**

| | |
|---|---|
| TOTAL LABOR= | $0.00 |
| TOTAL EQUIPMENT= | $0.00 |
| TOTAL MATERIALS= | $15,286.50 |
| TOTAL SUBCONTRACT= | $0.00 |
| SUBTOTAL= | $15,286.50 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $15,286.50 |
| *12% MARKUP=* | *$1,834.38* |
| **TOTAL PRICE=** | **$17,120.88** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

# Change Order

**No. 3**

Date of Issuance: 12/3/2025 Effective Date: 12/3/2025

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

Riprap, 2" to 12" size for extra soft conditions

**Attachments (list documents supporting change):**

| CHANGE IN CONTRACT PRICE: | CHANGE IN CONTRACT TIMES: |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 2<br>$34,241.76 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,018,772.76 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$12,791.17 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,031,563.93 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

| RECOMMENDED BY: | ACCEPTED BY: | ACCEPTED BY: |
|---|---|---|
| Marco Palacios | | |
| Engineer (Authorized Signature) | Contractor (Authorized Signature) | Owner (Authorized Signature) |
| Date: 12/3/2025 | Date: 12/4/2025 | Date: |

Approved by Funding Agency (if applicable):

Date:

# CHANGE ORDER

**Date:** December 2, 2025

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** [redacted] 003

**Work Description:** Install Rip Rap in soft spot areas by pushing rock material into soft soils. Quantity quoted is an estimate only and could increase or decrease.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| Forman | 1 | 8.0 | $60.00 | 4.0 | $90.00 | $840.00 |
| Operator | 2 | 8.0 | $60.00 | 4.0 | $90.00 | $1,680.00 |
| Laborer | 1 | 8.0 | $55.00 | 4.0 | $82.50 | $770.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $3,290.00 |
| | | | | | | |
| | | | | | **TOTAL LABOR COST=** | **$3,290.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Ownership Rates | Hours Operated | AMOUNT |
| Excavator, <50,000 lbs | 1 | | | $ 135.00 | 10.0 | $1,350.00 |
| Skid Loader | 1 | | | $ 55.00 | 10.0 | $550.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$1,900.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| Rip Rap, 2" to 12" Size, CMC Pelican Point | | 150.00 | Ton | $26.95 | $4,042.50 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $4,042.50 |
| | | | | SALES TAX ( 7.5%)= | $303.19 |
| | | | | **TOTAL MATERIAL COST=** | **$4,345.69** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| Trucking | 13.0 | HR | $145.00 | $1,885.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$1,885.00** |

**CONTRACT TIME**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| Per 150 Tons | 1.00 | DAYS | | $0.00 |
| | | | | $0.00 |
| | | | | **$0.00** |

**REMARKS**

Quantities could vary

| | |
|---|---|
| TOTAL LABOR= | $3,290.00 |
| TOTAL EQUIPMENT= | $1,900.00 |
| TOTAL MATERIALS= | $4,345.69 |
| TOTAL SUBCONTRACT= | $1,885.00 |
| SUBTOTAL= | $11,420.69 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $11,420.69 |
| *12% MARKUP=* | *$1,370.48* |
| **TOTAL PRICE=** | **$12,791.17** |
| **UNITS= 150 Tons** | **UNIT PRICE= $85.27** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

# Change Order

**No. 4**

Date of Issuance: 12/29/2025 Effective Date: 12/29/2025

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

French drains. $620.19 per each drain. See attached bid. 22 frnech drains were installed. $620.19 x 22 = $13,644.18

**Attachments (list documents supporting change):**

| **CHANGE IN CONTRACT PRICE:** | **CHANGE IN CONTRACT TIMES:** |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 3<br>$47,032.93 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,031,563.93 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$13,644.18 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,045,208.11 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 12/29/2025 Date: 12/29/2025 Date:

Approved by Funding Agency (if applicable):

Date:

# CHANGE ORDER

**Date:** December 2, 2025

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** 003_REV1

**Work Description:** Install French Drains in areas where berm is cut for draining trail alignment area. Per the response to RFI 002, this price is based off of the French Drains being 2 ft wide x 1 ft tall burrito wrapped free draining granular backfill material. Wrapped with 8 oz fabric. Price is for installation of the fabric, and rock only.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| Forman | 1 | 16.0 | $60.00 | 6.0 | $90.00 | $1,500.00 |
| Operator | 1 | 16.0 | $60.00 | 6.0 | $90.00 | $1,500.00 |
| Laborer | 1 | 16.0 | $55.00 | 6.0 | $82.50 | $1,375.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $4,375.00 |
| | | | | | | |
| | | | | | **TOTAL LABOR COST=** | **$4,375.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Ownership Rates | Hours Operated | AMOUNT |
| Mini Excavator | 1 | | | $ 75.00 | 22.0 | $1,650.00 |
| Skid Loader | 1 | | | $ 65.00 | 22.0 | $1,430.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$3,080.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| Mirafi Fabric, nonwoven | | 2.00 | Roll | $525.00 | $1,050.00 |
| Staples | | 2.00 | Box | $100.00 | $200.00 |
| Free Draining Granular Borrow, Gravel (5.5 tons on average per location) | | 121.00 | Ton | $13.75 | $1,663.75 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $2,913.75 |
| | | | | SALES TAX ( 7.5%)= | $218.53 |
| | | | | **TOTAL MATERIAL COST=** | **$3,132.28** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| Trucking | 11.0 | HR | $145.00 | $1,595.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$1,595.00** |

**CONTRACT TIME**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| Per every 10 each french drains | 2.25 | DAYS | | $0.00 |
| | | | | $0.00 |
| | | | | **$0.00** |

**REMARKS**

1 hour per each for just the drain installation

| | |
|---|---|
| TOTAL LABOR= | $4,375.00 |
| TOTAL EQUIPMENT= | $3,080.00 |
| TOTAL MATERIALS= | $3,132.28 |
| TOTAL SUBCONTRACT= | $1,595.00 |
| SUBTOTAL= | $12,182.28 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $12,182.28 |
| *12% MARKUP=* | *$1,461.87* |
| **TOTAL PRICE=** | **$13,644.16** |
| **UNITS=** 10 Each | **UNIT PRICE=** **$620.19** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

# Change Order

**No. 5**

Date of Issuance: 1/9/2025 Effective Date: 1/9/2025

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

Added grading and earthwork to remove the berm along portions of the trail on the east side and fill in the low depression areas on the west side. It will also include the additional pipe and drain boxes to drain areas where there are springs and and low spots to drain runoff to the east side of the trail. This is a lump sum CO and charges will be based on the costs on the attached Labor and Equipment rate sheet and hours and equipment will be tracked daily. The billing for this work will charge against this CO based on accumulitive hours for that billing period. Pipe and and any additional fill will be paid a the contract unit price. Any other drainage items will be paid based on invoce plus the standard markup.

| **CHANGE IN CONTRACT PRICE:** | **CHANGE IN CONTRACT TIMES:** |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 4<br>$58,446.85 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,042,977.85 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$50,000.00 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,092,977.85 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 1/9/2025 Date: 1/12/2026 Date:

Approved by Funding Agency (if applicable):

Date:

# 2026 Time and Equipment Rate Sheet

**Date:**

**Description of T&E work (include info on materials if used):**

| Description | Base Rates | Unit | Hours Used | # of Units | Total |
|---|---|---|---|---|---|
| Labor Straight Time (Includes Burden) | $60.00 | Hour | | | |
| Labor Over Time - Includes Burden (Anything Over 8 Hours/Day) | $82.00 | Hour | | | |
| Operator Straight Time (Includes Burden) | $65.00 | Hour | | | |
| Operator Over Time - (Includes Burden) (Anything Over 8 Hours/Day | $90.00 | Hour | | | |
| Superintendent - 8 Hours Daily Salary | $90.00 | Hour | | | |
| Project Manager - 8 Hours Daily Salary | $110.00 | Hour | | | |
| | | | | | |
| **Equipment Only Rates** | | | | | |
| Walk Behind Roller (Trench Compactor) | $65.00 | Hour | | | |
| Plate Compactor/Jumping Jack | $15.00 | Hour | | | |
| Survey GPS Rover | $25.00 | Hour | | | |
| 3/4 to 1 Ton Pickup Truck | $31.00 | Hour | | | |
| | | | | | |
| **Equipment Rates Only (Not Operated)** | | | | | |
| Mini Excavator | $78.00 | Hour | | | |
| Excavator -50,000 lbs | $143.00 | Hour | | | |
| Excavator -50,000 lbs w/ Ripper | $166.00 | Hour | | | |
| Excavator Over 50,000 lbs | $165.00 | Hour | | | |
| Excavator +50,000 lbs w/Ripper | $188.00 | Hour | | | |
| Excavator w/Hydraulic Hammer | $204.00 | Hour | | | |
| Backhoe | $78.00 | Hour | | | |
| Skid Loader | $67.00 | Hour | | | |
| Wheeled Loader w/2.5 CY Bucket | $105.00 | Hour | | | |
| 120 Grader | $105.00 | Hour | | | |
| D8 Dozer | $254.00 | Hour | | | |
| Articulated Truck | $199.00 | Hour | | | |
| Heavy Transport | $95.00 | Hour | | | |
| Dump Truck (Single 16 Ton) | $72.00 | Hour | | | |
| Dump Truck w/ Pup (28 Ton) | $95.00 | Hour | | | |
| Side Dump (28 Ton) | $95.00 | Hour | | | |
| Water Truck | $50.00 | Hour | | | |
| 815 Sheepsfoot | $160.00 | Hour | | | |
| 84 Inch Roller | $105.00 | Hour | | | |
| 48 Inch Roller | $83.00 | Hour | | | |
| D6 Dozer | $171.00 | Hour | | | |
| Pickup Tilt-deck Transport | $56.00 | Hour | | | |
| Kick Broom | $33.00 | Hour | | | |
| 140M Grader | $140.00 | Hour | | | |
| | | | | | |

**Terms**

All materials will be billed at cost plus 12.5%
Any subcontractor costs will be passed on at cost plus 12.5%
Any equipment not included on this will have rates established prior to rental and work beginning

**Contractor Signature** _____

**MC Contractors Representative Signature** _____

# Change Order

**No. 6**

Date of Issuance: 1/28/2026 Effective Date: 1/28/2026

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

This is for import fill in the areas that needed to be filled, primarily on the west side of the trail. The existing berm and roadway ex is not enough to fill all of the low areas on the west side.
This is in conjunction with the grading CO #5 and covers material and delivery only and not placement.
This will be paid by the ton at the unit price of $20.32/ton as per the attached quote. This CO covers the first 1000 tons

1000 x 20.32 = $20,320.00

| CHANGE IN CONTRACT PRICE: | CHANGE IN CONTRACT TIMES: |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 5<br>$108,446.85 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,092,977.85 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$20,320.00 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,113,297.85 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 1/28/2026 Date: 1/29/2026 Date:

Approved by Funding Agency (if applicable):

Date:

# CHANGE ORDER

**Date:** January 22, 2026

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** 006

**Work Description:** Additional tonnage of A1b import to be placed in fill areas on the west side of the trail. Tonnage quoted is an estimate only, actual tonnage imported will be billed at the below rate. Labor and Equipment to be tracked separately per the T&E rates previously provided.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $0.00 |
| | | | | | | |
| | | | | | **TOTAL LABOR COST=** | **$0.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Ownership Rates | Hours Operated | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$0.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| A1b Import from CMC Pelican Point Pit | | 300.00 | Ton | $5.25 | $1,575.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $1,575.00 |
| | | | | SALES TAX ( 7.5%)= | $118.13 |
| | | | | **TOTAL MATERIAL COST=** | **$1,693.13** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| 10 Wheeler Trucking (13 Ton average load) | 25.0 | Hours | $150.00 | $3,750.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$3,750.00** |

**CONTRACT TIME**

| DESCRIPTION | | | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | 1.00 | DAYS | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | **$0.00** |

**REMARKS**

Actual tonnage to be billed.

| | |
|---|---|
| TOTAL LABOR= | $0.00 |
| TOTAL EQUIPMENT= | $0.00 |
| TOTAL MATERIALS= | $1,693.13 |
| TOTAL SUBCONTRACT= | $3,750.00 |
| SUBTOTAL= | $5,443.13 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $5,443.13 |
| *12% MARKUP=* | *$653.18* |
| **TOTAL PRICE=** | **$6,096.30** |
| **UNIT PRICE (for 300 tons) =** | **$20.32** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

# Change Order

**No. 7**

Date of Issuance: 2/13/2026 Effective Date: 1/28/2026

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

This pays for the overrun of the UTBC on the project
16927.73 total tons on project for trail = 9033.9 cu yds - 6863 cy yds in bid = 2170.9 cu yds overrun

| Unit price | Qty | Total Price |
|---|---|---|
| $62.00 | 2170.9 | $134,595.80 |

Based on surveys of the project, there was significant settlement of the ground during placement throughout the majority of the project due to underground springs. Survey by MC Contractors and CMT substantiated quantities

| **CHANGE IN CONTRACT PRICE:** | **CHANGE IN CONTRACT TIMES:** |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 6<br>$128,766.85 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,113,297.85 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$134,595.80 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,247,893.65 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 3/2/2026 Date: 3-3-2026 Date:

Approved by Funding Agency (if applicable):

Date:

| CO # | Description | Amount |
|---|---|---|
| 1 | RS 380i geotextile | $17,120.88 |
| 2 | More of RS 380i geotextile | $17,120.88 |
| 3 | riprap | $12,791.17 |
| 4 | More of RS 380i geotextile | $11,413.92 |
| 5 | Grading and drainage, Force account | $50,000.00 |
| 6 | Import Fill | $20,320.00 |

| | | |
|---|---|---|
| | Total CO's | $128,766.85 |

# CHANGE ORDER

**Date:** January 9, 2026

**To:** Marco Palacios
CMT Technical Services

**Project Name:** Utah Lakeshore Trail Amanda Lane Segment

**Request Number:** 005

**Work Description:** Additional Road Base placed to complete and connect the trail. Original unit price used.

**LABOR**

| | | STRAIGHT TIME | | OVERTIME | | |
|---|---|---|---|---|---|---|
| TRADE | NUMBER OF EMPLOYEES | HOURS | RATE | HOURS | RATE | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | LABOR SUBTOTAL= | $0.00 |
| | | | | | | |
| | | | | | **TOTAL LABOR COST=** | **$0.00** |

**EQUIPMENT: (Use Equipment Rental Rate Blue Book**

| Equipment Designation | | Standby Calculations | | Operating Calculations | | |
|---|---|---|---|---|---|---|
| Description | Number of Units | Ownership Rates | Hours Standby | Ownership Rates | Hours Operated | AMOUNT |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | $0.00 |
| | | | | | **TOTAL EQUIPMENT COST=** | **$0.00** |

**MATERIALS**

| DESCRIPTION | Invoice # | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|
| Untreated Base Course | | 2170.90 | CY | $62.00 | $134,596.05 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | | $0.00 |
| | | | | MATERIAL SUBTOTAL= | $134,596.05 |
| | | | | SALES TAX (7.5%)= | |
| | | | | **TOTAL MATERIAL COST=** | **$134,596.05** |

**SUBCONTRACT**

| DESCRIPTION | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | | $0.00 |
| | | | **TOTAL SUBCONTRACT COST=** | **$0.00** |

**CONTRACT TIME**

| DESCRIPTION | | | QTY | UNIT | PRICE | AMOUNT |
|---|---|---|---|---|---|---|
| | | | 10.00 | DAYS | | $0.00 |
| | | | | | | $0.00 |
| | | | | | | **$0.00** |

**REMARKS**

| | |
|---|---|
| TOTAL LABOR= | $0.00 |
| TOTAL EQUIPMENT= | $0.00 |
| TOTAL MATERIALS= | $134,596.05 |
| TOTAL SUBCONTRACT= | $0.00 |
| SUBTOTAL= | $134,596.05 |
| OVERHEAD & BOND= | $0.00 |
| COST SUBTOTAL= | $134,596.05 |
| *12% MARKUP=* | |
| **TOTAL PRICE=** | **$134,596.05** |

MC Contractors Inc.
P.O. Box 683 Kamas, Utah 84036

| Utah Lakeshore Trail Amanda Lane Segment - Design & As-Built | | | | |
|---|---|---|---|---|
| Design Centerline | | As-Built | | Design / As-Built |
| Station | Elevation | Width | Elevation | Difference |
| 10+05 | 4502.2 | 10.0 | 4501.3 | -0.9 |
| 10+25 | 4502.1 | 11.1 | 4501.3 | -0.8 |
| 10+75 | 4500.3 | 12.5 | 4500.3 | 0.0 |
| 11+25 | 4498.0 | 13.5 | 4497.9 | -0.1 |
| 12+25 | 4496.7 | 12.6 | 4496.6 | -0.1 |
| 12+75 | 4496.9 | 13.6 | 4496.7 | -0.1 |
| 13+24 | 4496.9 | 15.0 | 4496.9 | 0.0 |
| 14+00 | 4497.2 | 15.8 | 4496.9 | -0.3 |
| 14+50 | 4497.2 | 14.1 | 4497.1 | -0.1 |
| 15+50 | 4497.5 | 13.3 | 4497.6 | 0.1 |
| 15+75 | 4497.5 | 13.1 | 4497.8 | 0.3 |
| 16+00 | 4497.6 | 12.2 | 4497.8 | 0.2 |
| 16+50 | 4497.7 | 13.4 | 4497.9 | 0.2 |
| 17+00 | 4497.8 | 14.1 | 4497.8 | -0.1 |
| 18+00 | 4498.0 | 12.6 | 4498.1 | 0.1 |
| 18+50 | 4498.2 | 11.4 | 4498.2 | 0.0 |
| 19+00 | 4498.3 | 12.9 | 4498.2 | -0.1 |
| 20+00 | 4498.5 | 12.8 | 4498.4 | -0.1 |
| 21+00 | 4499.0 | 12.5 | 4499.0 | 0.0 |
| 22+00 | 4499.0 | 12.4 | 4499.2 | 0.2 |
| 23+02 | 4499.2 | 12.4 | 4499.1 | -0.1 |
| 24+00 | 4499.4 | 12.5 | 4499.4 | 0.0 |
| 25+00 | 4499.7 | 13.5 | 4499.5 | -0.2 |
| 26+00 | 4499.6 | 14.7 | 4499.3 | -0.2 |
| 27+00 | 4499.2 | 14.0 | 4499.2 | 0.0 |
| 27+50 | 4499.0 | 13.7 | 4499.0 | 0.0 |
| 28+50 | 4498.6 | 13.1 | 4498.7 | 0.0 |
| 29+50 | 4498.2 | 13.3 | 4498.1 | -0.1 |
| 30+50 | 4497.9 | 13.4 | 4497.8 | -0.1 |
| 31+00 | 4497.7 | 13.8 | 4497.7 | 0.0 |
| 32+00 | 4497.3 | 14.9 | 4497.2 | -0.1 |
| 32+50 | 4497.1 | 13.9 | 4497.4 | 0.2 |
| 33+00 | 4497.0 | 13.4 | 4496.8 | -0.2 |
| 33+72 | 4496.7 | 12.3 | 4496.9 | 0.3 |
| 34+24 | 4496.5 | 13.2 | 4496.4 | -0.1 |
| 35+20 | 4496.1 | 12.7 | 4496.2 | 0.1 |

| Design Centerline | | As-Built | | Design / As-Built |
|---|---|---|---|---|
| Station | Elevation | Width | Elevation | Difference |
| 36+20 | 4495.8 | 14.3 | 4496.7 | 0.9 |
| 37+20 | 4496.3 | 13.9 | 4496.5 | 0.2 |
| 38+21 | 4496.9 | 13.9 | 4497.4 | 0.4 |
| 39+20 | 4497.5 | 13.8 | 4497.7 | 0.1 |
| 39+75 | 4497.8 | 13.3 | 4497.9 | 0.1 |
| 40+20 | 4497.8 | 14.4 | 4497.8 | -0.1 |
| 40+71 | 4497.1 | 14.3 | 4497.1 | 0.0 |
| 41+20 | 4496.8 | 13.6 | 4496.2 | -0.6 |
| 41+70 | 4496.5 | 15.2 | 4496.5 | 0.0 |
| 42+20 | 4497.0 | 14.9 | 4497.0 | 0.1 |
| 42+70 | 4497.4 | 14.8 | 4497.6 | 0.3 |
| 43+20 | 4497.8 | 14.1 | 4498.1 | 0.3 |
| 43+70 | 4498.3 | 13.4 | 4498.3 | 0.0 |
| 44+20 | 4498.8 | 13.6 | 4499.4 | 0.7 |
| 44+70 | 4499.2 | 14.1 | 4499.1 | -0.1 |
| 45+19 | 4499.7 | 15.1 | 4499.7 | 0.1 |
| 45+72 | 4500.1 | 12.8 | 4500.6 | 0.5 |
| 46+20 | 4502.4 | 13.9 | 4502.5 | 0.1 |
| 46+70 | 4504.8 | 14.9 | 4505.1 | 0.3 |
| Avg Trail Width | | 13.5 | Avg Vert Diff | 0.0 |

| **Trail Design & As-Built Quantity Comparision (Cubic Yards)** | |
|---|---|
| Existing Ground / Staked Elev to Design Profile Surface(s) | 4,625 |
| Existing Ground / Staked Elev to As-Built Profile Surface(s) | 8,896 |
| **Difference** | **4,271** |
| | |
| Contractor Reported Delivery Tickets / Loads | 9,146 |
| **As-Built Versus Contractor Reported Difference** | **250** |
| | |
| Published Design Specifications - Untreated Base Course | 6,863 |
| **As-Built Versus Design Specifications Difference*** | **2,033** |

*Not Factored in As-Builts (Margin of Error) - Unknown / Unaccounted for Material due to Compaction, Settlment, and Absorbtion of Base into Native Wet Ground / Vegetation

Outlook

## RE: Amanda Lane - UTBC quantities

**From** Chris Klingel <CKlingel@saratogasprings-ut.gov>
**Date** Mon 3/2/2026 10:52 AM
**To** Marco Palacios <marco.palacios@cmttechnicalservices.com>
**Cc** Tim Biel <tim.biel@cmttechnicalservices.com>

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Thank you Marco. Given that information, I'm comfortable moving forward. Comments made in the field that one day made me wonder, and we needed to vet, but this conclusion was the inevitable assumption early on. Again, thanks for digging into this (no pun intended, ha ha ) 😊
--ck

**From:** Marco Palacios <marco.palacios@cmttechnicalservices.com>
**Sent:** Thursday, February 26, 2026 1:43 PM
**To:** Chris Klingel <CKlingel@saratogasprings-ut.gov>
**Cc:** Tim Biel <tim.biel@cmttechnicalservices.com>
**Subject:** Amanda Lane - UTBC quantities

**CAUTION:** This email originated from outside the organization. Do not reply, click links or open attachments unless you recognize the sender's email address and know the content is safe.

Chris, I have looked again at the survey data and did a calculation on what the volume would be if was truly built per design (width and side slopes) and according to my numbers (see attached), they are actually under the design quantity. This based on the 14' top width and a 28' bottom width and 3.4' height which is the average ht of the trail based on survey data.
So, what I am saying is that the only explanation I can find for the overrun is not so much building it wide, which it does in some areas, but more due to the displacement into the existing soft soil and/or poor existing topo survey, both of which we are unable to verify.
I have also included the surveyor's report, and their total volume of 8896 cy is very close to my calculated as-built volume of 8935. The volume I get if you use the design widths is 9850 cy. One thing to note is that the trail is built to the design profile. There is some fluctuation, but average deviation is 0.
Bottom line, I cannot see a reason to not pay for the full amount.

Marco Palacios
Project | Field Engineer

CMT TECHNICAL SERVICES

E Marco.Palacios@cmttechnicalservices.com
M 435.770.8070
W www.cmttechnicalservices.com

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**CONFIDENTIALITY NOTE:**

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| PROPOSED PIPE CROSSINGS - CONSTRUCTED TRAIL AS-BUILT STATION DATA | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PIPE CROSSING** | **EXISTING GROUND** | | **TOE SLOPE** | | **EDGE TRAIL** | | **Height** | **CENTERLINE TRAIL** | **EDGE TRAIL** | | **TOE SLOPE** | | **EXISTING GROUND** | | **Height** |
| **STATION** | **OFFSET LEFT** | **ELEV** | **OFFSET LEFT** | **ELEV** | **OFFSET LEFT** | **ELEV** | **of Trail** | **ELEVATION** | **OFFSET RIGHT** | **ELEV** | **OFFSET RIGHT** | **ELEV** | **OFFSET RIGHT** | **ELEV** | **of Trail** |
| 15+75 | 17.6 | 4493.6 | 13.9 | 4494.1 | 6.8 | 4497.7 | 3.6 | 4497.8 | 6.3 | 4497.6 | 9.9 | 4495.7 | 29.2 | 4493.4 | 1.9 |
| 25+00 | 16.6 | 4496.2 | 11.1 | 4496.1 | 6.1 | 4499.6 | 3.5 | 4499.5 | 7.3 | 4499.2 | 14.6 | 4494.3 | 17.7 | 4493.8 | 4.9 |
| 27+00 | 15.1 | 4495.4 | 12.8 | 4495.2 | 7.5 | 4499.1 | 3.9 | 4499.2 | 6.5 | 4498.9 | 13.7 | 4494.1 | 6.1 | 4494.5 | 4.8 |
| 30+50 | 16.1 | 4493.2 | 13.8 | 4493.5 | 7.0 | 4498.0 | 4.5 | 4497.8 | 6.4 | 4497.6 | 11.1 | 4495.2 | 29.6 | 4494.4 | 2.4 |
| 39+75 | 16.7 | 4494.8 | 9.4 | 4496.2 | 5.3 | 4497.8 | 1.6 | 4497.9 | 8.1 | 4497.7 | 13.2 | 4494.9 | 15.6 | 4494.8 | 2.8 |
| | | | 12.2 | | 6.5 | | 3.4 | | 6.9 | | 12.5 | | | | 3.4 |

| | ave top wid | ve bottome widt | verage heig | trapezoid area | length | volume | | |
|---|---|---|---|---|---|---|---|---|
| As built | 13.4 | 24.7 | 3.4 | 64.77 | 3725 | 241268 | cu ft | |
| | | | | | | **8935.9** | cu yd | vol per survey |
| Design | 14 | 28 | 3.4 | 71.4 | 3725 | 265965 | cu ft | |
| | | | | | | **9850.6** | cu yd | |

# Change Order

**No. 8**

Date of Issuance: 3/9/2026 Effective Date: 2/25/2026

| Project: | Owner: | Owner's Contract No.: |
|---|---|---|
| City of Saratoga Spings - Utah Lakeshore Trail, Amanda Lane Seg | Saratoga Springs | |
| Contract: Utah Lakeshore Trail Amanda Lane Segment | | Date of Contract: Sep-25 |
| Contractor: MC Contracating | | Engineer's Project No.: 1005.2414 |

**The Contract Documents are modified as follows upon execution of this Change Order:**

Concrete for the change to the steps and landing on the Hart access on their back wall.

| CHANGE IN CONTRACT PRICE: | CHANGE IN CONTRACT TIMES: |
|---|---|
| Original Contract Price:<br>$984,531.00 | Original Contract Times:<br>Working days<br>Calendar days<br>Substantial completion (days or date): 12/30/2025<br>Ready for final payment (days or date): 1/30/2026 |
| Increase from previously approved Change Orders:<br>original to 7<br>$263,362.65 | [Increase] [Decrease]<br>From previously approved Change Orders<br>0 to<br>Substantial completion (days):<br>Ready for final payment (days): |
| Contract Price prior to this Change Order:<br>$1,247,893.65 | Contract Times prior to this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Increase of this Change Order:<br>$397.57 | [Increase] [Decrease] of this Change Order:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |
| Contract Price incorporating this Change Order:<br>$1,248,291.22 | Contract Times with all approved Change Orders:<br>Substantial completion (days or date):<br>Ready for final payment (days or date): |

RECOMMENDED BY: ACCEPTED BY: ACCEPTED BY:

Marco Palacios

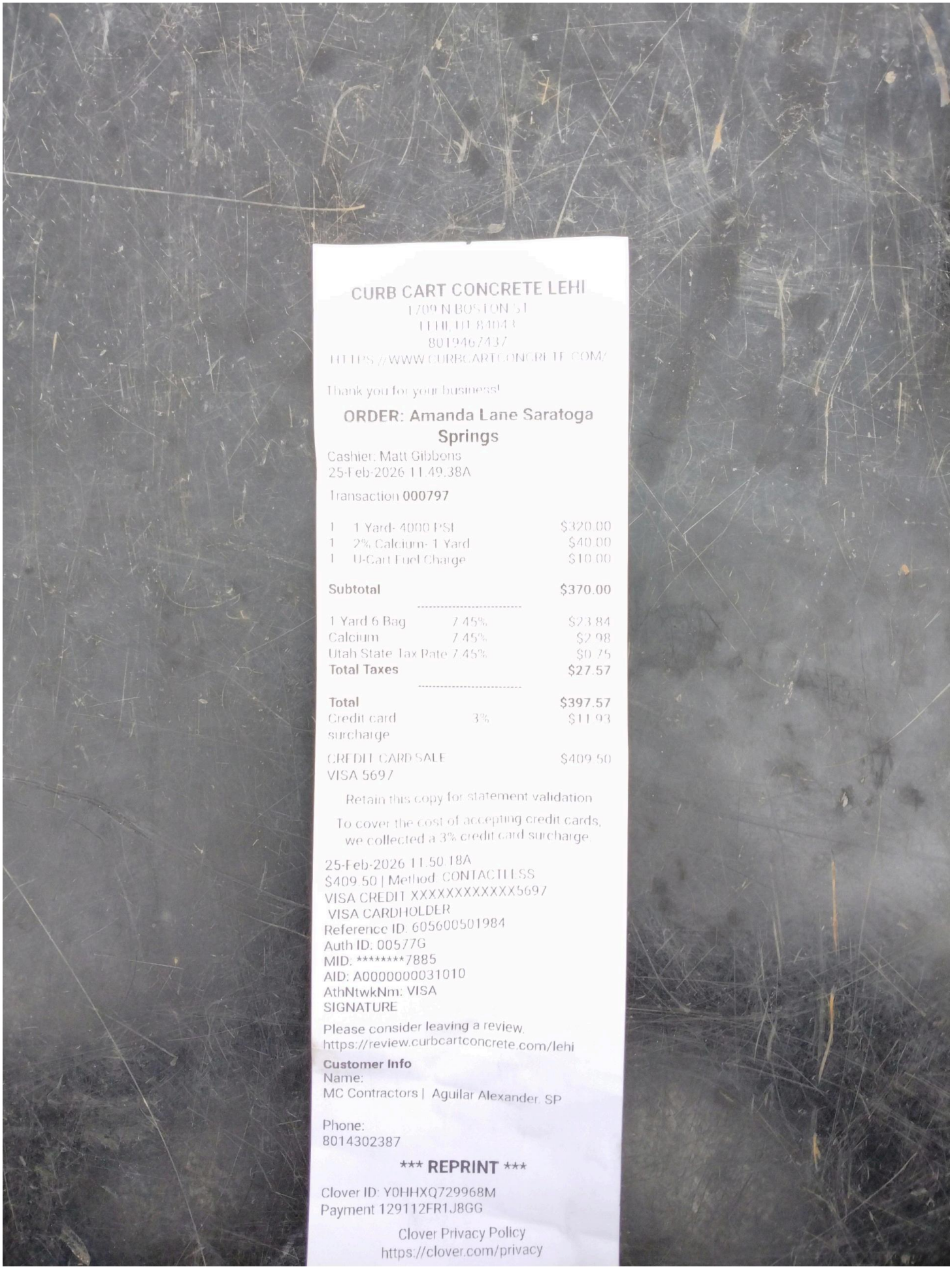
Engineer (Authorized Signature) Contractor (Authorized Signature) Owner (Authorized Signature)

Date: 3/9/2026 Date: 3/9/2026 Date:

Approved by Funding Agency (if applicable):

Date:

| CO # | Description | Amount |
|---|---|---|
| 1 | RS 380i geotextile | $17,120.88 |
| 2 | More of RS 380i geotextile | $17,120.88 |
| 3 | riprap | $12,791.17 |
| 4 | More of RS 380i geotextile | $11,413.92 |
| 5 | Grading and drainage, Force account | $50,000.00 |
| 6 | Import Fill | $20,320.00 |
| 7 | UTBC Overrun | $134,595.80 |
| | Total CO's | $263,362.65 |



## CURB CART CONCRETE LEHI

1709 N BOSTON ST
LEHI, UT 84043
8019467437
HTTPS://WWW.CURBCARTCONCRETE.COM/

Thank you for your business!

### ORDER: Amanda Lane Saratoga Springs

Cashier: Matt Gibbons
25-Feb-2026 11:49:38A

Transaction 000797

| | | |
|---|---|---|
| 1 | 1 Yard- 4000 PSI | $320.00 |
| 1 | 2% Calcium- 1 Yard | $40.00 |
| 1 | U-Cart Fuel Charge | $10.00 |

**Subtotal** **$370.00**

---

| | | |
|---|---|---|
| 1 Yard 6 Bag | 7.45% | $23.84 |
| Calcium | 7.45% | $2.98 |
| Utah State Tax Rate | 7.45% | $0.75 |
| **Total Taxes** | | **$27.57** |

---

**Total** **$397.57**
Credit card surcharge 3% $11.93

CREDIT CARD SALE $409.50
VISA 5697

Retain this copy for statement validation

To cover the cost of accepting credit cards, we collected a 3% credit card surcharge.

25-Feb-2026 11:50:18A
$409.50 | Method: CONTACTLESS
VISA CREDIT XXXXXXXXXXXX5697
VISA CARDHOLDER
Reference ID: 605600501984
Auth ID: 00577G
MID: ********7885
AID: A0000000031010
AthNtwkNm: VISA
SIGNATURE

Please consider leaving a review.
https://review.curbcartconcrete.com/lehi

**Customer Info**
Name:
MC Contractors | Aguilar Alexander SP

Phone:
8014302387

***** REPRINT *****

Clover ID: Y0HHXQ729968M
Payment 129112FR1J8GG

Clover Privacy Policy
https://clover.com/privacy

**RESOLUTION NO. R26-15 (03-24-26)**

**A RESOLUTION APPROVING CHANGE ORDERS #1-8 WITH MC CONTRACTORS FOR CONSTRUCTION SERVICES FOR THE LAKESHORE TRAIL AT AMANDA LANE PROJECT**

WHEREAS, in 2025 the City awarded contract to MC Contractors for the Lakeshore Trail at Amanda Lane Project located along the Utah Lakeshore adjacent to Amanada Lane; and

WHEREAS, the City Council of the City of Saratoga Spring has found it necessary for MC Contractors to provide additional project construction services for the Project; and

WHEREAS, the City of Saratoga Springs requested and was provided a cost for services as itemized in the scope and fee modifications C.O.#1-8 in the amount of $236,760.22; and

WHEREAS, a City committee reviewed the modified scope of work and costs for services submitted for the Lakeshore Trail at Amanda Lane Project by MC Contractors; and

WHEREAS, the City Council has determined that the proposed project is in the best interest of the public, will further the public health, safety, and welfare, and will assist in the efficient administration of City government and public services.

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SARATOGA SPRINGS, UTAH, THAT:

The City of Saratoga Springs does hereby approve the modified scope of work and costs for construction services submitted for the Lakeshore Trail at Amanda Lane Project by MC Contractors in the amount of $236,760.22 for Change Orders #1 -8

BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon passage.

APPROVED AND ADOPTED this 24th day of March, 2026.

_____

Mayor Chris Carn

ATTEST:

_____

Nicolette Fike, City Recorder

# City Council Staff Report

**Author: Jeremy D. Lapin, Public Works Director**
**Subject: Pony Express Parkway Completion Project**
**Date: March 24, 2026**
**Type of Item: Resolution**
**Description: Award of Design Contract**

---

**A. Topic:**

This item is for the approval of a contract for design services for the Pony Express Parkway Completion project.

**B. Background:**

Pony Express Parkway is a critical east–west arterial serving as one of the primary transportation corridors for the City of Saratoga Springs and the broader northern Utah County area. While significant portions of the corridor have been widened to a five-lane urban standard or are fully funded for construction, the remaining unimproved segment creates a discontinuity in roadway capacity, safety, and operations. This gap results in congestion, speed transitions, and operational inefficiencies that negatively affect commuter travel, local access, emergency response times, and regional mobility.

The purpose of the proposed project is to complete the five-lane widening of Pony Express Parkway to provide a continuous, safe, and efficient transportation corridor that aligns with regional transportation plans. Completing this final segment will eliminate a major bottleneck, improve traffic flow and safety, enhance multimodal connectivity, and support planned growth by ensuring the corridor functions as intended within the regional transportation system.

**C. Analysis:**

The city solicited proposals from pre-qualified firms for the project. The review committee reviewed the proposals and determined that CMT was the best proposal. All proposals met the scope requirements of the RFP; however, it was the price proposal from CMT as well as their comprehensive proposal that became the determining factor.

**D. Fiscal Impact:**

The funding for the design and permitting portion of the project was allocated with the FY2025-26 fiscal year budget in GL 33-4000-766. No budget amendment is expected to be needed to cover the proposed contract. While the City has already secured $14M for the replacement of the Jordan River Bridge, staff is still pursing funding for the remaining portions of this project and will bring back budget recommendation and/or budget amendments as necessary for the construction of this project once funding is secured.

**E. Recommendation**

Staff hereby recommends that the City Council approve the resolution authorizing the City Manager to enter into a contract for design and engineering services with CMT Technical Services for the Pony Express Completion project.

# ENGINEERING SERVICES AGREEMENT

THIS AGREEMENT is made and entered into as of this 24th day of March, 2026, by and between the **City of Saratoga Springs**, a municipal corporation of the State of Utah, 319 South Saratoga Road, Saratoga Springs, UT 84045 ("City"), and CMT Technical Services ("Engineer"), 2796 South Redwood Road 84045, West Valley City, UT 84119.

**PURPOSE:** The City desires to obtain consulting and engineering services from an experienced professional for the purpose of designing and engineering the Pony Express Parkway Completion Project. The City issued a Request for Proposals, a copy of which is attached as **Exhibit "A"** and incorporated as a part of this Agreement. The Engineer has submitted a Proposal, including a Fee Proposal, dated February 25, 2026, which is attached to this Agreement as **Exhibit "B"** and incorporated as part of this Agreement. Engineer has considerable experience and the ability to perform the services required herein. The City has selected the Engineer to provide such consulting and engineering services in an experienced, professional and competent manner as an independent contractor of the City in accordance with the City's Request for Proposal, the Engineer's Proposal, including the Engineer's Fee Proposal, and the following terms. Engineer represents it has the necessary expertise and experience to perform the services requested by the City, and that it is properly qualified and licensed in the State of Utah for this work.

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

## AGREEMENT TERMS

### 1. GENERAL DESCRIPTION OF THE WORK AND SERVICES.

1.1. Nature and Location of the Project. The Project shall be defined as Saratoga Road and 145 North Widening Project ("Project"). The Scope of Project Work is set forth in the Request for Proposals dated November 28, 2023 and Engineer's Proposal dated December 8, 2023, as attached hereto as **Exhibits "A"** and **"B."** To the extent that this Engineering Services Agreement document conflicts in any way with **Exhibit "A"** or **Exhibit "B"**, the Engineering Services Agreement shall control. To the extent that there is a conflict in the terms of **Exhibits "A"** and **"B", Exhibit "A"** shall control.

1.2. Services of Engineer. City hereby agrees to retain Engineer, and Engineer hereby agrees to perform the following services:

1.2.1. Engineer accepts professional engineering responsibility to design and prepare plans for the construction of the Project and to then act as a consultant to the City during the construction of the Project in accordance with the terms of this Agreement. Engineer agrees that upon becoming aware of any fault, defect or deficiency in Engineer's work, Engineer shall immediately notify the City Representative of each deficiency in writing and shall correct any such deficiency.

1.2.2. Engineer shall provide periodic progress reports throughout the Project.

1.2.3. Engineer shall assign or designate Jim Milligan as Engineer's Project Manager. He/she or any successor as Engineer's Project Manager shall coordinate the progress of the Project and cooperate with the City Representative.

1.2.4. Engineer's services hereunder shall, to the best of its knowledge, information and belief, conform in all details and designs with all applicable Federal, State, and City laws, regulations, and ordinances.

1.2.5. Engineer shall provide a complete set of design plans and specifications and subsequent construction engineering, which both shall meet City standards, for the project as detailed in section 1.1, and the attachments referenced therein.

1.2.6 All utilities identified by reasonable record search by the Engineer within the Project limits and their relationship to the design work shall be shown on the plans.

1.3. Defects. Engineer will use its best efforts to prevent defects or deficiency in the Project work and the work of contractors in connection therewith. Engineer will promptly correct and notify the City Representative of any defects or deficiency in the Project engineering work.

1.4. Reviews. City requires that the Engineer meet with the City Representative or other representatives as needed and at such other times as the City Representative shall reasonably request. Said reviews will be used to discuss the status of the Project and for review and comment on the design plans and specifications.

1.5. Basic Services Versus Additional or Special Services. As used herein,

1.5.1 *"Basic Services"* shall mean all services of Engineer including those specified in Section 1.1 through 1.4, and Section 2, which shall be paid for as specified in Section 5.2.1;

1.5.2 *"Additional or Special Services"* shall mean any services not provided for under Basic Services, and shall be paid for only pursuant to prior written authorization by the City as provided in Section 5.2.2 hereof. Any work done or expense incurred by Engineer without such prior written authorization shall be performed at Engineer's sole risk.

1.6 Standards of Performance: The Engineer shall perform its services in a manner consistent with any and all applicable professional and technical standards for engineering work of this nature. The Engineer shall also conduct itself in accordance with the most recent edition of Professional Conduct Guidelines of the American Consulting Engineers Council.

**2. BASIC SERVICES.** The following describes the Engineer's Basic Services for the project:

2.1. Preliminary Design Phase. Engineer shall prepare all necessary preliminary plans

and profile drawings illustrating the scale and relationship of the Project components and submit them for review, direction and approval by the Department overseeing the Project and the City Representative.

2.2 Design Development Phase. From the approved preliminary drawings Engineer shall prepare all design development drawings and initial cost estimates necessary to fix, determine and describe the size and character of the entire Project as may be appropriate and necessary, and submit them for direction and approval, in writing, by the City.

2.3. Construction Document Phase.

2.3.1. Engineer shall prepare for approval by the City plans and specifications setting forth in detail the requirements for the construction of the Project.

2.3.2. Engineer shall promptly advise City of any adjustments to previous statements prepared by Engineer of probable construction cost.

2.3.3. Engineer shall, as directed by the City, also include in the contract documents additive and/or deductive alternates to permit adjusting construction costs to the proposed construction budget.

2.3.4. The drawings shall be computer generated in AutoCad format. The final design drawings and the as-built drawings will be provided to the City in both hard copy and on computer disks compatible with the City's computer system.

2.4 Bidding and Construction Phase - Administration of the Construction Contract.

2.4.1. Following City's approval of the construction documents and of the latest statement of probable construction cost, Engineer shall provide a sufficient number of sets of bid documents per construction phase (plans and specifications) that may be needed, as determined by City, coordinate publishing of the bid (bid will be published by the City), attend the bid opening and make an abstract of bids.

2.4.2. The Construction Phase will commence at the date that plans are made available to the general contractors and will terminate when the final punch list is satisfactorily completed by the contractor and accepted as complete in writing by the City.

2.4.3. Engineer, as the advisor to the City during the Bidding and Construction Phase, shall advise and consult with City. All of Engineer's instructions to the contractor shall be issued through and with authorization of the City Department overseeing the Project and the City Representative.

2.4.4. Engineer shall provide periodic observation of the work of the contractor as requested by the City as set forth in Exhibit "A" and Exhibit "B" to help determine

compliance with said Project plans and specifications for the work as contemplated by this agreement. Periodic observations exclude daily on-site observation also referred to Construction Observation Services as set forth in Exhibit “B”. Any on-site observation services beyond weekly observation requested by the City may be compensated according to the compensation set forth in Exhibit “B” and the guidelines for "Additional and Special Services."

2.4.5. Based on Engineer's observations at the site and on the contractor's applications for payment, Engineer shall advise the City of the amount owing to the contractor and City—so long as the work is authorized in advance and in writing by the City Representative—shall issue payment for the amount due. The issuance of a certificate for payment shall constitute a representation by Engineer to City, based on Engineer's observations at the site as provided in subparagraph 2.4.4 and the data comprising the application for payment, that the work has progressed to the point indicated, that to the best of Engineer's knowledge, information and belief, the quality of the work is in accordance with the contract documents (subject to an evaluation of the work for conformance with the contract documents upon substantial completion, to the results of any subsequent tests required by the contract documents, to minor deviations from the contract documents correctable prior to completion, and to any specific qualifications stated in the certificate for payment), and that the contractor is entitled to payment in the amount certified. By determining the amount for payment, Engineer shall not be deemed to represent that he has made any examination to ascertain how and for what purpose the contractor has used the monies paid on account of the contract sum.

2.4.6. Engineer, at the written direction of the City, shall have authority to reject work that does not conform to the contract documents. Engineer shall inform the City of any work that does not conform to the contract documents with 24 hours of obtaining knowledge of such defect.

2.4.7. Engineer shall review and approve shop drawings, samples, and other submissions of the contractor only for conformance with the design concept for the Project and for compliance with the information given in the contract documents.

2.4.8. Engineer shall prepare and City shall promptly approve or disapprove change orders.

2.4.9. Engineer shall conduct, in company with the City, field observations as reasonably needed to determine the dates of substantial completion and final completion, shall receive and review written guarantees and related documents assembled by the contractor, and, upon meeting the requirements of this Agreement and upon written approval by City, the City shall issue a final payment.

2.5 Respond to Communications, Meetings. Engineer shall promptly and fully respond to

communications from the City Representative about the project work, and shall meet with the City Representative about the project as often as the City Representative shall request.

**3. CITY'S RESPONSIBILITY.**

3.1. Information. The City will bid the work to be performed by a contractor and will provide daily on-site inspection during construction. The proposed design and engineering services during construction budget for the Project, which cannot be exceeded, is $699,733.19. The construction budget for the overall project is yet to be determined. During the design of the Project, the City shall provide the following information to the Engineer, which Engineer shall have a right to rely on and does not have a duty to verify unless otherwise agreed to herein:

-City contract provisions for the contract documents
-City of Saratoga Springs Standard Specifications and Details for Municipal Construction -
-Any other information maintained by the City which the Engineer requests of the City in writing which the City has readily available and can supply without significant effort.
-Existing and acquired right-of-way linework in CAD format and all other documentation already gathered and prepared by the City relating to the right-of-way.

3.2. Notice to Proceed. The City will notify the Engineer in writing of the date from which time for completion of the Project will be counted, such notification being hereinafter referred to as "Notice to Proceed."

3.3. Examination of Documents and Rendering Decisions. The City shall promptly examine documents submitted by the Engineer and indicate needed corrections or changes, and otherwise render decisions pertaining thereto promptly, so as to avoid unreasonable delay in the progress of the Engineer's services.

3.4. Extension of Time. Should the Engineer advise the City in writing of the existence of causes over which Engineer has no control that may delay the work or were not reasonably foreseeable, the City, for good cause, may, subject to the City’s discretion, extend the time specified for completion of the work. Any extension shall not be valid unless received in writing.

3.5 Notification of Fault, Defect or Deficiency. If the City becomes aware of any fault, defect or deficiency in the Project, it shall give prompt written notice thereof to the Engineer.

**4. DESIGN STANDARDS.**

4.1. Compliance with and Identification of Applicable Design Standards. The Engineer shall provide specifications that meet or exceed the City's current design standards and specifications. Design shall endeavor to conform to the most recent edition of AASHTO, MUTCD, APWA and AWWA specifications and other standard specifications as they may apply.

If City becomes aware of any failure of Engineer's design or plans to conform to such standards, it shall promptly so inform the Engineer. Engineer shall then have 14 calendar days to cure such defect.

Engineer shall submit copies of reports, plans and specifications, and prepare final drawings to the scale and in the detail specified by the City as follows:

Drawings shall be computer generated in AutoCAD format. Design drawings and record drawings will be provided to the City in both hard copy and on computer disks compatible to the City's computer system.

4.2 Records. Upon termination of the Agreement, Engineer shall deliver to the City, in an orderly and expedient manner and within ten (10) calendar days, all records, documentation, record drawings and materials prepared for or belonging to the City.

## 5. COMPENSATION.

5.1. Total Fees. Except for authorized Additional or Special Services, the total compensation payable to the Engineer by the City for the services described in this Agreement shall not exceed the Lump Sum Fee of $699,733.19 as per Exhibit “B.” Payment for "Additional or Special Services" shall be made pursuant to the provisions of 5.2.2, or as otherwise agreed to in writing by the parties.

5.2. Method of Payment. The City shall pay the Engineer as follows:

5.2.1. Not-to-Exceed Fee for Basic Services. Payment for services shall be made upon submission by Engineer of a detailed invoice for services performed and costs incurred and meeting the requirements of this Agreement. Each invoice shall set out in reasonable detail the work performed. The City shall make payment to Engineer within thirty days of receiving a statement, but not more frequently than monthly, and only upon written certification from the City Representative.

5.2.2. Additional or Special Services. Payment for "Additional or Special Services of the Engineer" must be authorized in advance and in writing by the City Manager. A summary showing estimated service and cost data for each Additional Service requested shall be submitted to the City for written approval prior to commencement of work on that Additional Service. The City shall not be obligated to reimburse the Engineer for costs incurred in excess of the estimated cost set forth in that summary, and the Engineer shall not be obligated to continue work or to incur costs in excess of the estimated cost until the City notifies the Engineer in writing that the estimated cost therefore has been increased. Additional sets of contract documents and reduced scale drawings shall be charged at actual cost of printing and mailing. Engineer shall submit an invoice for services performed and costs incurred for which it seeks payment. Each invoice shall set out in reasonable detail the work each individual performed in hours and tenths, the date the work

was performed, the name of the individual, his hourly rate, and the name of the project and of reasonable costs incurred necessary to the project according to the schedule set out on **Exhibit "C",** attached hereto. The City shall make payment to Engineer within thirty days of receiving a statement, but not more frequently than monthly, and only upon written certification from the City Representative.

5.3 Inspection/Audit.

5.3.1. Obligation to Maintain Accounts and Records. Engineer shall maintain for three (3) years all books, documents, papers, accounts, time sheets and other records pertaining to Engineer's costs incurred. Such records shall be prepared and maintained under generally-recognized accounting principles.

5.3.2. City's Right to Inspect Work and Records. Engineer shall make such records available at its offices at all reasonable times during the contract period and for three (3) years from the date of final payment under this contract, for the inspection of the City and its duly-authorized agents and employees. Such inspection, review or audit may be made by the City at any time during normal working hours and without notice. Engineer agrees to furnish copies of any such documents to the City—at no cost to City—if requested to do so.

5.4 Final Payment. Upon City's issuance of a check noted as "Final Payment," and upon Engineer's depositing, cashing, or endorsing such check, Engineer shall release and indemnify the City and make no further claims against the City for any unpaid work performed by Engineer.

**6. WARRANTIES BY ENGINEER.** Engineer represents and warrants to City that it has the experience and ability to perform the services required by this Agreement; that it will perform said services in a professional, competent and timely manner; that it has the power to enter into and perform this Agreement; and that its performance of this Agreement shall not infringe upon or violate the rights of any third party or violate any federal, state or municipal laws. Engineer further warrants that it will defend its work—and indemnify City—if negligent and that it will correct any identified deficiency in its work, at no additional cost to the City**.**

**7. PERIOD OF PERFORMANCE.**

7.1. Commencement. The Engineer agrees that contract time shall be counted from the first working day following the date the City's written authorization to proceed is received by Engineer, unless noted otherwise. Engineer shall commence work on the first phase and diligently pursue said phase to completion. Engineer shall not commence work on any subsequent phase until written authorization to proceed is forwarded by the City. Engineer shall work diligently to the completion of the Project and any Additional Services requested by the City from the time services commence.

7.2. Work Schedule. Except as may be changed in writing by the City, the Engineer shall provide the work and services described herein in accordance with the following schedule:

**8.** See Page "3. FEE AND SCHEDULE page 10" in EXHIBIT C

8.2. The time identified above shall be exclusive of City review time. TIME IS OF THE ESSENCE OF THIS AGREEMENT.

7.4. Progress Schedule. Within ten (10) calendar days of the "Notice to Proceed", the Engineer shall submit to the City for review, evaluation, and approval, a progress schedule. This schedule shall be in the form of a "CPM network" or "bar chart" and shall be in sufficient detail to show the chronological relationship of all activities required to complete the design of the Project. Dates for any necessary submittals to the City and dates for reviews as specified by the Agreement shall be included. The schedule shall reflect completion of all work by the Agreement within the specified time and in accordance with the Agreement.

7.5. Termination, Suspension or Abandonment.

7.5.1 Termination. The City may terminate this Agreement at any time upon seven (7) calendar days written notice in the event the services of the Engineer, in the judgment of the City, are unsatisfactory, because of the Engineer's failure to prosecute the work with diligence or within the time limit specified, or in the event the Engineer, in the sole judgment of the City, has materially breached this Agreement; provided, however, that after receiving the City's written notice, Engineer shall have five working days in which to cure any such deficiency.

7.5.2 Suspension or Abandonment. The right is reserved by the City to suspend or abandon this Agreement at any time upon seven (7) calendar day's written notice at the sole discretion of the City.

7.5.3 Payment. In the event of termination, suspension, or abandonment, the City shall pay the Engineer for services performed according to this Agreement up to the time of such termination, suspension, or abandonment, so long as such services meet the requirements of this Agreement. All work accomplished by the Engineer prior to the date of such termination shall be recorded, and tangible work documents shall be transferred to and become the sole property of the City. If the Project is resumed after being suspended for more than three (3) months, the Engineer's compensation shall be subject to renegotiation.

**8. CITY REPRESENTATIVE.** The City Representative shall assist in the administrative management of this Agreement, ensure that the work to be performed by Engineer is timely and adequately performed, and provide City approvals—except as otherwise provided herein—as may be required by this Agreement or the nature of the work. The City Representative shall assist in coordinating, monitoring, and evaluating this Agreement to completion. Except as specifically

provided herein (e.g., Additional or Special Services, *see* § 5.2.2.), the City's Representative shall be Jeremy D. Lapin at the address listed below. No other City employee or contractor shall be recognized as the City Representative unless otherwise specified in advance and in writing another employee or contractor as the City Representative. Such advance written notice shall specify the matter for which that person will act as the City Representative and the duration of that representation.

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

Jim Milligan, PE
Civil Design Service Line Manager
CMT Technical Services
2796 South Redwood Road
West Valley City, Utah 84119

Jeremy Lapin, PE
Public Works Director
City of Saratoga Springs
319 South Saratoga Road
Saratoga Springs, Utah 84045

**10. DIRECTION OF WORK.**

10.1. Written Communication. Engineer shall not make any alterations or variations in or additions to or omissions from the Project or terms of this contract without the prior written consent of the City. All City submittals, acceptances, rejections, or recommendations must be in writing and Engineer shall not rely on any verbal communication.

10.2. Review. The City shall have the right to review all plans, specifications, submittals, and other work product of Engineer and hereby retains the right to request Engineer to make reasonable modifications, which modifications shall be made without any additional cost to the City.

10.3. Changes or Amendments. Any changes or amendments resulting in additional time required to be spent by Engineer in carrying out the change shall be by written change order signed by the City Representative. All such changes shall have complete approval by the City prior to the initiation of any such change. Any change made without such prior agreement, if accepted in writing by City, shall be deemed covered by the compensation and time provided for Basic Services in this Agreement and paid for only as provided in Section 5.

10.4. Disputes.

10.4.1. Except as otherwise provided in this Agreement, any dispute concerning a

question of fact arising under this contract which is not disposed of by Agreement shall be decided by the City. The decision of the City shall be final and conclusive unless, within 10 calendar days from the date of receipt or 3 days after mailing of such decision, the Engineer shall mail or otherwise furnish the City a written appeal addressed to the City Manager. In connection with any appeal proceeding under this clause, the Engineer will be afforded an opportunity to be heard and to offer evidence in support of its appeal. Pending final decision of a dispute hereunder, the Engineer will proceed diligently with the performance of the contract and in accordance with the City's decision. The decision of the City Manager shall be final and conclusive.

10.4.2. If the decision of the City Manager does not resolve the dispute, the dispute shall be subject to mediation. The Engineer may demand mediation by serving a written notice stating the essential nature of the dispute and the amount of time or money claimed, and requiring that the mediation take place within (60) days of service of notice. The mediation shall be administered by the American Arbitration Association or by such other person or organization as the parties may agree upon in writing. After notice, both parties shall participate in good faith in the mediation of all disputes and no action or suit may commence unless the mediation does not occur within (90) days after service of notice, or the mediation has occurred but did not resolve the dispute, or a statute of limitation would elapse if suit was not filed prior to (60) days after service of notice. Both parties shall equally share the costs of mediation.

## 11. OWNERSHIP AND USE OF DOCUMENTS.

11.1 ENGINEER's design's drawings, analyses, reports, maps, field data, laboratory test data, calculations, estimates, and other similar documents prepared by ENGINEER for delivery to City under this Agreement shall become the property of the City upon full payment of ENGINEER's invoices. Any rights granted to Engineer under this Agreement shall not affect City's exclusive ownership of the work product. Engineer retains the right to maintain a copy of all documents prepared under this Agreement and recognizes they are not to be used for any other purposes than intended under this Agreement. In no event shall the ENGINEER be liable for any loss of profit, penalties, or any consequential or incidental damages as a result of the use or reuse of the documents by the City should they be used for any other purpose than authorized by this Agreement.

11.1.1. All tracings, plans, design, specifications, estimates and miscellaneous items purported to contribute to the completeness of the Project shall be delivered to and become the sole and exclusive property of the City. Engineer shall, with the assistance of the contractor's redlines of substantial alteration between bid plans and actual construction excluding only minor alterations, revise the original drawings to show the job "record drawings." Final payment will not be made until the City has received the above-described documents.

11.1.2. All such items which become the property of the City may at any time be

used by the City for any purpose it desires. The City shall assume responsibility for any other use of this material.

11.2 Documents: All completed original reproducible tracings, survey notes, plans, specifications, reports, and other original documents prepared by the Engineer in the performance of the Engineer's services shall be the property of the City, and the Engineer shall, upon the request of the City, deliver such documents to the City. The Engineer may retain and use copies of the documents. The City agrees to hold harmless, indemnify and defend the Engineer against all third party damages, claims, expenses and losses arising out of any reuse on other projects by the City of the plans, specifications and documents if the City does not obtain the written authorization of the Engineer for their reuse.

**12. ASSIGNMENT, SUBCONTRACT.** None of the services covered by this Agreement shall be subcontracted or assigned without the prior written approval of City.

**13. GOVERNMENT RECORDS ACCESS AND MANAGEMENT ACT.** The City is subject to the requirements of the Government Records Access and Management Act, Chapter 2, Title 63G, Utah Code Annotated or its successor ("GRAMA"). All materials submitted by Engineer pursuant to this Agreement are subject to disclosure unless such materials are exempt from disclosure pursuant to GRAMA. The burden of claiming an exemption from disclosure shall rest solely with the Engineer. Any materials for which Engineer claims a privilege from disclosure shall be marked as "Confidential" and accompanied by a statement from Engineer explaining Engineer's claim of exemption from disclosure. The City will make reasonable efforts to notify Engineer of any requests made for disclosure of documents submitted under a claim of confidentiality. Engineer may, at Engineer's sole expense, take any appropriate actions to prevent disclosure of such material. Engineer specifically waives any claims against the City related to disclosure of any materials required by GRAMA.

**14. CONFIDENTIALITY.** Engineer agrees that, except as directed by City, it will not at any time during or after the term of this Agreement disclose any information or document provided by the City which the City has designated as confidential to any person whatsoever and that upon the termination of this Agreement it will turn over to City all documents, papers, and other matter in its possession or control designated confidential that relate to City. Engineer further agrees to bind its employees and subcontractors to the terms and conditions of this Agreement.

**15. INSURANCE AND INDEMNIFICATION.**

15.1. Insurance. Engineer, at its own cost and expense, shall secure and maintain the following policies of insurance:

15.1.1. Insurance meeting the requirements set forth in **Exhibit** A attached hereto.

15.1.2. Valuable paper insurance in an amount sufficient to insure the restoration of

any plans, drawings, field notes or other similar data related to the work covered by the Agreement, in the event of their loss or destruction until such time as the final submission by the Engineer has been made and accepted by the City. Evidence that the City has been endorsed as a named additional insured shall be provided to the City.

15.2. Indemnity.

15.2.1. The Engineer shall indemnify and hold harmless the City, its officers, agents, employees and volunteers, from and against all damages, costs or expenses, in law or equity, including attorney's fees that may at any time arise or be set up because damages to property, bodily injury, personal injury or claims for environmental impairment or pollution remediation received by reason of or in the course of performing Work which may be occasioned by any willful, negligent or wrongful acts or omissions of the Engineer, any of the Engineer's employees or any subcontractor or the Engineers violation of statutory law, administrative regulation, breach of this Agreement or failure of performance hereunder. The City will not be held liable for any accident, loss or damage to the Works prior to its completion and acceptance.

15.2.2.. City shall be responsible for any negligent performance or failure of performance by City or any of its agents.

15.2.3. In the event that the City's tender of its defense, based upon the foregoing, is rejected by Engineer, and Engineer is later found by a court of competent jurisdiction to have been negligent as aforesaid, Engineer agrees to pay City's reasonable costs, expenses and attorney's fees incurred in proving such negligence, defending itself, and enforcing this indemnity provision.

15.2.4. In the event that the Engineer's tender of its defense, based upon the foregoing, is rejected by City, and City is later found by a court of competent jurisdiction to have been negligent as aforesaid, City agrees to pay Engineer's reasonable costs, expenses and attorney's fees incurred in proving such negligence, defending itself, and enforcing this indemnity provision.

15.3. Limitation of Liability. Both parties (Engineer and City) agree to limit liability due to professional negligence and to any liability arising out of or relating to this Agreement to One Million Dollars ($1,000,000) or the amount specified in the professional, automotive, or general liability coverage in place at the time of this agreement whichever is greater.

**16. GOVERNMENTAL IMMUNITY.** Except for the City's obligations of indemnification as set forth in paragraph 15.2.2 above, nothing in this Agreement shall adversely affect any immunity from suit, or any right, privilege, claim or defense, which the City or its employees, officers and directors may assert under state or federal law, including but not limited to The Governmental Immunity Act of Utah, Utah Code Ann. §§ 63-30d-101 et sect, (the "Act"). All claims against the City or its employees, officers and directors are subject to the provisions of the Act, which Act controls all procedures and limitations in connection with any claim of liability.

**17. INTERPRETATION, COURT.** The interpretation and construction of this Agreement, and all matters relating hereto, shall be governed by the laws of the State of Utah applicable to agreements executed and to be performed solely within Utah. The parties hereby submit to the jurisdiction of, and waive any venue objections against, the Fourth District Court of the State of Utah in any litigation arising out of this Agreement.

**19. FORCE MAJEURE.** Neither party shall hold the other responsible for damages or delays in performance caused by acts of God, strikes, lockouts, accidents, acts of any governmental entity having jurisdiction over the parties and/or the subject matter of this Agreement (other than those governmental entities named as parties or beneficiaries to this Agreement), or other events beyond the reasonable control of the other or the other's employees and agents. In the event either party claims that performance of its obligation is prevented or delayed by such cause, that party shall promptly notify the other party of that fact and the circumstances preventing or delaying performance.

**20. SEVERABILITY; WAIVER.** In the event any provision of this Agreement shall be held to be invalid and unenforceable, the remaining provisions shall remain valid and binding upon the parties. One or more waivers by either party of any provision, term, condition or covenant shall not be construed by the other party as a waiver of any subsequent breach of the same by the other party

**21. ENTIRE AGREEMENT; AMENDMENTS.** This Agreement represents the entire and integrated agreement between the City and the Engineer, and supersedes all prior negotiations, representations or agreements, whether written or oral, regarding the subject matter contained in this document. The Agreement may be amended only by written instrument duly executed by all parties.

**22. INDEPENDENT CONTRACTOR.** Engineer acknowledges that the services rendered under this Agreement shall be solely as an independent contractor. Engineer shall not enter into any contract or commitment on behalf of City. Engineer further acknowledges that it is not considered an affiliate or subsidiary of City, and is not entitled to any City employment rights or

benefits. It is expressly understood that this undertaking is not a joint venture.

**23. <u>TITLES AND CAPTIONS.</u>** The titles of captions of this Agreement are for convenience only and shall be deemed part of this Agreement and in no way define, limit, augment, extend or describe the scope, content or intent of any part or parts of this Agreement.

IN WITNESS WHEREOF, the parties hereto have signed this Agreement as of the day and year first above written.

SARATOGA SPRINGS

_____
Name

**ENGINEER**

By_____
Title_____

benefits. It is expressly understood that this undertaking is not a joint venture.

**23. <u>TITLES AND CAPTIONS.</u>** The titles of captions of this Agreement are for convenience only and shall be deemed part of this Agreement and in no way define, limit, augment, extend or describe the scope, content or intent of any part or parts of this Agreement.

IN WITNESS WHEREOF, the parties hereto have signed this Agreement as of the day and year first above written.

SARATOGA SPRINGS

_____
Name

**ENGINEER**

By _____
Title Director, Technical Services

# EXHIBIT A

RFP Saratoga Springs Pony Express Parkway Completion Project
Addendum #1

# Request for Proposal for Saratoga Springs City Pony Express Completion Project

ADDENDUM #1

**KEY DATES**

| | |
|---|---|
| **Proposal Deadline:** | February ~~18~~25, 2026 @ 3:00 pm MST |
| **Mandatory Pre-proposal Meeting:** | February 4, 2026 3:00 pm |
| **Questions Deadline:** | February ~~12~~19, 2026 3:00 pm |
| **Project completion:** | November ~~13~~30, 2026 |

## 1. NOTICE TO PROFESSIONALS

Through this **Request for Proposals** (RFP), the City of Saratoga Springs (hereinafter the 'City') is soliciting competitive proposals from the pre-qualified transportation engineering firms to demonstrate team member qualifications, experience, proposed approach, and fee for the design and engineering services required to prepare construction documents, specifications, and conduct geotechnical investigations for widening of the existing Pony Express Parkway between Tallulah Lane and Saratoga Road (2300 West) to its full 5 lane build out cross-section. These roads are currently 2 and 3 lane routes within the city running nearly parallel to Pioneer Crossing to the north and Utah Lake to the south.

The successful proposer/engineering firm (hereafter 'the Engineer') will support the City with designing the widening of the Pony Express Parkway, a major arterial, to improve connectivity and accommodate the area's rapid growth. Other than the bridge that crosses the Jordan River, which will require UDOT standards and approval, the design will follow a municipal process and the City's design standards and requirements, which are found on the City's website. The main elements of the project consist of the following design activities:

- Design the roadway widening of Pony Express Parkway, approximately 6,150' in length. The project begins on Pony Express Parkway near Tallulah Lane and extends east, including a signalized intersection at Saratoga Road on the ~~East~~ West Side of the River, a new bridge supporting a 5 lane road over the Jordan River, and ends at the intersection of Saratoga Road where it connects to an existing widening project currently under design by the City.
- Design ~~a bridge~~ removal and replacement of the existing Saratoga Springs Road Bridge over the Jordan River (049062D) following the process and procedures of UDOT and the current Structures Design and Detailing Manual (SDDM), Geotechnical Manual of Instruction (GMOI), Drainage Manual of Instruction (DMOI), and any other standards applicable to UDOT structures design standards. Following the process and procedures of UDOT refers only to the design of the bridge replacement and obtaining approval from their structures division, not to any other design QC/QA or review/verification processes.
- Design a trail connection for the Lakeshore/Jordan River trail under the new bridge.
- Design a removal and/or relocation the pedestrian bridge on the east side of the roadway.
- Design the improvements to connect seamlessly to the planned UTA project (Horrocks Design) at the intersection of Pony Express Parkway and Seaside Street (800 East), using

UTA final design documents and, when available, record drawings to confirm geometry, elevations, signal interconnect, striping, and ADA and shared use trail connection

- Design the improvements to connect seamlessly to the existing Pony Express Widening Project (CMT Design) that starts at and includes the Intersection of Saratoga Road (2300 West) and extends Easterly using final design documents and, when available, record drawings to confirm geometry, elevations, signal interconnect, striping, and ADA and shared use trail connection
- Coordinate utility conflicts with the appropriate entities, such as the City, Eagle Mountain City, Lehi City, and Timpanogos Special Service District (TSSD).
- Design for stormwater runoff control and disposal.
- Design of lighting consistent with City's design standards.
- For bridges, conduct required geotechnical investigation, analysis, and recommendations following the process and procedures of UDOT and the current GMOI standards.
- For bridges, conduct required hydraulic investigation, analysis, and recommendations following the process and procedures of UDOT and the current DMOI standards.

The City intends to compare and evaluate all eligible proposals and select the most qualified firm as outlined in subsection 4.13 EVALUATION CRITERIA of this RFP. This is a RFP only and should not be interpreted as a solicitation for services or as a contract for services. Submittals should be comprehensive, concise, and directly responsive to the format as outlined in this RFP.

## 2. BACKGROUND

The Pony Express Corridor will be designed and constructed to encouraeoge growth, access and mobility for the residents of the City, as identified in the Saratoga Springs Transportation Master Plan (TMP). This roadway corridor will provide residents with an additional west-east thoroughfare to I-15. The roadway is classified as a major arterial including five (5) lanes and up to 106 feet of right-of-way (ROW). The location of this project, as well as the proposed cross sections from the City's standard technical specifications and drawings, are provided in the attached exhibits.

## 3. SCOPE OF WORK

The City is requesting municipal engineering services for complete bridge, roadway, utility, and lighting designs. The Engineer shall be responsible for the survey services necessary to identify the existing topography and all existing utilities including farm irrigation systems. A complete drainage system along the roadway will be necessary to control stormwater runoff on- and off-site as well as complete utility designs to accommodate future development and remain compliant with City Master Plans. Scope shall also include the development of a design criteria document, coordination with the City and any of the City's consultants, and complete geotechnical investigation as necessary for design. Engineer shall attend all project team meetings and site visits, provide final designs, specifications and bid and contract documents, assist in advertising and bidding the project, and provide complete contract administration.

The services provided shall include, but not necessarily be limited to, those outlined below:

A. Preliminary Design: Engineer shall provide complete preliminary designs and details for the roadway, planning and design to prepare for signing and striping designs, drainage designs, ROW descriptions and acquisition documents. Alternative roadway alignments (both horizontal and vertical) will need to be evaluated to find an optimum alignment to meet

project needs and current City and AASHTO standards. Engineer shall review the City's TMP and Standards and Specifications for further guidance. https://www.saratogasprings-ut.gov/DocumentCenter/View/15345/2025-Standard-Technical-Specifications-And-Drawings

i. *Project Coordination*: The road will be built adjacent to and through existing farmland, requiring coordination with landowners. Additionally, collaboration with UDOT Central Complex and UDOT Region 3 will be necessary for the bridge over the Jordan River. Coordination with Eagle Mountain and Lehi cities will be crucial for utility planning, and working with Lehi City will be essential to ensure a seamless connection at the intersection of 7350N and Saratoga Road.

ii. *UTA Coordination*: Work with UTA to confirm interfaces, staging, and schedule for the planned Seaside Street (800 East) signal and intersection widening at Pony Express Parkway, and use UTA final design documents and, when available, record drawings to verify geometry, elevations, signal interconnect, striping, and ADA and shared use trail connections if needed.

iii. *Environmental Coordination:* The Engineer shall coordinate with the consultant responsible for wetland permitting (MN Environmental) to confirm design assumptions, ensure compliance with applicable regulatory requirements, and incorporate all necessary avoidance, minimization, and mitigation measures into the roadway, bridge, drainage, and trail designs.

iv. *Utility Location*: Engineer shall be responsible for identifying existing utilities (including subsurface utility investigation) ~~-~~and designing the relocation of the utilities~~ls~~ within the proposed project work areas. Utility information will be integrated into the design, with any conflicts identified and addressed. Engineer shall also develop detailed relocation plans for any utilities affected by the project and will coordinate with utility companies and stakeholders to obtain necessary design approvals. Known utilities include Lehi City, Eagle Mountain City, City of Saratoga Springs, Rocky Mountain Power, Enbridge Gas, and various telecommunications companies. Proposers shall assume a maximum of 10 potholes will be needed for the subsurface utility investigation.

v. *Field Investigation*: Geotechnical investigation and analysis where necessary will need to be provided during the preliminary design phase. Drilling, coring, and other site-specific evaluations may be necessary. Pavement designs shall be provided compliant with site investigations and predicted traffic conditions.

B. ROW and Easement Acquisition: Engineer shall provide legal descriptions and acquisition/easement documents for all roadway alignment and utilities. Depending on the final alignment selected, there may be a need for additional ROW or easements from adjacent landowners.

C. UDOT Coordination: Meetings with UDOT Central Complex and Region 3 will be necessary for the UDOT-approved bridge crossing the Jordan River~~. Engineer shall also be responsible for applying for and securing any required permits from UDOT.~~

D. Project Team Meetings: Involvement from Saratoga Springs Public Works and Engineering Departments is expected. Bi-monthly in-person meetings are required with City staff

throughout the duration of the project. Virtual meetings are acceptable for short meeting agendas.

E. Site Visits: Engineer shall plan for an appropriate number of site visits to understand the nature and to be familiar with the elements of the project that will require special attention. Engineer shall also attend the mandatory pre-bid site visits with potential bidders.

F. Public Involvement ~~and~~ Coordination ~~Plan~~: Engineer shall ~~provide a plan for providing~~prepare project narratives and exhibits as needed to assist the City's Public Relations Manager to provide ~~-~~project information to the communities involved and to the general public as well as to all Stakeholders including adjacent municipalities, adjacent landowners, and UDOT.

G. Utility Bridges and Trail Bridge Relocation: Engineer shall provide a new coordinate with the existing utility owner to relocate the existing utilities adjacent to the existing 049062D bridge, if needed, to provide the required roadway section width through the structure. The utilities shall not be placed on the new bridge. Engineer shall relocate the existing trail bridge adjacent to the existing 049062D bridge, if needed, to provide the required roadway section width through the structure. Reconnect the existing trail approaches and the Lakeshore/Jordan River trail under the new bridge.

H. Traffic Engineering: Engineer shall review city and regional transportation models to evaluate and provide recommendation on the traffic signal and intersection designs including traffic volume analyses (peak hour, capacity), intersection geometry (lane configurations, channelization), signal timing plans (cycle lengths, phase sequences), and equipment specifications (detectors, controllers, signal heads).

~~G.~~I. Street Lighting and Electrical Design: The Engineer shall ensure that all electrical installations fully comply with the most recent edition of the National Electrical Code (NEC), as adopted and enforced by the Utah Division of Occupational and Professional Licensing (DOPL), and any other applicable local, state, or federal codes and standards. Street lighting shall be fed with copper wire no smaller than #6AWG. In no case shall a circuit be fed with smaller wire than NEC rules permit. Voltage drop on any branch circuit shall not exceed 3% The Engineer shall be responsible for verifying and complying with all current Rocky Mountain Power (RMP) service requirements, including but not limited to conduit sizing, equipment specifications, and installation standards.

~~H.~~J. Permitting: Engineer shall be responsible for securing all permits required for the project, including stream alteration permits, FFSL General Permits, FEMA CLOMR/LOMR, and UDOT structures permits. A Floodplain Development Permit will be required through the City.

H. Final Design: Engineer shall provide a complete final design package for the City including all drawings, specifications, standards, schedules, and documents necessary to bid and construct the project. Engineer shall also provide the following as part of the design package:

1. Horizontal and vertical roadway designs
2. Pavement designs following UDOT standards.
3. Bridge structure design, including structural, geotechnical, and hydraulic design

4. Utility designs including drainage, water, irrigation, and sewer
5. Street Lighting and electrical designs following the most recent edition of the National Electrical Code (NEC).
6. Signage and Striping Plans
7. Complete ~~D~~ddesigns for ~~the coordination of future~~all intersections, signals, and HAWKS.
8. Incidental non-irrigated landscaping plans such as areas to receive rock mulch. Formal Landscape and Irrigation plans are not anticipated to be needed nor are the services of a landscape architect.
~~7.~~9. Incorporation into the contract document of project limitations including road closures, local events and holidays, and requirements to reduce impacts to the City and adjacent schools and businesses. The preparation of traffic control plans in compliance with the contract limitations will be the responsibility of the Contractor.
~~8.~~10. Final ROW and easement package
~~9.~~11. Detailed engineers estimate(s).
~~10.~~12. Bid packages conforming to City forms and procurement rules. The design packages provided shall comply with City construction standards, specifications, rules, regulations and practices.

H. Assistance in advertising the project: The City will advertise the project for bid through U3P via Bonfire. Engineer shall assist in the bidding processes including the preparation of any addendums and responses to Request for Information (RFI). Engineer shall also provide a bid tab and a letter to the City recommending a bidder.

I. Construction Support Services: Engineer will provide support for contractor acquisition, construction contract development and design support. Design support includes addressing submittals, RFIs and design updates outside of the purview of the Construction Management group. Tasks also include communication and coordination with Construction Management group during bidding and transition into construction period.

~~I.~~J. Construction Inspection Services: The City may, at its option, request construction inspection services from the Engineer for this project. The determination of the Engineer's involvement will be made prior to the commencement of construction. If the determination is made that the Engineer shall perform the construction inspection duties for this project, the Engineer shall have a representative(s) on-site at all times during construction and shall prepare and submit daily inspection reports.

## 4. INSTRUCTIONS TO PROPOSERS

### 4.1 PROJECT TIMETABLE

The following timetable has been established for this project. *LATE PROPOSALS WILL NOT BE ACCEPTED.*

- Pre-proposal meeting (Mandatory) Wednesday, February 4, 2026 at 3:00 pm at Public Works 213 N 900 E
- Closing date for receipt of proposals Wednesday, February ~~18~~25, 2026 at 3:00 pm in accordance with Article 4.4.~~at Public Works 213 N 900 E~~
- Kickoff meeting/commencement of design work March 9, 2026 (projected)
- Design package complete and ready for advertisement no later than ~~December~~ November ~~31~~30, 2026

### 4.2 PRE-PROPOSAL SITE VISIT

Proposers are strongly encouraged to visit the proposed site and examine the conditions prior to submitting their proposals.

### 4.3 PROPOSALS EVALUATION

The procedure for response to this RFP, evaluation of proposals, and selection of an Engineer is as follows:

1. Interested entities will prepare and submit their proposals according to the Project timetable contained in Subsection 4.1

2. The City and/or its representatives will evaluate all submitted proposals in accordance with the evaluation criteria as outlined in Subsection 4.13.

3. A Professional Services Agreement incorporating the provisions, terms and conditions of this RFP will be executed between the City and the selected Engineer.

### 4.4 PROPOSAL SUBMISSION

Each respondent must upload a complete PDF proposal to U3P via Bonfire, < https://account.bonfirehub.com ~~U3P link~~>, using vendor attachments by Wednesday, February 18, 2026 no later than 3:00 pm. The proposal document must be clearly labeled "Pony Express Completion Project – [Consultant Name]".

### 4.5 PROPOSAL ORGANIZATION AND CONTENT

Proposal Guidelines: Proposals should be no more than 10 pages (8.5" x 11") in length and contain the following information:

1. Transmittal Letter: This shall be a one-page summary of the proposal and identify the individual(s) who would be the firm's lead person(s) in completing work under this agreement. The letter shall include the signature of the person authorized to obligate the firm or joint venture. The signature of the authorized representative attests that the information contained in the proposal is truthful, accurate, and complete at time of submittal. The letter shall also include the following:

    a. A statement that the respondent will comply with all terms and conditions as indicated in the RFP.

    b. A statement indicating whether the respondent is a corporation or other legal entity.

    c. A statement of affirmative action that the respondent does not discriminate in its employment practices with regard to race, color, religion, age (except as provided by law), sex, marital status, political affiliation, national origin, or handicap.

    d. A certification statement to the effect that the person signing the proposal is authorized to do so, on behalf of the respondent.

    e. Names of two key contacts with their firm title, telephone number, and email address.

    f. Name, complete mailing address, telephone number, and email address of the engineering firm.

2. Qualifications and Experience:
   a. Firm qualifications are not required. *RFP is being sent to pre-qualified firms on the City's design pool list.*
   ~~a.~~
   b. Identify all professional personnel expected to work on this project, their specific qualifications and experience, and percentage of time available to the project.

   c. Identify ~~at least five (5)~~all UDOT structures completed by the project team in the past five (5) years.

   d. All key personnel designated in this proposal will be expected to work on the project to their commitments unless the selected Engineer is given permission by the City to change designated personnel. Failure to meet personnel commitments as listed in the selected firm's proposal may result in modification of contract scope and rates by the City.

3. Project Approach:
   a. A detailed description of the Engineer's approach to completing the project, including identification of potential risks and the strategies for mitigating those risks.

   b. A detailed description of recommended Value Engineering activities and concepts that the Engineer commits to performing in an effort to reduce overall costs of the construction project.

4. Fee and Schedule: Proposals shall include the Engineer's Not to Exceed design fee, covering all tasks outlined in Section 3 and the proposed project approach. A detailed fee proposal shall be submitted, itemizing tasks, staff hours, staff clarifications, and billing rates for each assigned team member. A proposed project schedule shall also be included.

   ~~a. The City anticipates that the contract will be based on time and materials, not to exceed.~~

**4.6 ORAL PRESENTATION**

As part of the proposal evaluation process, selected proposers may be invited to make oral presentations to the City. These presentations must be made by the same project team personnel who will be assigned to the project should the proposer be awarded a contract.

**4.7 SUBMITTAL OWNERSHIP**

All proposals (and the information contained therein) shall become the property of the City. Proposers should carefully consider the items submitted before submitting items that would not be disposable to the proposer. Proposals submitted may be reviewed and evaluated by any persons at the discretion of the City. No proposal shall be returned to the respondent regardless of the outcome of the selection process. The cost for developing proposals and making proposal presentations is entirely the responsibility of the proposer and shall not be chargeable in any manner to the City.

**4.8 CITY USE OF PROPOSAL IDEAS**

The City reserves the right to use any or all ideas presented. Selection or rejection of the proposal does not affect this right.

## 4.9 QUESTIONS AND CLARIFICATIONS

Questions regarding this RFP should be submitted in writing through U3P via Bonfire by February ~~12~~19, 2026 at 3:00 pm.

## 4.10 ACCEPTANCE OF PROPOSAL

A. The City reserves the right to reject any or all proposals for any reason and or waive minor irregularities when to do so would be in the best interests of the City. Minor irregularities are those which will not have a significant adverse effect on overall competition or performance levels.

B. The responding party agrees that the City may terminate this procurement procedure at any time, and the City shall have no liability or responsibility to the responding party for any costs or expenses incurred in connection with this RFP, or such party's response.

## 4.11 DISQUALIFICATION OF PROPOSAL

A. The City reserves the right to reject any and all proposals received by reason of this RFP, or to negotiate separately with any source whatsoever in any manner necessary to serve the best interests of the City. The City may or may not award a contract solely on the basis of this RFP and will not pay for the information solicited or obtained. The information obtained will be used in determining the proposal that best meets the City's needs and is the most advantageous proposal received. No oral, telegraphic or telephonic proposals or modifications will be considered.

B. The occurrence of any of the following may result in the disqualification of a proposal:
1. Failure to respond by the established submission deadline.
2. Failure to completely answer all questions posed in the RFP.
3. Use of any other type of form or format other than those indicated in the RFP.
4. Failure to provide requested documentation at the time of proposal submission.
5. Illegible responses.
6. If the proposer adds any provisions reserving the right to accept or reject an award or to enter into a contract pursuant to an award, or any other unauthorized conditions, limitations or provisions.
7. If the proposer is unable to evidence a satisfactory record of integrity.
8. If the proposer is not qualified legally to contract.

***The City reserves the right to reject any or all proposals***

## 4.12 WITHDRAWAL OF PROPOSAL

The proposal may be withdrawn upon request by the proposer, without prejudice, prior to, but not after, the time fixed to receive proposals.

## 4.13 EVALUATION CRITERIA

A. All requirements identified in this RFP must be satisfied to ensure that the proposal will qualify for consideration. The City desires to receive proposals from firms that can demonstrate operational and technical qualifications and capabilities.

B. All proposals will be evaluated by representatives of the City to identify the proposal that best meets the needs of the City as set forth in the RFP. A component-based system will

be used to evaluate and rank all proposals weighted as shown below. A brief description of each component includes:

1. Qualifications and Experience (25%): This category represents an evaluation of the proposing firm's demonstrated experience with similar roadway design projects with similar challenges.

2. Key Personnel (25%): This category deals with the experience level of the key personnel proposed to work directly on this project and the proposer's willingness and demonstrated ability to work effectively with the City. Experience relates to the overall assessment of the proposer's assigned personnel. Evaluation will be based on resumes that are provided, direct contact with identified current and previous clients, submitted information in response to the RFP, and the oral interviews

3. Project Approach (25%): This category represents an evaluation of the proposing firm's plan for managing the project including information acquisition, preliminary and final design, and bidding.

4. Fee Proposal (15%): This category will evaluate the proposing firm's fees.

5. Schedule (10%): This category will evaluate the proposing firm's schedule.

## 5. GENERAL REQUIREMENTS

### 5.1 AMENDMENTS

No oral modifications or amendments to this RFP shall be effective. If it becomes necessary to revise any part of the RFP, an addendum will be provided to all who received an RFP.

### 5.2 EMPLOYMENT STATUS VERIFICATION

Engineer shall register and participate in the Status Verification System and comply with Utah Code Annotated Section 63G-11-103 of the Identity Documents and Verification Act. Engineer shall, by contract, require its contractors, subcontractors, contract employees, staffing agencies, or any contractors regardless of their tier to register and participate in the Status Verification System and comply with Utah Code Annotated Section 63G-11-103 of the Identity Documents and Verification Act.

Engineer shall also agree to abide by the Federal and State regulations pertaining to Equal Opportunity Employment that requires project participants not to discriminate against any employee or applicant for employment because of race, color, religion, sex, age, disability, or national origin. The City will make every effort to ensure all bidders are treated fairly and equally throughout the entire advertisement, review, and selection process.

### 5.3 COMPENSATION FOR SERVICES

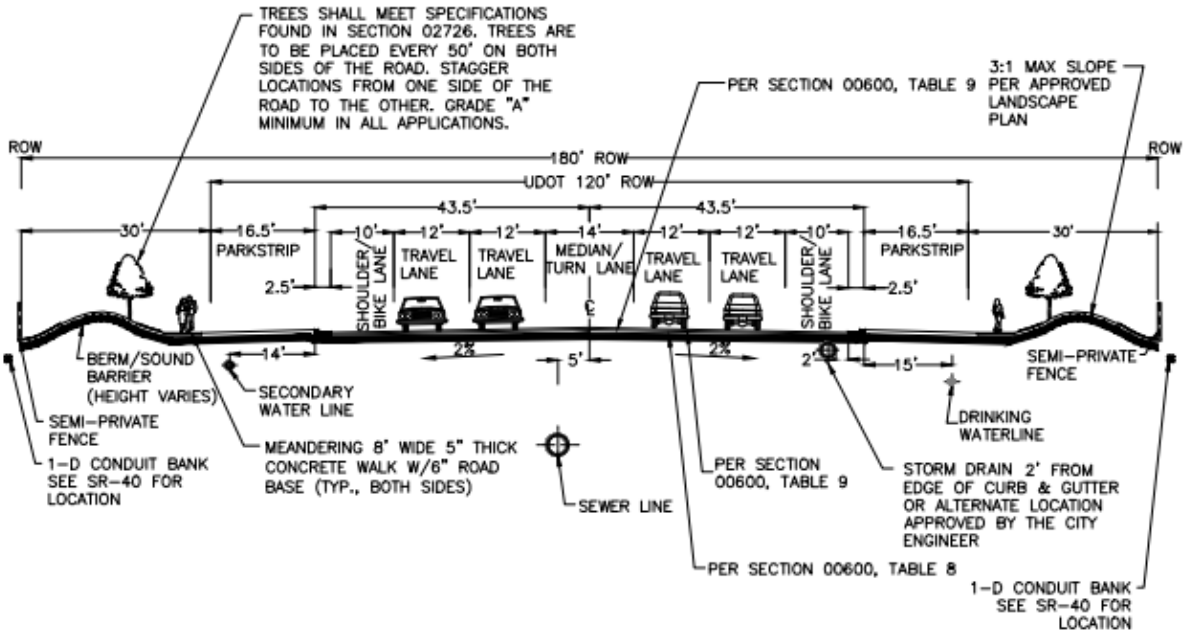
The City intends to enter into a professional services contract covering the projects outlined in this RFP. Failure of the successful proposer to enter into a written contract may result in cancellation of the award. Compensation for the services rendered will be based on a task completion basis and may not exceed the fees provided in this proposal.

### 5.4 NON-COLLUSION

Engineer shall guarantee that the proposal submitted is not a product of collusion with any other bidder and no effort has been made to fix the proposal price of any bidder or to fix any overhead, profit, or cost estimate of any proposal or its price.

### 5.5 OMISSIONS

Should the RFP not contain sufficient information in order for the firm to obtain a clear understanding of the services required by the City, or should it appear that the instructions outlined in the RFP are not clear or contradictory, the Engineer may obtain written clarification from the City at least 24 hours prior to the required time and date for proposal submission. Engineer shall include a copy of the written clarification with its submission.




## NOTES:

1. MAXIMUM DIFFERENCE IN ELEVATION BETWEEN CURB ON OPPOSITE SIDES OF STREET SHALL NOT EXCEED 1'-0"
2. PROVIDE A MINIMUM 6" THICKNESS OF 3/4" OR 1" CRUSHED GRAVEL BASE COURSE UNDER SIDEWALKS, DRIVEWAY APPROACHES, AND CURB & GUTTER.
3. INSTALL TYPE 2 SLURRY SEAL.
4. HOUSES ARE NOT PERMITTED TO FRONT ON THESE STREETS.
5. ALL COMMERCIAL OR INDUSTRIAL ACCESSES ARE TO BE MINIMIZED.

**MAJOR ARTERIAL**
**180' RIGHT-OF-WAY**

| DATE: MARCH 2022 | REVISIONS | | | |
|---|---|---|---|---|
| | REVISION | DATE | BY | COMMENTS |
| DRAWING NAME: ST-11 | | | | |
| DRAWN BY: JRP | | | | |
| CHECKED: | APPROVED: | | | |

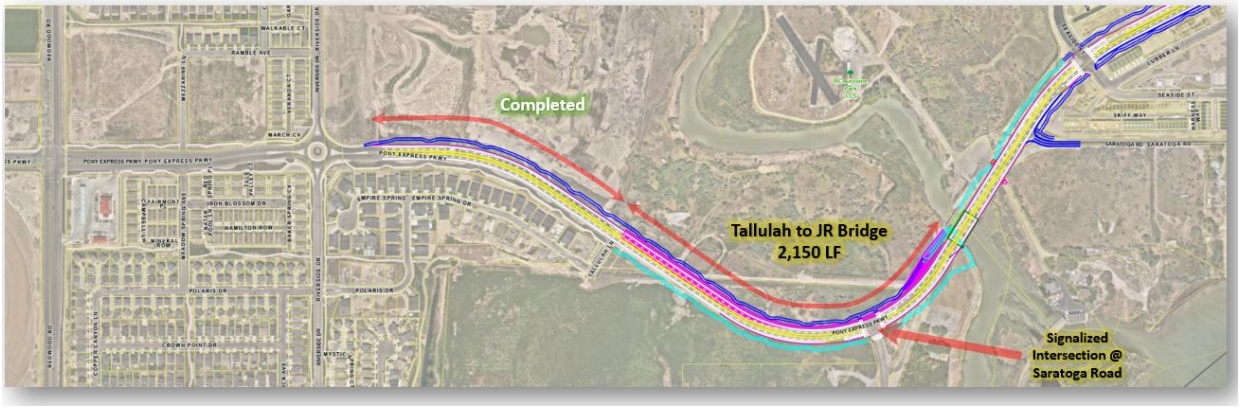
SARATOGA SPRINGS CITY

1307 N. COMMERCE DR. #200, SARATOGA SPRINGS, UT 84045
PHONE: 801-766-9793
FAX: 801-766-9794

STANDARD DETAILS

STREET STANDARDS

**ST-11**

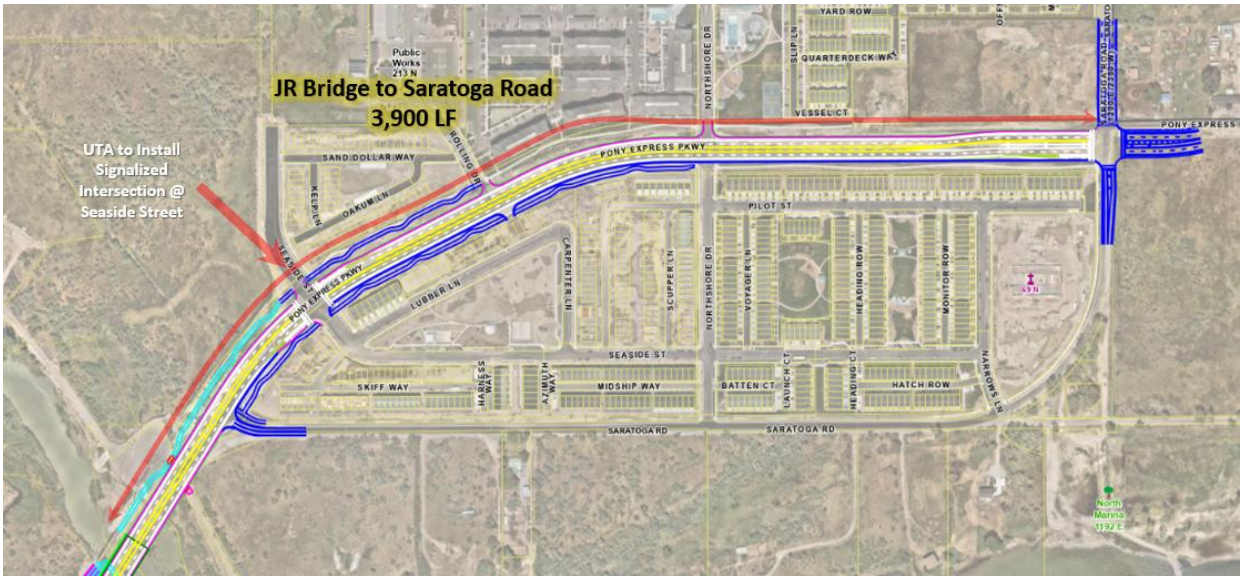



**Design Aspects:**

- Transition from existing roadway to bridge
- Full width bridge structure spanning Jordan River
- Jordan River Trail underpass
- Jordan River Trail connection on north side of Pony Express Parkway between the river crossing and the trailhead

**$14M Estimated + ROW**



# EXHIBIT B

1. CMT Pony Express Parkway Completion Project Proposal
2. ATRANS Pony Express Parkway Completion Project Proposal
3. HDR Pony Express Parkway Completion Project Proposal

# EXHIBIT B.1

1. CMT Pony Express Parkway Completion Project Proposal

February 25, 2026

City of Saratoga Springs
1307 North Commerce Drive, Suite 200
Saratoga Springs, UT 84045

**Re: Pony Express Completion Project Proposal**

To Whom It May Concern,

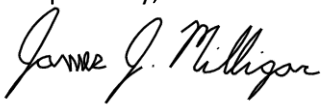
CMT Technical Services is pleased to submit this proposal to the City of Saratoga Springs for the Pony Express Completion Project as described in the Request for Proposals. We are interested in providing the required engineering services for this project.

CMT has completed many similar projects over the last several years, including roadway design projects for Saratoga Springs, Bluffdale, American Fork and Tooele County. We have read the RFP and agree with all the terms and conditions outlined in that document. We follow all laws and regulations regarding affirmative action and do not discriminate regarding race, color, religion, age, sex, marital status, political affiliation, national origin, or handicap. We are excited about the opportunity to work with the City. We are confident that CMT can provide a high level of professionalism and quality engineering services.

CMT's main contact for the project will be Jim Milligan. His contact information is below in the signature line. A secondary contact, in case Jim is not available, is Tim Biel, CMT's principal overseeing this project. His contact information is as follows, cell: 801-870-6740 email: tim.biel@cmtTechncialServices.com. Other key staff involved on this project are Ryan Betz, PE, lead design engineer; Andy Harris, PE, geotechnical engineer.

CMT follows all affirmative action laws and does not discriminate in its employment practices with regard to race, color, religion, age (except as provided by law), sex, marital status, political affiliation, national origin, or handicap. We look forward to the opportunity to work with the City of Saratoga Springs. We are confident that CMT can provide a high level of professionalism and quality engineering services. I certify that I am authorized to sign this document on behalf of CMT.CMT commits to meeting all requirements and following the City's lead in managing a quality and thorough design. I certify that I am authorized to sign this proposal on behalf of CMT Technical Services.

Respectfully,



Jim Milligan, PE
Project Manager
C: 801-702-9663
Jim.milligan@cmtTechnicalServices.com

CMT Technical Services is a corporation licensed in Utah at the following address:

2796 S Redwood Rd
West Valley City, UT 84119

Office: 801-908-5859

## 1. QUALIFICATIONS AND EXPERIENCE



Our team will be led by **JIM MILLIGAN, PE**. He is an experienced project manager overseeing teams in designing roads and drainage systems with over 20 years' experience in Utah. He has recently completed or is working on similar projects for several municipal organizations in Utah including the Confederated Tribes of the Goshute Reservation, Cottonwood Heights, Saratoga Springs, American Fork, and Bluffdale City. He excels leading in a team environment as he understands the importance of project team collaboration and communication, project budgeting, and regulatory compliance. Jim has extensive municipal design, and stakeholder experience along the Wasatch Front. His expertise includes roadway, pedestrian, utilities, right-of-way, and public involvement work.



**TIM BIEL, PE** *(Principal & Quality Assurance)* has 30 years of experience in both roadway and pavement design and construction management roles. He will act as the principal-in-charge and oversee Quality Assurance. He has had consistent engineering experience throughout Utah providing quality assurance and quality control services. He has represented several city engineering offices for local Utah cities, and other government entities overseeing major highway to rural roadway projects from Logan to St. George. He previously was the pavements and materials engineer for UDOT Region 2 and studied and managed the design of pavements and base materials for Region 2. He has over 20 years of direct experience with QC/QA concepts on small projects through large Design Build projects.



**RYAN BETZ, PE** *(Lead Design Engineer)* is an experienced design professional with over 7 years' experience in municipal civil design. He will work with Jim Milligan and our civil design staff on civil design tasks. Ryan has worked on design projects which have included roads, trails, parking lots, and a variety of sites for Saratoga Springs, Salem, American Fork, and others. He will work in conjunction with the surveyors, engineers, and others to bring all aspects of the design together in a high-quality and undertandable design document.



**FARAMARZ SAFAZADEH, PhD, PE** *(Pavements and Materials)* is a civil engineer specializing in pavement design and analysis. He has several years of experience in engineering documentation. He earned his PhD in the design and applications of materials and asphalt. We believe in the importance of proper materials for a durable and long-lasting project. Faramarz is a crucial part of the process of analyzing current site materials and developing a pavement design which will contribute to the quality the city expects.



**MIKE WITHERS, PLS (*Survey Manager*)** Mike is the manager of CMT's survey department. He has over 20 years of experience in survey tasks in Utah. He is also a licensed drone pilot. Mike will oversee all survey and data collection related to this project. He is experienced in traditional and cutting-edge survey methods. We survey our projects with traditional procedures as well as drone technology so that we can "go-back" to the drone data if needed to survey additional features.



**ANDY HARRIS, PE** (*Geotechnical Manager*) has over 20 years of experience as a geotechnical engineer including extensive experience in Utah County and in the rural areas and small communities throughout the Wasatch Mountains. He will oversee all geotechnical investigations in the field along with research, documentation, and reports.

***Sub-Consultant:*** **A-Trans Transportation Engineering** - A-Trans specializes in providing transportation planning and traffic engineering services to clients in the public and private sectors. Importance is placed on developing creative, cost-effective, and technically sound solutions to planning and

design problems associated with all modes of transportation. A-Trans Engineering specializes in urban and rural city planning and operational analysis where multi-modal transportation is considered including pedestrian, parking, access, bicycles as well as the vehicle element are considered.



**JOE PERRIN, PE, PHD, PTOE** has 28 years' experience in transportation research, design, and operations. His experience includes extensive experience in transportation planning and modeling and safety planning and evaluations. Joe has assisted CMT on the research and design of numerous roadway design projects including Pony Express Parkway Extension in Saratoga Springs.

***Sub-Consultant:*** **HDR:** HDR brings more than 20 years of experience working with UDOT Structures to the replacement of the existing bridge 049062D over Jordan River at Saratoga Springs.



**TARBIN BASNET, PE** has experience designing, originating drawings & calculations, reviewing, & delivering submittals following UDOT's Standards and Specifications, and is familiar with UDOT's Quality Control and Quality Assurance process and requirements. He has experience designing different superstructure types including prestressed concrete girders, steel plate girders and box culverts. He has experience designing and detailing different substructure types and deep foundations for bridges. He worked as a designer for the Foothill Boulevard box culvert near Pony Express Parkway.

## Experience

- I-84 over Weber River and UPRR / Weber County, Utah / Initiated 2020

  Project replaces 2 parallel bridges that carry I-84 traffic over Weber River and Union Pacific RR. HDR designed the westbound structure including a steel superstructure via Digital Delivery with a 3D BIM model for design and construction. HDR provided a design, plans, specifications, and estimate in accordance with AASHTO LFRD Bride Design Specifications and UDOT requirements. HDR will provide design services during construction.

- I-84 Bridge Replacements at Riverdale / Weber County, Utah / Initiated 2023

  Project replaced 3 bridges, HDR designed the 4400 S. over I-15 two-span bridge which is comprised of precast prestressed concrete girders and employed phased construction to optimize MOT during the first phase. HDR provided design, plans, specifications, and estimate in accordance with AASHTO LFRD Bride Design Specifications and UDOT requirements.

- I-80 over Surplus Canal / Salt Lake County, Utah / Initiated 2018

  HDR designed the deck replacement for the eastbound and westbound bridges over the surplus canal. We provided structural design including plans, specifications, and estimates in accordance with AASHTO LFRD Bride Design Specifications and UDOT requirements. We coordinated with UDOT Traffic and Safety to identify allowable traffic limitations and worked closely with Salt Lake County Flood Control and the canal company.

- US-189 University Avenue Bridge Replacement / Utah County, Utah / Initiated 2022

  HDR conducted a Feasibility Study and recommended a 3-span steel plate girder bridge as the preferred alternative for the replacement of an aging 14-span viaduct carrying University Ave over UTA/UPRR/600 South. Type Selection and seismic strategy reports were developed to support the design. Railroad coordination with UTA permitted the placement of a new bent between their tracks. Shallow steel plate girders were utilized to maintain the existing profile. Design checks of the girders included constructability checks per AASHTO.

- 24th Street Viaduct Rehabilitation / Weber County, Utah / Initiated 2019

  HDR designed the rehabilitation of a 28-span steel girder bridge carrying 24th St. over the Weber River, UP, UTA, and Wall Avenue. HDR provided design, plans, specifications, and estimate in accordance with AASHTO

LFRD Bride Design Specifications and UDOT requirements. We designed removal of the latex modified concrete overlay, installation of a thin bonded polymer overlay, replacement of the modular and strip seal joints, a bronze bearing, select steel crossframes, substructure concrete repair and spot painting; and designed a new pedestrian ramp to current seismic and ADA requirements.

- Bridge Formula Program Management (BFP) / Utah Statewide / Initiated 2022

HDR is program manager for the BFP helping UDOT replace 90 bridges. Tasks include design, risk assessment, prioritization analysis, project bundling, scheduling, dashboard, submittal tracking, bid cost tracking, documentation, cost tracking, concept estimates, standards development, bridge and culvert design including plans, specifications, and estimates in accordance with AASHTO LFRD Bride Design Specifications and UDOT requirements, consultant coordination. HDR has or is in process of completing the design for 13 structures including two steel girder bridges, one voided slab bridge, and 5 concrete culverts.

- SR-75 UPRR Crossing (completed 2022)

HDR designed a rehabilitation for three bridges, two of which cross over UPRR tracks. UDOT required a deck replacement of one bridge. The project also included asphalt pavement rehabilitation for 3.5 miles of state routes with upgraded signing, striping, and guardrail. We provided full preconstruction services and developed the advertising package. We performed preliminary surveys for bridge conditions and prepared the environmental document. We also investigated and evaluated ABC methods for construction. We provided coordination with UPRR and other affected utilities. We provided preconstruction public involvement services.

- Bangerter Interchanges (completed 2022)

To meet the current and future needs of drivers and the nearby communities, UDOT is replacing traditional intersections along Bangerter Highway with grade-separated interchanges at 6200 South, 10400 South, and 12600 South ($120M). This separation allows Bangerter to free flow and the cross street to flow more efficiently. HDR is providing program management services for UDOT including management, utility and third-party coordination, public involvement, preliminary design/engineering, right-of-way acquisition, environmental, project controls, scheduling, construction inspection, and procurement.

- West Davis Corridor Program Management (completed 2025)

HDR is the prime consultant developing and implementing the program to construct a new 16-mile, 4-lane divided highway. During Phase 1, we completed the procurement phase with a successful selection of a Design-Builder with a price well below the engineer's estimate. We developed the preliminary engineering, conducted risk workshops, and developed the project estimate. Phase 2 entails contract administration including design oversight, construction oversight, and quality oversight and providing risk management, document and project controls, and stakeholder coordination.

- 2021-2026 UDOT Bridge Inspections

HDR has performed more than 4,500 inspections of highway, railway, and light rail structures across the state. HDR's efforts focused on in-depth, specialty, and/or routine bridge inspections to determine the condition of various structural components. We conducted inspections for box culverts and reinforced concrete slab, pre-stressed girder, steel girder, steel trusses, and thru-girder bridges. We also prepared fracture critical procedures for over 50 pin-and-hanger bridges.

## 2. PROJECT APPROACH

We understand that Saratoga Springs desires professional engineering design services to provide; designs, specifications, geotechnical investigations, Jordan River bridge design (structural, hydraulic, & utility relocation), stormwater design, lighting design, contractor acquisition, and construction support to widen Pony Express

Parkway from a two-lane collector road to a five-lane minor arterial. The project will extend between Tallulah Lane and Saratoga Road (2300 West) about 6,150 feet with two traffic lanes in each direction, a center two-way left-turn lane, sidewalks, and will include replacement of the existing two-lane bridge crossing at the Jordan River with a five-lane bridge crossing. The intersection of Saratoga Road and Pony Express Parkway is to be signalized. The project will include a trail connection to the Lakeshore/Jordan River Trail underneath the new bridge including removal or relocation of the existing pedestrian bridge south the existing bridge. The project will design connections of Pony Express Parkway at the intersection of Seaside Street (800 East) design by Horrocks/UTA, and design connection to intersection at Saratoga Road (CMT Design). The project will also include design and coordination to address utility conflicts particularly at the Jordan River bridge crossing with Lehi City, Eagle Mountain, TSSD, and Saratoga Springs.

The CMT Consulting team has enjoyed teaming up with Saratoga Springs on several successful roadway design projects recently including completion of the Jordan River Parkway West and East of the current project. This experience **uniquely qualifies the CMT team to complete the Pony Express Parkway Completion project on a quicker schedule with less dependence on City staff**. We already know all of the details to complete a successful project. The major difference with this phase of the project is design of a new 5 Lane bridge structure crossing the Jordan River. **CMT is teaming with HDR to complete bridge design** according to UDOT standards and specifications. HDR will bring more than 20 years of experience working with UDOT Structures to the replacement of the existing bridge 049062D over Jordan River. We recognize that this project will require **thorough and accurate design**, close communication with Saratoga Springs staff, and UDOT. CMT staff members provide expertise in all facets of project development, design, permitting, bidding, and construction inspection, and project management. We have a long history of providing full engineering services for; geotechnical investigations, survey & Right-Of-Way acquisition documents, roadways, drainage improvements, and each of the items listed in the RFP scope of work and scope of services.

Our general approach will include:

1. Project Coordination and Meetings - Coordinating with the City, UDOT, UTA, public, and stakeholders Project Meeting Minutes & Notes for; Kickoff Meeting, Regular Coordination Meetings, Site Visit.
2. Planning and Preliminary Design (60%) - Gathering relevant background design information: City data, Designs completed previously, Survey, Geotechnical Study, Additional Traffic Study, Utility Research. Prepare preliminary roadway alignment (60% level), preliminary ROW documents, preliminary drainage, and preliminary cost estimate, and public involvement support.
3. Jordan River Crossing Design – Prepare full bridge design to remove the existing 2 lane bridge and replace it with a new 5 lane bridge including; structural design, hydraulic design, FEMA CLOMR/LOMR, stream alteration permitting, existing pedestrian bridge relocation plans, utility relocation plans and coordination with Lehi City, Eagle Mountain City, TSSD, and Saratoga Springs. Bridge design plans will be reviewed by UDOT Region 3 structures division.
4. Final Design – Preparing final roadway, bridge, and trail plans and specifications (PS&E) documents and supporting the bidding and construction process.

## Scope of Work & Work Plan

Our work plan is based off of the RFP and extensive experience with similar projects including design and Construction Management of the Pony Express Parkway widening projects to the East and West of the project. With the successful completion of each new public infrastructure project, we become better prepared for the unique challenges that this project will present. Our design team consists of highly qualified; civil engineers, structural engineers, geotechnical engineers, engineers in training, project management professionals, field

technicians, constructability and quality oversight, and support staff. Together, we will combine our specialized technical expertise to ensure a safe, functional, and durable project. Our abundant construction oversight experience with similar projects will also ensure that our design is constructible and affordable.

## Task 1: Project Coordination and Meetings

**It is our policy to communicate at least weekly with our clients** to make sure we are proceeding on the right path, finding out about changes and/or challenges as quickly as possible, and keeping the City informed on our progress. We will attend a kickoff meeting prior to commencing work on the project. During this meeting we will share contact information and discuss roles, responsibilities, schedule, design requirements, objectives, and key concerns that will need to be addressed. We will also obtain available City information and pertinent data for the project. We will continue to hold meetings on a biweekly basis or as needed throughout the project's duration.

We have abundant experience working with multiple agencies and stakeholders. For example, we worked with American Fork (owner), Lehi, UTA, UPRR, Utah DDW, CUWCD (water), TSSD (sewer), and all the private utility companies (RMP, Xfinity, CenturyLink, Utopia, and Dominion) on our 200 South road project in American Fork. Based on this and many other similar projects, we understand the importance of good communication. We are dedicated to communicate regularly with the City and all the stakeholders involved with this project by inviting them to our biweekly meetings and including them in our weekly phone call and email discussions.

Jim Milligan, CMT Project Manager, will coordinate project teamwork as required to promptly address all project needs. We anticipate the following coordination meetings;

1. **Kickoff Meeting** – (1) Meeting (3/9/26): Meet with City staff and project team to discuss the project scope, schedule, and milestones. We will include a discussion of the site constraints and any issues we have identified as being potentially problematic.
2. **Project Team Meetings** – (4) Bi-Monthly Meetings (April 2026 thru December 2026): Attend regular team meetings with City public works and engineering staff. Prepare project coordination meeting agenda and meeting minutes.
3. **Site Visit** – (2) Site Visits (Date TBD): We will visit the site post project survey and use the survey information to review the existing conditions for preparation of conceptual design(s). We will visit the site again upon completion of 60% plans to review plans onsite and make appropriate changes to final design plans.
4. **Coordination (UDOT)** – HDR will take lead on coordination with UDOT for bridge design. Coordination will include submittal of Type Selection Report (TSR), Plan-In-Hand submittal, 3S6 approval, PS&E review, and finally 5SI approval.

*DELIVERABLES: Project Meeting Minutes & Notes for; Kickoff Meeting, Regular Coordination Meetings, Site Visits.*

## Task 2: Planning and Preliminary Concept Design (10%)

1. Complete a **Right-Of-Way (ROW) and Topographic Survey** using traditional survey methods as well as drone survey technology. Drone survey technology allows for the quick acquisition of data with a high point density that will allow us to "go back" to the survey to acquire additional detail without actually going back into the field, thus **saving time and money**. We will assemble this data into a single AutoCAD (Civil 3D) base file.
2. Prepare a **Geotechnical study** for project improvements. Scope: We understand that planned improvements to Pony Express Parkway will include widened over a length over approximately 6,150 LF, a signalized intersection at the intersection with Saratoga Road, and a 5-lane bridge over the Jordan River. The bridge will likely be constructed in-place using pre-stressed concrete girder superstructure resting on abutments. Deep foundations consisting of drilled piers or driven piers will likely be utilized to support the bridge structure. Preliminary loading for the bridge structure was not available at the time of this proposal. We propose to explore 15 bore holes to depths of about 5 to 10 feet below existing site grades or to refusal, whichever occurs first, within the

proposed roadway alignment. Additionally, 6 bore holes and 2 CPT tests to depths of about 50 to 130 feet below existing site grades or to refusal, whichever occurs first, will be explored at the proposed bridge abutment locations. Bore holes explored within the proposed roadway alignment will be spaced at an interval of approximately 500 feet. Dynamic cone penetration (DCP) test will also be performed within the proposed roadway alignment. Test locations will be selected by our field engineer after any utilities are located. All field operations will be conducted under the direct supervision of a CMT geotechnical engineer. Provide laboratory testing including moisture content, natural dry density, grain size gradation analyses, Atterberg limits, proctor, California Bearing Ratio, vane shear, direct shear, and consolidation tests (as applicable). Provide engineering analyses and report including recommendations for site grading and general construction procedures, foundation design parameters, drainage, and pavement sections.

3. Schedule: About 7 to 12 working days following NTP & Blue Stakes # For Field Investigation. Field investigation is anticipated to be completed in about 6 to 9 working days. About 25 to 30 working days following Field Investigation for complete report.
4. Prepare **additional Traffic Study (Sub-Consultant, A-Trans)** for the Pony Express Parkway and Saratoga Road Intersection. The Saratoga Road / Pony Express intersection will be counted for the AM and PM peak period and future projections will be applied to determine the recommended turn lane requirements and intersection phasing. This will include modeling using the Synchro software.
5. **Preliminary Right-Of-Way (R/W) Documents**. Prepare preliminary R/W legal descriptions and acquisition/easement documents for required R/W acquisition based on 60% plans.
6. **Utility coordination & pot-holing**. Identify and coordinate with all utility companies to summarize existing utilities within the project limits. Identify existing sub-surface utilities by reviewing available records. CMT has completed various other projects in this area. During these projects detailed field investigation of existing sub-surface utilities was completed. We anticipate gathering that information from the City and incorporating any other available information. We anticipate completing pot-holing at up to ten locations to investigate sub-surface utility connections. We will then incorporate the utility information into the designs and identify any utility conflicts. Provide preliminary design and Engineer's opinion of probable cost for the relocation of utilities that are in conflict with any work within the work areas.
7. Prepare a **preliminary design (60% Level)** to meet project objectives and to minimize potential construction costs and ROW needs. Concept development will focus on recommended horizontal and vertical alignment of roadway improvements. Roadway alignment will incorporate location of the new bridge crossing at the Jordan River, curb and gutter, sidewalk, roadway striping and signage. Some portions of the Pony Express Parkway alignment have previously been designed and/or constructed. Proper coordination with the proposed roadway widening improvement with portions already constructed and with future traffic master plans will ensure efficient roadway design.

*DELIVERABLES (Ready by 7/1/26 for City Staff): Boundary and Topographic Survey, Geotechnical Study, Traffic Study, Preliminary* R/W Documents*, Utility research, and Concept-level preliminary (60% level) designs and details for the roadway widening projects.*

### Task 3: Jordan River Crossing Design

1. Complete **New Bridge Design (Sub-Consultant, HDR)** for the replacement of the existing bridge 049062D over Jordan River at Saratoga Springs. Our design will incorporate the necessary Utah Department of Transportation (UDOT) Structures standards and relevant AASHTO standards to obtain design acceptance from the Department and the City. Immediately after project kickoff we will visit the site to evaluate the existing conditions and identify a preliminary structure type. These observations including a structure layout and preliminary geometry will be documented in a draft Type Selection Report and submitted to UDOT for review.

The recommended structure will be documented in the final Type Selection Report (TSR). Following acceptance of the TSR we will develop a Plan-in-Hand submittal including Situation and Layout plans which are both necessary to receive 3S6 approval from UDOT Structures. After 3S6 we will complete the bridge design in preparation with submitting for the Plan Specification and Estimate (PS&E) review in anticipation of receiving 5S1 approval from UDOT. HDR will submit the required deliverables including design drawings & calculations, structures cost estimate and related specifications at each submittal stage to both UDOT and the City. HDR will also provide structure construction services as applicable during project construction. The proposed structure is anticipated to be a single span, prestressed concrete girder superstructure resting on an abutment. The existing bridge is over Jordan river and there could be scour issues at the supports. Foundation type, scour mitigation, and design approach will be coordinated with the hydraulics team. The nearby utility crossings and pedestrian crossings could possess challenges during bridge construction. This will be coordinated with local agency and respective disciplines for mitigation. A traffic control plan including the possible phasing of the bridge will be coordinated with the City and roadway team. Risks associated with the bridge replacement will be identified during the scoping and/or geometry phase and coordinated with the team for mitigation.

2. Prepare a **FEMA CLOMR/LOMR**: Complete hydraulic analysis of the proposed bridge structure to analyze bridge scour. Complete permitting requirements for FEMA CLOMR/LOMR. Complete floodplain development permit with City.
3. Complete **stream alteration permitting** requirements for US Army Corps of Engineers, Utah County, and/or Salt Lake County Flood Control and FFSL Permitting.
4. Prepare a **plan to relocate utilities** attached to existing bridge and utilities south of existing bridge that will need to be relocated to accommodate the new bridge. It is anticipated that all existing utilities North of the existing bridge will remain. CMT will coordinate relocation with each stakeholder.
5. Prepare a **plan to relocate existing pedestrian bridge** south of existing bridge. Evaluate feasibility to relocate the existing pedestrian bridge or include additional width on new bridge to accommodate pedestrian traffic. The Jordan river widens significantly to the south which could affect feasibility to relocate the existing pedestrian bridge.

### Task 4: Final Design (PS&E)

We will address any remaining City and project stakeholder comments and provide the final design (PS&E) package. We will use the current edition of Saratoga Springs's Standard Special Provisions. CMT will also provide bidding support (answering bidding questions) as needed. Additional plans to be included with this task are as follows:

1. **Traffic Signal Design (Sub-Consultant, A-Trans)** – Prepare full signal design based on UDOT standards at intersection of Pony Express Parkway and Saratoga Road. Signal design will include: Title, Summary of items, Striping and signing, Traffic Signal Plan, Detector Circuit, Signal Circuit, Meetings and Coordination, and Questions during construction.
2. **Hawk Signal Design (Sub-Consultant, A-Trans)** – Prepare HAWK signal design at intersection of Pony Express Parkway and Northshore Drive.
3. **Lighting Plans (Sub-Consultant, A-Trans)** – Prepare project lighting plans based on City standards and coordination with the City Public Works for approximately 2,300 feet the along proposed streets.

*DELIVERABLES (Ready by 11/1/26 for City Staff, bidding 12/1/26): Bridge and Roadway in CAD and PDF Format (typical sections, horizontal control sheet, roadway signage and striping plan, grading and drainage plans, utility plans, slope stability plans, and all other improvement plans identified during the design process), Technical Provisions (City Standard Special Provisions and/or APWA for each bid item), Construction Cost Estimates, change in annual maintenance cost estimates (existing vs. proposed), Project development summary document*

## Task 5: Construction Support Services

We will provide construction support throughout the construction process as follows:

1. **Design Support** –Provide support design support during construction activities including material submittal review, addressing Contractor Request For Information (RFI), and design updates outside the purview of the Construction Management team.
2. **Construction Inspection** – Construction inspection services are included with the project fee for the bridge design (HDR-See Task 3). Construction inspection services by CMT are not currently included but may be added at a negotiated fee if requested by City.

## Quality Control Plan

The CMT Quality Control Plan follows UDOT quality control recommendations. Plan highlights:

- The CMT multi-step Quality Control (QC) process includes: self-corrections, peer review and corrections, and Engineer/Surveyor of Record final review and corrections.
- The Quality Control process is reviewed with the project team in every project kickoff meeting in order to remind the team members of the requirements and to determine whether any aspects of the project are unique and whether these unique aspects require any procedural modifications to the QC process.
- All job-related outgoing emails from CMT staff need to CC project manager to ensure project document tracking.
- Be aware of the allotted number of hours for your tasks. Hours spent in excess of estimates should be brought to the attention of a manager so appropriate adjustments can be made.
- Noncompliance with quality control plan will result in documentation of incidents in employee performance reports.

## Critical Issue Identification

We know that each project is unique and requires innovative thinking to best meet the project objectives while designing a safe and efficient solution. **Our unparalleled experience will prove to be vital in successfully handling each of the project's challenges.** We have identified a few of the more significant challenges and critical issues associated with this project and have described our planned approach for each of them below.

## Jordan River Crossing Design

The Jordan River Crossing design is by far the most challenging aspect of this project. CMT and HDR will team up to analyze the best bridge deck width to accommodate vehicular traffic, pedestrian traffic, and allow for the best options for utility crossings. We will review feasibility to relocate the existing pedestrian bridge to the south or design a wider bridge deck depending on cost and physical limitation (i.e. width of Jordan River and soil conditions etc.). It will be essential to constantly communicate with our team and with all other stake holders throughout the process. We will also prepare a bridge construction phasing plan that will allow for the least disruption to the traveling public as possible. We know that this roadway is an important and heavily used travel way for many.

## Pavement Durability and Minimizing Maintenance

Our expertise with geotechnical engineering and pavement design will be vital in designing a durable and efficient surface. We don't just look at pavement and base thicknesses, but we also detail specific materials to be used that are readily available to the area and that are appropriate for the environment. Our landscaping and lighting design will also follow low maintenance standards.

Note: Our scope of work assumes that landscaping will be limited to xeriscaping and native seeding. Irrigation and sprinkler design is not included.

## 3. FEE AND SCHEDULE

### Design Schedule

Our project manager, Jim Milligan, PE, has successfully completed many similar projects with a high level of quality and in a timely manner. He is extremely organized and always strives to be ahead of schedule.

The following table details our proposed schedule. Unforeseen conditions and agency review times may affect the schedule, but we are committed to working with the City's desired timeline for completion.

| Task | Start | Finish | Assumptions |
|---|---|---|---|
| **Project Kickoff Meeting** | **Mar 9** | **Mar 9** | |
| **Survey Work** | **Mar 9** | **Mar 30** | |
| **Geotechnical Work** | **Mar 30** | **May 18** | |
| **Preliminary (60%) Design** | **Mar 30** | **Jul 1** | 3 weeks to review by City |
| **Final PS&E Design** | **Jul 27** | **Nov 1** | Pending Permitting & R/W |
| **Bidding & Construction** | **Starting in Dec** | | R/W acquired; permit complete |

### Fee

FEE SCHEDULE FOR THE Pony Express Parkway Completion Project - Saratoga Springs, UT

| Staff Type | | Bill | Hours | Engineering Fee | % |
|---|---|---|---|---|---|
| CMT | Staff | Rate | TOTAL | TOTAL | (Hours) |
| Principal | Tim Biel | $220.00 | 28 | **$6,160.00** | 1.6% |
| Senior Engineer (PM) | Jim Milligan | $200.00 | 206 | **$41,200.00** | 11.5% |
| Staff Engineer | Ryan Betz/Farramarz S. | $150.00 | 428 | **$64,200.00** | 23.9% |
| Sr. Civil Designer | Mathieu Perron/Kevin Biel | $120.00 | 618 | **$74,160.00** | 34.5% |
| Survey Tech | Brett Ballingham | $130.00 | 250 | **$32,500.00** | 14.0% |
| PLS | Mike Withers | $190.00 | 32 | **$6,080.00** | 1.8% |
| Survey Crew | Survey Crew | $190.00 | 97 | **$18,430.00** | 5.4% |
| Project Engineer (GEO) | Sterling Howell/Clark Kramer | $135.00 | 18 | **$2,430.00** | 1.0% |
| Senior Engineer (GEO) | Andy Harris/Bryan Roberts | $165.00 | 30 | **$4,950.00** | 1.7% |
| Engineering Assistant | Charlotte Irvine | $80.00 | 6 | **$480.00** | 0.3% |
| Field Tech (GEO) | Chesley Gale | $110.00 | 77 | **$8,470.00** | 4.3% |
| ***Subtotal*** | | | ***1790*** | ***$259,060.00*** | ***100.0%*** |
| Field Equipment | ***$33,091.00*** | | *(Lump Sum)* | ***$33,091.00*** | |
| Lab Testing | ***$11,205.00*** | | *(Lump Sum)* | ***$11,205.00*** | |
| ***HDR*** | ***$282,405.81*** | **15.00%** | *(Upon Request)* | ***$324,766.68*** | |
| ***A-Trans (Study)*** | ***$4,800.00*** | **15.00%** | *(Upon Request)* | ***$5,520.00*** | |
| ***A-Trans (T Signal)*** | ***$26,470.00*** | **15.00%** | *(Upon Request)* | ***$30,440.50*** | |
| ***A-Trans (H Signal)*** | ***$14,000.00*** | **15.00%** | *(Upon Request)* | ***$16,100.00*** | |
| ***A-Trans (Lighting)*** | ***$5,000.00*** | **15.00%** | *(Upon Request)* | ***$5,750.00*** | |
| ***Pot-Holing*** | ***$12,000.00*** | **15.00%** | *(Estimate)* | ***$13,800.00*** | |
| Mileage | | *$0.58* | *0* | **$0.00** | |
| Per Diem (Each Day) | | *$50.00* | *0* | **$0.00** | |
| Lodging (Each Day) | | *$150.00* | *0* | **$0.00** | |
| ***Subtotal*** | ***$388,971.81*** | | | ***$440,673.18*** | |
| ***TOTAL*** | | | | ***$699,733.18*** | |

**A detailed task speadsheet can be provided upon request.**

# EXHIBIT B.2

2. ATRANS Pony Express Parkway Completion Project Proposal

February 23, 2026

Jim Milligan, P.E.
Ryan Betz, PE
Civil Design Division
CMT Technical Serves

TRANSPORTATION ENGINEERING

Dear Jim and Ryan,

As requested, the following is a proposal for an intersection evaluation, signal design and lighting design for the Pony Express corridor from Tululan Lane, through Saratoga Road to the Jordan River. The intersection evaluation will recommend auxiliary lanes and operations for the Saratoga Road / Pony Express intersection. The signal design will be for the intersection at Saratoga Road and Pony Express and the lighting design will be for the section of the project from the western end to the Jordan River.

**Intersection Analysis**
The Saratoga Road / Pony Express intersection will be counted for the AM and PM peak period and future projections will be applied to determine the recommended turn lane requirements and intersection phasing. This will include modeling using the Synchro software.

This intersection evaluation can be provided for $4,800.

**Signal Design Fees**
The signal design is based on the UDOT standards and signal design guidelines and the plan sets will include:

- Title
- Summary of Items
- Striping & Signing
- Traffic Signal Plan
- Detector Circuit
- Signal Circuit
- Meetings and coordination
- Questions during construction

The costs include a submitted set of plans including redlines as well as coordination meetings on design related issues. The budget assumes that A-Trans will be adding the signal design to a finalized road design plans and that surveying and utility information will be provided electronically by CMT. The costs for the signal design and layout review will be $26,470.

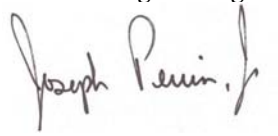
**Street Lighting Design**
The street lighting design will be based on the City standards and coordination with the City Public Works. This is approximately 2,300 feet. This design can be completed for $5,000.

If meetings or work that is outside the scope becomes necessary such as additional surveying, road plan design, or modifications to the provided roadway design, at the Clients written direction the work will be performed on a time and expenses basis based on our current fee schedule. <u>This does not include any fiber interconnect design as this would be extra and only at the direction of City if this is not already in place.</u>

Please call us if you have any questions or comments about the proposed scope of work. The plan set can be provided in PDF and AutoCAD format as needed.

Thank you for your consideration.

Sincerely,
**A-Trans Engineering**



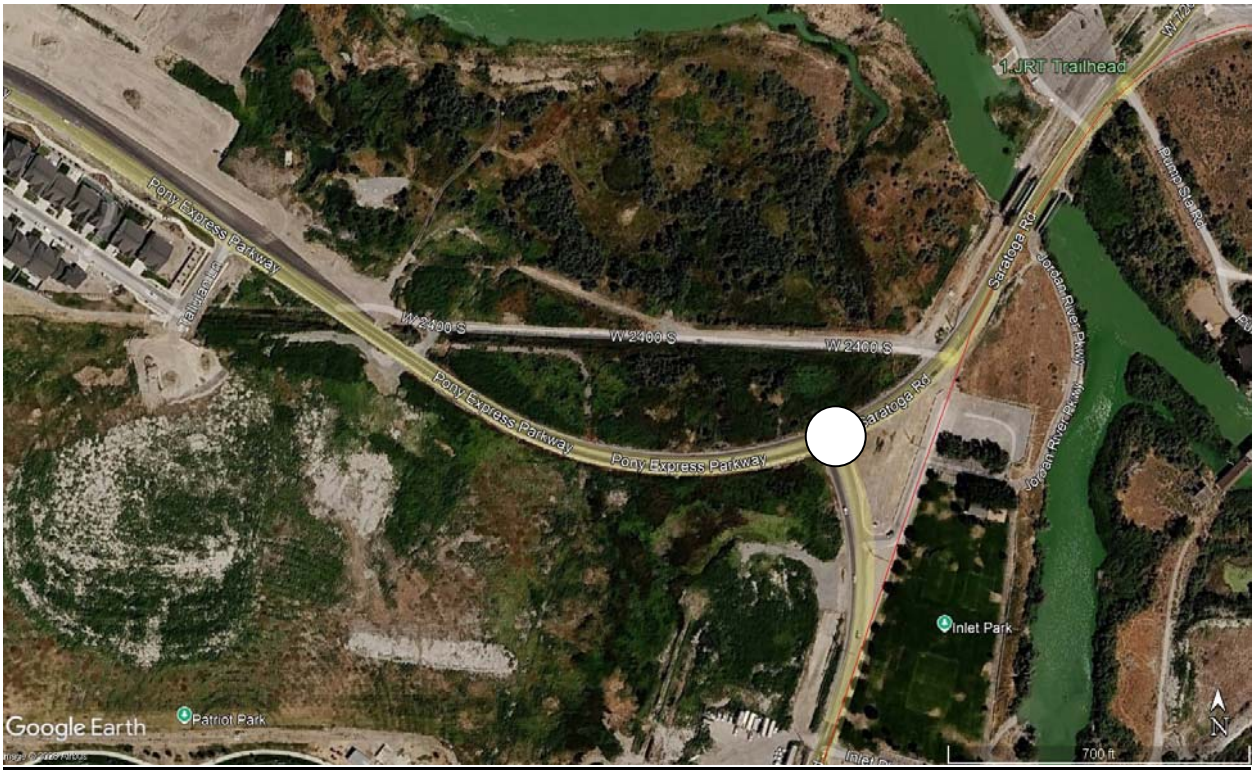
Joseph Perrin, PhD, PE, PTOE
Principal

_____ _____
Notice to Proceed - Signature Above Date
Print Name:

Traffic Signal Design
Proposed Budget and Work Scope

| | | | Man Hours | | | |
|---|---|---|---|---|---|---|
| | | | JP | Eng. | Expenses | Totals |
| | **Design Sheets** | | | | | |
| 1 | Title | | 2 | 4 | | $ 900 |
| 2 | Summary of Items | | 2 | 8 | | $ 1,380 |
| 3 | Utilities/ROW/Road Design coordination and merging | | 2 | 12 | | $ 1,860 |
| 4 | Striping & Signing - Review and recommendations for the signal only | | 2 | 12 | | $ 1,860 |
| 5 | Traffic Signal Plan | | 4 | 20 | | $ 3,240 |
| 6 | Detector Circuit | | 4 | 8 | | $ 1,800 |
| 7 | Signal Circuit | | 4 | 8 | | $ 1,800 |
| 8 | Site Visits and Coordination Meetings (3) and Layout review | | 40 | 8 | 250 | $ 9,610 |
| 9 | Plan Preperation and Delivery, communication, and coordination and Redline changes | | 10 | 16 | | $ 4,020 |
| **Lump Sum Total** | | | 70 | 96 | 250 | $ 26,470 |
| | | | | | | $ 26,470 |

JP = Joe Perrin
Eng = Engineering Support


1 JRT Trailhead
Pony Express Parkway
W 2400 S
Saratoga Rd
Jordan River Pkwy
Inlet Park
Patriot Park
Google Earth
700 ft
N

## TERMS OF AGREEMENT

1. A-TRANS ENGINEERING, LLC, herein called the Consultant.

2. In the event that any changes are made in the plans and specifications by the Client or persons other than the Consultant, which changes affect the Consultant's work, any and all liability arising out of such changes is waived as against the Consultant and the Client assumes full responsibility for such changes unless Client has given Consultant prior notice and has received from Consultant written consent for such changes.

3. The Consultant is not responsible, and liability is waived by the Client as against Consultant, for use by Client or any other person of any plans or drawings not signed by Consultant as final and ready for bidding or construction. Plans, reports, drawings, or specifications marked "Preliminary" or "Not For Construction", or otherwise marked to indicate they are not final, may not be used for estimating, bidding, or construction without Consultant's advance written authorization.

4. Client and Consultant have agreed, to the fullest extent permitted by law, to allocate the risks of this Project such that the aggregate liability of Consultant, its sub-consultants and the insurers of Consultant or its sub-consultants, to Client for any and all claims, losses, costs, damages of any nature whatsoever, or claims expenses arising from any cause or causes (including without limitation attorneys' fees and costs and expert-witness fees and costs) shall not exceed the greater of $500,000 or the total fee paid Consultant for its services on this Project. Consultant and Client intend that this risk allocation shall apply to any and all liability or cause of action against Consultant, however alleged or arising, unless otherwise prohibited by law. Should Client not pay consultant in full for all services rendered in accordance with the contract, Client releases Consultant of all liability.

5. All fees and other charges will be billed monthly and shall be due at the time of billing unless otherwise noted in this Agreement.

6. A late payment finance charge will be computed at the periodic rate of 1.00% per month, which is an annual percentage rate of 12%, and will be applied to any unpaid balance commencing 30 days after the date of the original invoice. Should legal action be necessary to enforce the provisions of any contract or Agreement entered into in which this schedule is a part, the Client agrees to pay all attorneys' fees and court costs incurred in the prosecution thereof.

7. In the event that the plans, specifications, and/or field work covered by this contract are those required by various governmental agencies and in the event that changes in policy or interpretation made by said agencies after the date of this Agreement cause a need for additional office or field work to comply with such changes, Client shall pay Consultant for such additional work according to the terms and fee schedules in effect at the time such services are performed.

8. The Client shall pay the costs of plan checking and inspection fees, review fees, zoning and annexation application fees, assessment fees, soils engineering fees, soils testing fees, aerial topography fees and all other fees, permits, bond premiums, title company charges, blueprints and reproductions, and all other charges not specifically covered by the terms of this Agreement.

9. In the event all or any portion of the work prepared or partially prepared by the Consultant be suspended, abandoned, or terminated, the Client shall pay the Consultant for all fees, charges, and services provided for the Project, not to exceed any contract limit specified herein. A restart fee equivalent to twenty (20) percent of the base fee payable to Consultant under this Agreement will be charged if the Project is placed on hold. All studies, reports, plans, specifications, certifications or other professional documents generated by Consultant (collectively "instruments of service") for the project covered by this Agreement remain Consultant's property and Consultant shall be deemed their author and sole owner. Consultant shall retain all copyrights, common law, statutory and other ownership rights to its instruments of service. Upon paying in full for Consultant's services, Client shall obtain a limited, non-exclusive license to use Consultant's instruments of service for purposes of this project only. Client acquires no ownership rights to Consultant's instruments of service by virtue of this Agreement, and it may not use Consultant's instruments of service, or any aspect, element, or derivative work based on them for any other purpose. Nor does Client have any right to further assign, delegate, pledge or transfer the limited license created by this Agreement without the express written permission of Consultant, which Consultant may withhold in its sole discretion. Client may, consistent with the terms and conditions of this Agreement, reproduce Consultant's instruments of service, or portions or derivative works based thereon, to satisfy regulatory requirements of any authority having jurisdiction over the project, or for the use of any consultant, contractor, subcontractor, or supplier to Client executing the work described in Consultant's instruments of service. Consultant's instruments of service may not be used for any future addition to or alteration of the project without Consultant's express written permission.

10. Revisions, alterations, or change orders requested by the Client shall be deemed extra work. Consultant fees will be charged per the latest fee schedule in effect at the time such revisions are requested.

11. This proposal is valid for sixty (60) days from the date of preparation.

12. Neither party to this Agreement will hire or make an offer of employment to an employee of the other party, without prior written consent of the other party, during this Agreement and for one (1) year following completion of this Agreement.

13. The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Consultant, its officers, directors, employees and sub consultants (collectively, Consultant) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, to the extent caused by the negligent acts, errors or omissions of Client or its separate contractors, subcontractors, consultants, or anyone for whom Client is legally responsible in connection with the Project.

14. By signing this Agreement, Client's representative represents that he or she has the legal right, power and authority to enter into this Agreement, and to direct Consultant to study the Project, prepare plans for Project, and enter the Project site.

15. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the Client or the Consultant. Consultant's services under this Agreement are performed solely for the Client's benefit, and no other party or entity shall have any claim against the Consultant because of this Agreement or the performance or nonperformance of services hereunder. Client and Consultant agree to require a similar provision in all contracts with their respective contractors, subcontractors, sub consultants, vendors and other entities involved in this Project to fulfill the intent of this provision.

16. Client agrees, in any construction contracts in connection with this Project, to require all contractors of any tier to carry statutory Workers Compensation, Employers Liability Insurance and appropriate limits of Commercial General Liability Insurance (CGL). Client further agrees to require all contractors to have their CGL policies endorsed to name the Client, the Consultant and its sub consultants as Additional Insureds, and to provide Contractual Liability coverage sufficient to insure the hold harmless and indemnity obligations assumed by the contractors. Client shall require all contractors to furnish to Client and Consultant certificates of insurance as evidence of the required insurance prior to commencing work and upon renewal of each policy during the entire period of construction. In addition, Client shall require that all contractors will, to the fullest extent permitted by law, indemnify and hold harmless Client, Consultant and its sub consultants from and against any damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising out of or in any way connected with Contractor's (or any subcontractor's) negligent or willful acts, errors or omissions in connection with the Project, including without limitation all claims by employees of the contractors.

# EXHIBIT B.3

3. HDR Pony Express Parkway Completion Project Proposal

# Scope of Work

# Pony Express Parkway – Saratoga Springs

**Project No.:**
**HDR No.:**

Preconstruction Design Services

February 23, 2026

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*This page is intentionally left blank.*

# Executive Summary

The scope of work includes providing structures design services to assist CMT Technical Services in the delivery of the Bridge replacement over the Jordan River

Preconstruction Design Services for the following bridge location:

Existing bridge number 049062D - Saratoga Springs Road over Jordan River

**Project Team:**

CMT Technical Services will serve as Prime and HDR will serve as the Sub Consultant. HDR will provide services for bridge design of the new structure over Jordan River and structures estimate for the project.

**Assumptions:**

The scope of work is from approximately March 30, 2026 to October 31, 2027.

Structure

- The new structure is anticipated to be a single span, prestressed concrete girder bridge.
- The proposed out-to-out width for the new bridge will include 4 lanes of traffic (2 lanes in each direction) and 10 ft. shoulders. The existing bridge accommodates 2 lanes of traffic.

**Phasing:**

Phasing of the contract will not be required.

**Fee Type:**

The fee type for this project will be cost plus fixed fee.

# Scope of Work

## Task 1 – Project Management

### 1 - 1Z1 Project Management

#### A. Description of Activity

This activity is for the Project Manager oversight of the project through the entire design phase and into post advertising. This activity is used to manage aspects of the bridge portion of the project, including scope, budget and schedule. See UDOT PDN 1Z1.

#### B. Tasks

- Facilitate coordination between disciplines
- Facilitate coordination between Project Team and Department,
- Attend team meetings
- Proactively manage the bridge portion of scope schedule and budget
- Provide timely and accurate invoices

#### C. Deliverables

- Invoices

## Task 2 – Scoping

### 2 - 1S1 Identify Preliminary Structure Type

#### A. Description of Activity

The bridge designer will review the existing conditions and determine the physical requirements for structures work and develop range of alternative structure types to fulfill the requirements.

#### B. Tasks

- Review existing Structures Information
- Perform site visit and document pertinent existing conditions
- Coordinate with hydraulic and roadway disciplines to reach consensus on the required structure span and superstructure depth.
- Evaluate alternative structure types and recommend a structure type

#### C. Deliverables

- Draft Structures Type Selection Report

### D. Assumptions

- None.

## 3 - 1V2 Scoping Meeting

### A. Description of Activity

The purpose of the scoping meeting is to develop clear scope, schedule, and budget to which team members agree.

### B. Tasks

- Attend meeting.

### C. Deliverables

- None.

### D. Assumptions

- One site visit/meeting including 1 hour for travel; 2 hours on site/meeting as part of the Scoping. Up to 2 Consultants to attend.

# Task 3 – Geometry

## 1 - 3S1 Structure Type Selection Report (TSR) and Seismic Design Strategy Report

### A. Description of Activity

Determine structure layout and geometry for the new structure. Finalize the Structures Type Selection Report and develop preliminary Seismic Design Strategy Report (Preliminary), as applicable

### B. Tasks

- Develop Structure Design Criteria for the structure
- Develop Structure Cross-Section
- Develop Preliminary Layout and Finalize Type Selection Report
- Develop Preliminary Cost Estimate
- Develop Preliminary Seismic Design Strategy Report
- Prepare Structural Design Criteria Deviation Request (if applicable)

### C. Deliverables

- Structure Type Selection Report (TSR)
- Preliminary Cost Estimate

- Preliminary Seismic Design Strategy Report
- Documentation of Quality Procedures
    - QC cover sheets for structure deliverables
    - Form: AUD-QA: Project QA Audit
    - Form: ALT-ATH: Alternate QC/QA Procedures Authorization (if applicable)
    - Form: DEV-APP: Structural Design Criteria Deviation Approval (if applicable)

#### D. Assumptions

- None.

### 2 - 2V1 Geometry Review Meeting

#### A. Description of Activity

This meeting is to review the recommended project alignments, consistency, accuracy, and constructability within the project scope and review the budget.

This meeting will be the opportunity for the Local Agency to determine if a betterment is needed for the project.

#### B. Tasks

- Attend meeting
- Compile screening review for structure comments and submit initial dispositions and responses for structure comments.
- Review project risks and mitigations

#### C. Deliverables

- Review structure milestone package
- Review comment resolution form for structure

#### D. Assumptions

- One meeting including 1 hour travel time and 2 hours for meeting. Up to 2 Consultants to attend meeting.

## Task 4 – Plan-in-Hand (PIH)

### 1 - 3S5 Develop Situation and Layout (S&L) for Structure(s)

#### A. Description of Activity

Develop the S&L plan sheets including compatibility between the structure(s) and roadway design.

### B. Tasks

- Obtain Draft Hydraulic/Scour Report (if applicable)
- Request Structure Number
- Develop S&L Plan Sheets for the new structure
- Complete applicable SL Situation & Layout Checklist
- Perform Required Quality Procedures
- Prepare Structural Design Criteria Deviation Request (if applicable)

### C. Deliverables

- S&L Plan Sheets
- SL Situation & Layout Checklist(s)
- Documentation of Quality Procedures
    - QC cover sheets for structure deliverables
    - From: AUD-QA: Project QA Audit
    - Form: ALT-ATH: Alternate QC/QA Procedures Authorization (if applicable)
    - Form: DEV-APP: Structural Design Criteria Deviation Approval (if applicable)

### D. Assumptions

- None

## 2 - 3V1 Plan-in-Hand Review Meeting

### A. Description of Activity

This meeting is to review the recommended project alignments, consistency, accuracy, and constructability within the project scope and review the budget.

### B. Tasks

- Attend meeting
- Compile structure Plan-in-Hand review comments and submit initial dispositions and responses

### C. Deliverables

- Structure Plan-in-Hand review package
- Structure Plan-in-Hand review comment resolution form

### D. Assumptions

- One meeting including 1 hour of travel time and 2 hours for the meeting. Up to 3 Consultants to attend the meeting.

# Task 5 – Plan Specification and Estimate (PS&E)

## 1 - 3S6 Situation and Layout (S&L) Authorization

### A. Description of Activity

Obtain authorization from the Structures Division for S&L plan sheets and the Type Selection Report to continue work. See UDOT PDN Task 3S6.

### B. Tasks

- Address Structural Review Comments
- Submit Structural Documentation Package
- Structure Type Selection Report (TSR)
- Structure Design Criteria
- Preliminary Cost Estimate
- S&L Plan Sheet(s)
- S&L Sheet Guidelines and Checklist (for each structure type)
- Documentation of Quality Procedures
    - QC cover sheets for structure deliverables
    - Form AUD-QA: Project QA Audit
    - Authorized Form: ALT-ATH: Alternate QC/QA Procedures Authorization
    - Approved From: DEV-APP: Structural Design Criteria Deviation Approval
    - Form: STR-CRF: Structural Review Comment Resolution Form (with responses and disposition, as applicable)
    - Form F1: Milestone Review Comment Resolution Form (with Responses and dispositions, as applicable)
    - Form: PIH-REV: Structural Review Completion - Plan in Hand (Stage 3) Review (completed and signed)
    - Form: S&L Authorization (3S6) (S&L ATH)

### C. Deliverables

- Structural Documentation Package
- Form: S&L-ATH: S&L Authorization (3S6) - Signed by UDOT Structures Design Manager

### D. Assumptions

- None

# 2 - 4SA Design and Detail Bridge

## A. Description of Activity

Design and detail new and widened bridges according to the approved S&L and structural design criteria. Check deliverables according to the approved S&Ls and structural design criteria following the UDOT Structures QC/QA Procedures. Incorporate design requirements and the preliminary information from the draft geotechnical report and/or the hydraulic report. See UDOT PDN Task 4SA.

Receive S&L approval (3S6) before beginning design.

## B. Tasks

- Design Deck, Overhang, Approach Slabs, and Parapets
- Design Beam(s)
- Design Bearing Pad(s)
- Determine Screed Elevations
- Develop Superstructure Plans
- Determine Bridge Seat Elevations
- Design Abutment(s) and Wingwall(s)
- Design Foundation(s)
- Perform Seismic Analysis
- Develop Substructure Plans
- Complete S&L Sheet Checklist
- Prepare Seismic Design Strategy Report (Final)
- Perform Load Ratings
- Perform Required Quality Procedures
- Prepare Structural Design Criteria Deviation Report (if applicable)

## C. Deliverables

- Superstructure Design Calculations
- Superstructure Plans
- Substructure Design Calculations
- Substructure Plans
- S&L Sheet Checklist
- Seismic Design Strategy Report (Final)
- Load Rating Package
- Documentation of Quality Procedures (defined in Chapter 5 of the SDDM) which includes:
    - QC cover sheets for structure deliverables

- Form: AUD-QA: Project QA Audit
- Form: ALT-ATH: Alternate QC/QA Procedures Authorization (if applicable)
- Form: DEV-APP: Structural Design Criteria Deviation Approval (if applicable)

### D. Assumptions

- None

## 3 - 4S4 Complete Structure Project Documents

### A. Description of Activity

Finalize the special provisions, measurement and payment, and estimate. See UDOT PDN 4S4.

### B. Tasks

- Finalize Structures Engineer's Estimate
- Coordinate Specifications with Plan Sheets
- Develop Special Provisions
- Complete Deviation from UDOT Standards Form (if applicable)
- Perform Required Quality Procedures

### C. Deliverables

- Structure Engineer's Estimate
- Structure Project Documents
- Documentation of Quality Procedures (defined in Chapter 5 of the SDDM) which includes:
  - QC cover sheets for structure deliverables
  - Form: AUD-QA: Project QA Audit
  - Form: ALT-ATH: Alternate QC/QA Procedures Authorization (if applicable)
  - Form: DEV-APP: Structural Design Criteria Deviation Approval (if applicable)

### D. Assumptions

- None

## 4 - 4V1 Plans, Specifications, & Estimate (PS&E) Review Meeting

### A. Description of Activity

The purpose of this meeting is to review that the elements provided in the plan sheets and advertising documents are consistent with the project scope and available funding requirements. The meeting should include reviews to determine consistency, accuracy, and constructability. See UDOT PDN 4V1.

### B. Tasks

- Attend Meeting
- Compile Structure PS&E Review Comments and Submit Initial Dispositions and Responses

### C. Deliverables

- PS&E Review Package
- PS&E Review Comment Resolution Form for bridge

### D. Assumptions

- One meeting including 1 hour for travel time and 4 hours for the meeting. Up to 2 Consultants to attend the meeting.

# Task 6 – Advertisement

## 1 - 5S1 Deliver Final Structure Acceptance

### A. Description of Activity

Assemble and submit final structural documentation for each structure in order to obtain the final acceptance to release the structural plans and documentation for advertising. Finalized structural documentation includes incorporation of structures related comments made throughout the project. See UDOT PDN 5S1.

### B. Tasks

- Submit Final Structural Documentation Package
- Review Structural Documentation Package
- Perform Required Quality Procedures
- Accept Structure
- Submit Final Structural Asset Management Inventory Documentation Package to Bridge Management

### C. Deliverables

- Structural Documentation Package
- Documentation of Quality Procedures:
  - QC cover sheets for structure deliverables
  - Form: AUD-QA: Project QA Audit

- Approved Form: DEV-APP: Structural Design Criteria Deviation Approval (may be more than one)
- Form: STR-CRF: Structural Review Comment Resolution Form-with responses and dispositions
- Form F1: Milestone Review Comment Resolution Form (with responses and dispositions.)
- Form: PSE-REV: Structural Review Completion Form PS&E (Stage 4) Review (completed and signed)

- Form: PSE-ACC: Final Structural Acceptance (5S1) - Signed by UDOT Structures Design Manager
- Asset Management (Inventory) Documentation Package

### D. Assumptions

None

## 2 - 5V1 Comment Resolution Review Meeting

### A. Description of Activity

This meeting is to review the final comment resolution form. Comment resolutions are addressed by the respective reviewer at the completion of this activity. There are no plan reviews other than spot checks of proper comment incorporation. See UDOT PDN 5V1.

### B. Tasks

- Attend Meeting
- Update Final Comment Resolution Form for Structures
- Provide Revised Plan Sheets for Structures
- Provide Revised Specifications for Structures
- Load QC Documentation into ProjectWise

### C. Deliverables

- Final Comment Resolution Form for structures
- Revised Plan Sheets and Documents (as needed) for structures
- QC Documentation

### D. Assumptions

- One meeting including 1 hour of travel time and 4 hours for the meeting. Up to 3 Consultants to attend the meeting.

# Task 7 – Construction

## 1 - 6S1 Structure Construction Services

### A. Description of Activity

Review construction submittals. Perform design services during construction. Prepare construction revisions on contract plan sheets based on structural design changes and plan revisions. Perform construction submittal reviews. See UDOT PDN 6S1.

### B. Tasks

- Review and/or Approve Working Drawings
- Perform Design Services during construction
- Revise Calculations and Plans
- Revise Load Ratings
- Submit Construction Revisions on Contract Plan Sheets
- Participate in Final Structure Inspection
- Create and Submit As-built Plans
- Perform Required Quality Procedures

### C. Deliverables

- Working Drawing Reviews and/or Approvals
- Construction Responses
- Construction Revisions to Contract Plan Sheets
- Final Structure Inspection
- Documentation of Quality Procedures as defined in Chapter 5 of the SDDM and Structures Quality Control/Quality Assurance (QC/QA) Procedures Manual

### D. Assumptions

- 50 hours will be assumed and evaluated at PS&E when project details and submittals have been determined.

# EXHIBIT C

1. CMT Pony Express Parkway Completion Project FEE &SCHEDULE
2. ATRANS Pony Express Parkway Completion Project BUDGET & WORK SCOPE
3. HDR Pony Express Parkway Completion Project FIXED FEE

# EXHIBIT C.1

1. CMT Pony Express Parkway Completion Project FEE &SCHEDULE

## 3. FEE AND SCHEDULE

### Design Schedule

Our project manager, Jim Milligan, PE, has successfully completed many similar projects with a high level of quality and in a timely manner. He is extremely organized and always strives to be ahead of schedule.

The following table details our proposed schedule. Unforeseen conditions and agency review times may affect the schedule, but we are committed to working with the City's desired timeline for completion.

| Task | Start | Finish | Assumptions |
|---|---|---|---|
| **Project Kickoff Meeting** | **Mar 9** | **Mar 9** | |
| **Survey Work** | **Mar 9** | **Mar 30** | |
| **Geotechnical Work** | **Mar 30** | **May 18** | |
| **Preliminary (60%) Design** | **Mar 30** | **Jul 1** | 3 weeks to review by City |
| **Final PS&E Design** | **Jul 27** | **Nov 1** | Pending Permitting & R/W |
| **Bidding & Construction** | **Starting in Dec** | | R/W acquired; permit complete |

### Fee

FEE SCHEDULE FOR THE Pony Express Parkway Completion Project - Saratoga Springs, UT

| Staff Type | | Bill | Hours | Engineering Fee | % |
|---|---|---|---|---|---|
| CMT | Staff | Rate | TOTAL | TOTAL | (Hours) |
| Principal | Tim Biel | $220.00 | 28 | **$6,160.00** | 1.6% |
| Senior Engineer (PM) | Jim Milligan | $200.00 | 206 | **$41,200.00** | 11.5% |
| Staff Engineer | Ryan Betz/Farramarz S. | $150.00 | 428 | **$64,200.00** | 23.9% |
| Sr. Civil Designer | Mathieu Perron/Kevin Biel | $120.00 | 618 | **$74,160.00** | 34.5% |
| Survey Tech | Brett Ballingham | $130.00 | 250 | **$32,500.00** | 14.0% |
| PLS | Mike Withers | $190.00 | 32 | **$6,080.00** | 1.8% |
| Survey Crew | Survey Crew | $190.00 | 97 | **$18,430.00** | 5.4% |
| Project Engineer (GEO) | Sterling Howell/Clark Kramer | $135.00 | 18 | **$2,430.00** | 1.0% |
| Senior Engineer (GEO) | Andy Harris/Bryan Roberts | $165.00 | 30 | **$4,950.00** | 1.7% |
| Engineering Assistant | Charlotte Irvine | $80.00 | 6 | **$480.00** | 0.3% |
| Field Tech (GEO) | Chesley Gale | $110.00 | 77 | **$8,470.00** | 4.3% |
| ***Subtotal*** | | | ***1790*** | ***$259,060.00*** | ***100.0%*** |
| Field Equipment | ***$33,091.00*** | | *(Lump Sum)* | ***$33,091.00*** | |
| Lab Testing | ***$11,205.00*** | | *(Lump Sum)* | ***$11,205.00*** | |
| ***HDR*** | ***$282,405.81*** | **15.00%** | *(Upon Request)* | ***$324,766.68*** | |
| ***A-Trans (Study)*** | ***$4,800.00*** | **15.00%** | *(Upon Request)* | ***$5,520.00*** | |
| ***A-Trans (T Signal)*** | ***$26,470.00*** | **15.00%** | *(Upon Request)* | ***$30,440.50*** | |
| ***A-Trans (H Signal)*** | ***$14,000.00*** | **15.00%** | *(Upon Request)* | ***$16,100.00*** | |
| ***A-Trans (Lighting)*** | ***$5,000.00*** | **15.00%** | *(Upon Request)* | ***$5,750.00*** | |
| ***Pot-Holing*** | ***$12,000.00*** | **15.00%** | *(Estimate)* | ***$13,800.00*** | |
| Mileage | | *$0.58* | *0* | **$0.00** | |
| Per Diem (Each Day) | | *$50.00* | *0* | **$0.00** | |
| Lodging (Each Day) | | *$150.00* | *0* | **$0.00** | |
| ***Subtotal*** | ***$388,971.81*** | | | ***$440,673.18*** | |
| ***TOTAL*** | | | | ***$699,733.18*** | |

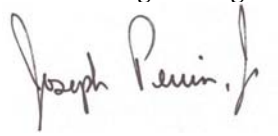
**A detailed task speadsheet can be provided upon request.**

# EXHIBIT C.2

2. ATRANS Pony Express Parkway Completion Project BUDGET & WORK SCOPE

Thank you for your consideration.

Sincerely,
**A-Trans Engineering**



Joseph Perrin, PhD, PE, PTOE
Principal

_____ _____
Notice to Proceed - Signature Above Date
Print Name:

Traffic Signal Design
Proposed Budget and Work Scope

| | | | Man Hours | | | |
|---|---|---|---|---|---|---|
| | | | JP | Eng. | Expenses | Totals |
| | **Design Sheets** | | | | | |
| 1 | Title | | 2 | 4 | | $ 900 |
| 2 | Summary of Items | | 2 | 8 | | $ 1,380 |
| 3 | Utilities/ROW/Road Design coordination and merging | | 2 | 12 | | $ 1,860 |
| 4 | Striping & Signing - Review and recommendations for the signal only | | 2 | 12 | | $ 1,860 |
| 5 | Traffic Signal Plan | | 4 | 20 | | $ 3,240 |
| 6 | Detector Circuit | | 4 | 8 | | $ 1,800 |
| 7 | Signal Circuit | | 4 | 8 | | $ 1,800 |
| 8 | Site Visits and Coordination Meetings (3) and Layout review | | 40 | 8 | 250 | $ 9,610 |
| 9 | Plan Preperation and Delivery, communication, and coordination and Redline changes | | 10 | 16 | | $ 4,020 |
| **Lump Sum Total** | | | 70 | 96 | 250 | $ 26,470 |
| | | | | | | $ 26,470 |

JP = Joe Perrin
Eng = Engineering Support

# EXHIBIT C.3

3. HDR Pony Express Parkway Completion Project FIXED FEE

**CLIENT:** CMT Technical Services 2/23/2026

**Project Number:**

**Project Name:** Pony Express Parkway - Saratoga Springs

**LABOR**

| Name | Position | Job Code | Hours | Actual Rate | Adjusted Rate * | Total |
|---|---|---|---|---|---|---|
| Stephanie Serpico | Project Manager | | - | 129.87 | 132.79 | - |
| Curt McDonald | Structures QC | | 69 | 111.80 | 114.32 | 7,887.77 |
| Tarbin Basnet | Bridge Lead | | 626 | 55.68 | 56.93 | 35,639.93 |
| Maran Attwooll | CADD | | 548 | 37.56 | 38.41 | 21,045.99 |
| Theodore Moffett | Bridge Engineer | | 603 | 50.79 | 51.93 | 31,315.46 |
| Jamie Kraemer | Project Accountant | | 24 | 38.26 | 39.12 | 938.90 |
| Randi Manning | Project Coordinator | | 6 | 44.12 | 45.11 | 270.68 |

* Rate reflects 4.5% inflation on 2026 rates

| | | | | |
|---|---|---|---|---|
| Subtotal | | 1,876 hrs | $ | 97,098.73 |
| Overhead (OH) | 161.23% | | | 156,552.28 |
| Direct Labor plus OH | | | $ | 253,651.01 |
| Fixed Fee | 11.0% | | | 27,901.61 |
| | | **Total Labor Cost** | **$** | **281,552.62** |

**DIRECT EXPENSES**

| | | | |
|---|---|---|---|
| Miscellaneous | FCCM, Postage, Freight, Supplies | $ | 523.94 |
| Travel | Mileage, Auto, Airfare, Meals, Lodging | | 326.25 |
| Mapping/Photos/Supplies | Maps, Film, Photography, Processing | | - |
| Reproduction | Copies, Printing, Plots | | 3.00 |
| Communication | Web hosting, etc. | | - |
| Add Ons | | | - |
| Total Direct Expenses | **Total Direct Expenses** | **$** | **853.19** |
| | **Total HDR Costs** | **$** | **282,405.81** |

**SUBCONTRACTORS**

| | | |
|---|---|---|
| Sub #1 | | |
| Sub #2 | | |
| Sub #3 | | |
| Sub #4 | | |
| Sub #5 | | |
| Sub #6 | | |
| | **Total Subcontractors** | **$ -** |
| | **TOTAL PROJECT COST** | **$ 282,405.81** |

**Pony Express Parkway - Saratoga Springs**
**Estimate of Person Hours**
HDR ENGINEERING, INC.

| TASK NO | ACT ID | TASK DESCRIPTION | NAME, POSITION AND JOB CODE<br>Stephanie Serpico<br>Project Manager | Curt McDonald<br>Structures QC | Tarbin Basnet<br>Bridge Lead | Maran Attwooll<br>CADD | Theodore Moffett<br>Bridge Engineer | Jamie Kraemer<br>Project Accountant | Randi Manning<br>Project Coordinator | HOURS PER TASK | TASK NO |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **ODC - Direct Expenses** | | | | | | | | | ODC |
| **1** | | **Project Management** | **0** | **4** | **30** | **0** | **0** | **24** | **6** | **64** | **1** |
| 1.1 | 1Z1 | Project Management | | 4 | 30 | | | 24 | 6 | 64 | |
| | | | | | | | | | | 0 | |
| **2** | | **Scoping** | **0** | **3** | **17** | **0** | **24** | **0** | **0** | **44** | **2** |
| 2.1 | 1S1 | Identify Preliminary Structure Type | | | 14 | | 24 | | | 38 | |
| 2.2 | 1V2 | Scoping Meeting | | 3 | 3 | | | | | 6 | |
| | | | | | | | | | | 0 | |
| **3** | | **Geometry** | **0** | **4** | **43** | **20** | **50** | **0** | **0** | **117** | **3** |
| 3.1 | 3S1 | Develop Structure TSR and Prelim SDSR | | 1 | 40 | 20 | 50 | | | 111 | |
| 3.2 | 2V1 | Geometry Review Meeting | | 3 | 3 | | | | | 6 | |
| | | | | | | | | | | 0 | |
| **4** | | **Plan-In-Hand** | **0** | **11** | **51** | **60** | **63** | **0** | **0** | **185** | **4** |
| 4.1 | 3S5 | Develop Situation and Layout | | 8 | 48 | 60 | 60 | | | 176 | |
| 4.2 | 3V1 | Plan-In-Hand Review Meeting | | 3 | 3 | | 3 | | | 9 | |
| | | | | | | | | | | 0 | |
| **5** | | **Plan, Specification, and Estimate** | **0** | **30** | **416** | **452** | **457** | **0** | **0** | **1355** | **5** |
| 5.1 | 3S6 | Situation and Layout (S&L) Authorization | | | 6 | 12 | 12 | | | 30 | |
| 5.2 | 4SA | Design and Detail Bridge | | 30 | 355 | 400 | 400 | | | 1185 | |
| 5.3 | 4S4 | Complete Structure Project Documents | | | 50 | 40 | 40 | | | 130 | |
| 5.4 | 4V1 | PS&E Review Meeting | | | 5 | | 5 | | | 10 | |
| | | | | | | | | | | 0 | |
| **6** | | **Advertisement** | **0** | **7** | **29** | **16** | **9** | **0** | **0** | **61** | **6** |
| 6.1 | 5S1 | Deliver Final Structure Acceptance | | 2 | 24 | 16 | 4 | | | 46 | |
| 6.2 | 5V1 | Comment Resolution Review Meeting | | 5 | 5 | | 5 | | | 15 | |
| | | | | | | | | | | 0 | |
| **7** | | **Construction** | **0** | **10** | | **0** | **0** | **0** | **0** | **50** | **7** |
| 7.1 | 6S1 | Structure Construction Services | | 10 | 40 | | | | | 50 | |
| | | | | | | | | | | 0 | |
| | **Direct Labor Total Hours** | | 0 | 69 | 626 | 548 | 603 | 24 | 6 | **1876** | |
| | **Direct Labor Rates** | | 132.79 | 114.32 | 56.93 | 38.41 | 51.93 | 39.12 | 45.11 | | |

| **Pony Express Parkway - Saratoga Springs** | | | | | |
|---|---|---|---|---|---|
| | | | | | |
| **Direct Expenses- HDR** | | | | | |
| | **Unit Cost** | **Unit** | **Quantity** | **Sum** | **Total** |
| **MISCELLANEOUS** | | | | | |
| FCCM (Cost of Money) | 0.5396% | each | 97,099 | **523.94** | |
| Shipping | | each | | **-** | |
| Postage (2026) | 0.78 | each | | **-** | |
| Project Documentation Searches | - | each | | **-** | |
| ***Equipment, Misc.*** | | | | **-** | |
| Noise Meter | 75.00 | day | | **-** | |
| N/A | - | LS | | **-** | |
| ***Public Involvement*** | | | | **-** | |
| Boards | - | each | | **-** | |
| Misc.(refreshments) | - | LS | | **-** | |
| Advertisements in Newspaper- Display | - | each | | **-** | |
| Building Rental for Public Meetings | - | each | | **-** | |
| Stenographer (Court Reporter) | - | each | | **-** | |
| Public Notices / Social Media | - | each | | **-** | |
| Subtotal | | | | | $ 523.94 |
| **TRAVEL** | | | | **-** | |
| Personal Mileage | 0.725 | Mile | 150 | **108.75** | |
| HDR Vehicle Mileage | 0.725 | Mile | 300 | **217.50** | |
| Airfare | | Trip | | **-** | |
| Hotel/Lodging Including Tax in SLC/Salt Lake County | | day | | **-** | |
| Meals (Full Day Per Diem in SLC/Salt Lake County) | | day | | **-** | |
| Meals (First/Last Day Per Diem in SLC/Salt Lake County) | | day | | **-** | |
| Hotel/Lodging Including Tax CONUS | | day | | **-** | |
| Meals (Full Day Per Diem CONUS) | | day | | **-** | |
| Meals (First/Last Day Per Diem CONUS) | | day | | **-** | |
| Parking | | day | | **-** | |
| Rental Car | | day | | **-** | |
| Rental Car Gas | | gallon | | **-** | |
| Ground Transportation (UBER/LYFT/Taxi) | | trip | | **-** | |
| Subtotal | | | | | 326.25 |
| **MAPPING, PHOTOS AND SUPPLIES** | | | | | |
| Maps | | each | | **-** | |
| Photos and Photography supplies | | each | | **-** | |
| Subtotal | | | | | - |
| **REPRODUCTION** | | | | | |
| In-house printing | 0.06 | each | 50 | **3.00** | |
| Out-source printing | 0.16 | each | | **-** | |
| Postage - Fliers / postcards (2026) | 0.61 | each | | **-** | |
| Newsletters Reproduction (quantity) | 0.42 | each | | **-** | |
| Meeting Materials | - | each | | **-** | |
| Subtotal | | | | | 3.00 |
| **COMMUNICATION** | | | | | |
| Web Hosting | | each | | **-** | |
| Subtotal | | | | | - |
| **Add Ons** | | | | | |
| | | Hour | | **-** | |
| | | each | | **-** | |
| Subtotal | | | | | - |
| **Total HDR Direct Expenses** | | | | | **$ 853.19** |

**RESOLUTION NO. R26-16 (03-24-26)**

**A RESOLUTION APPROVING A CONTRACT WITH CMT TECHNICAL SERVICES FOR DESIGN SERVICES FOR THE PONY EXPRESS COMPLETION PROJECT.**

**WHEREAS**, the City Council of the City of Saratoga Springs has found it in the public's interest to obtain services from qualified firms to provide design services in accordance with the Pony Express Completion Project; and

**WHEREAS**, the City sent a request for proposals (RFP) to qualified firms for Design services related to the Pony Express Completion project to obtain services from qualified contractors; and

**WHEREAS**, the City received proposals from pre-qualified firms in response to the RFP; and

**WHEREAS**, the proposals were reviewed by staff based upon standard evaluation criteria, and the City's review committee recommended selecting CMT Technical Services (CMT); and

**WHEREAS,** the City Council has determined that awarding the proposed project to CMT is in the best interest of the public, will further the public health, safety, and welfare, and will assist in the efficient administration of City government and public services.

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SARATOGA SPRINGS, UTAH, THAT:

The City of Saratoga Springs does hereby authorize the City Manager to enter into a professional services agreement with CMT for Design services related to the Pony Express Completion project.

BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon passage.

APPROVED AND ADOPTED this 24th day of March, 2026.

_____
Chris Carn, Mayor

Attest:

_____
City Recorder

# MINUTES – City Council Meeting

Tuesday, March 03, 2026
City of Saratoga Springs City Offices
319 S. Saratoga Rd., Saratoga Springs, Utah 84045

## POLICY MEETING

**CALL TO ORDER - 6:00 p.m.** by Mayor Chris Carn

1. **Roll Call** – A quorum was present.
   **Present**: Mayor Chris Carn, Council: Audrey Barton, Edon Davenport, Robert Taylor, Lance Wadman, Emma Wilson.
   Staff: City Manager Mark Christensen, City Attorney Kevin Thurman, Assistant City Manager Owen Jackson, PR Manager AnnElise Harrison, City Recorder Nicolette Fike, Deputy Recorder Heather Washburn, Planner II Kendal Black, Planner I Joel Temple, Fire Chief Kenny Johnson, Civic Events Coordinator Corrine Prestwich, Police Chief Andy Burton, City Engineer/Public Works Director Jeremy Lapin.
   Others: Lydia Prestwich, Barry Bickmore.
2. **Moment of Reflection –** given by Councilmember Wilson.
3. **Pledge of Allegiance** – led by Councilmember Barton.
4. **Public Input** –
   Lydia Prestwich, Youth Council Member and Teen Speak Up Ambassador representing Utah for The Epilepsy Foundation, shared her personal experience living with epilepsy, encouraged seizure first aid education, expressed appreciation for the City's first responders for their assistance during past medical emergencies, and invited the community to wear purple on March 26 in support of epilepsy awareness.

**REPORTS**

1. **Mayor.** No report given.
2. **City Council.** No report given.
3. **Administration.** City Manager Mark Christensen provided an update on the legislative session.
4. **Department Reports: Public Works/Engineering/Finance.** Provided in packet.

**CONSENT ITEMS**

1. **Award of Contract for 2026 Saratoga Springs Pavement Maintenance Projects to Asphalt Preservation for Bid Schedule A, and to Morgan Pavement Maintenance for Bid Schedule B. Resolution R26-11 (03-03-26).**
2. **Appointment of Owen Jackson to the North Utah Valley Animal Services Special Service District Board. Resolution R26-12 (03-03-26).**
3. **Approval of Minutes: February 17, 2026; February 21, 2026.**

**Motion by Councilmember Barton to approve the items on the Consent Calendar. Seconded by Councilmember Wilson.**
**Vote:**

| | |
|---|---|
| **Councilmember Barton** | **Yes** |
| **Councilmember Davenport** | **Yes** |
| **Councilmember Taylor** | **Yes** |
| **Councilmember Wadman** | **Yes** |
| **Councilmember Wilson** | **Yes** |

**No: None.**
**Absent: None.**
**Motion passed 5-0**

**BUSINESS ITEMS**

1. **Award of Proposal for Architectural Services for design and construction of City of Saratoga Springs Fire Station, and authorization for Staff to negotiate and enter into a contract with the selected party. Resolution R26-13 (03-03-26).**

DRAFT

2. **Award of Proposal for Construction Manager/General Contractor services on construction for City of Saratoga Springs Fire Station, and authorization for staff to negotiate and enter into a contract with the selected party. Resolution R26-14 (03-03-26).**

**Business Items 1 & 2 were presented together.**

Fire Chief Kenny Johnson reviewed the prior related work session and provided an update on the Fire and EMS strategic plan, referencing a third-party evaluation conducted by ESCI. He stated the study analyzed ten years of data over a two-year process, identified service gaps, forecasted growth, evaluated facilities, and provided best practice recommendations. He reported that the City had experienced rapid growth, with emergency incidents doubling over the past five years and expected to continue increasing. He summarized key findings, including increased call volume, staffing challenges, longer response times, and increased reliance on mutual aid due to concurrent incidents. He outlined strategic goals to improve response times, meet safe staffing and operating standards, provide consistent critical care transfer staffing, balance mutual aid, improve the ISO rating, and enhance administrative operations.

The Council and Staff discussed response times, ISO ratings, and the strategic plan.

Assistant City Manager Owen Jackson reported that the City released a request for proposals on February 4 with a February 23 deadline. A committee reviewed the submissions: six architectural proposals and ten construction manager/general contractor proposals and narrowed them to four finalists for each service. He stated that hiring both teams at the same time had previously saved the City time, money and improved project outcomes. He explained that proposals were evaluated based on overall qualifications, key personnel assigned to the project, project approach, prior experience with similar projects, and cost. He noted the next steps involve facilitating contracts, site selection, programming fire station needs, design/layout, and cost estimates.

Mayor Carn confirmed with Staff that the project would be programmed to serve as fire headquarters.

Assistant City Manager Owen Jackson explained that Big-D proposed the same team that worked on the new City Hall and emphasized that their ability to deliver the project on time and on budget, given staff training constraints, was a key factor in selecting them as the CM/GC.

The Council and Staff discussed staffing and timelines for the station and ambulance services.

Councilmember Taylor highlighted that AJC and Big D bring experience and reputation to complete the project on time and likely on or under budget, with minimal risk of costly late change orders.

**Motion made by Councilmember Wilson to approve the Award of Proposal for Architectural Services for design and construction of City of Saratoga Springs Fire Station, and authorize Staff to negotiate and enter into a contract with AJC. Resolution R26-13 (03-03-26). Seconded by Councilmember Wadman.**
**Vote:**

| | |
|---|---|
| **Councilmember Barton** | **Yes** |
| **Councilmember Davenport** | **Yes** |
| **Councilmember Taylor** | **Yes** |
| **Councilmember Wadman** | **Yes** |
| **Councilmember Wilson** | **Yes** |

**No: None.**
**Absent: None.**
**Motion passed 5-0**

**Motion made by Councilmember Barton to approve The Award of Proposal for Construction Manager/General Contractor services on construction for City of Saratoga Springs Fire Station, and authorization for Staff to negotiate and enter into a contract with the selected party. Resolution R26-14 (03-03-26). Seconded by Councilmember Davenport.**
**Vote:**

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**Councilmember Barton Yes**
**Councilmember Davenport Yes**
**Councilmember Taylor Yes**
**Councilmember Wadman Yes**
**Councilmember Wilson Yes**
**No: None.**
**Absent: None.**
**Motion passed 5-0**

3. **Canyon Hollow Development Agreement amendment, located at 1498 N. Summer Village Rd. Ordinance 26-06 (03-03-26).**

Planner II Kendal Black provided background on the item, which was presented at the February 3, 2026 meeting. He reviewed that at that meeting, the developer asked for an extension to the DA and the City Council agreed with the extension on the condition that there was a restriction on the units to be owner-occupied for a period of time. He explained that the condition was added.

Councilmember Taylor suggested the Council hold a future workshop to discuss the City's overall philosophy on owner occupancy and potential deed restrictions.

Mayor Carn asked if there was a second to the request; a second was made. He noted this was direction to Staff to schedule a future work session.

**Motion made by Councilmember Wilson to approve Canyon Hollow Development Agreement amendment, located at 1498 N. Summer Village Rd. Ordinance 26-06 (03-03-26). Seconded by Councilmember Barton.**
**Vote:**
**Councilmember Barton Yes**
**Councilmember Davenport Yes**
**Councilmember Taylor Yes**
**Councilmember Wadman Yes**
**Councilmember Wilson Yes**
**No: None.**
**Absent: None.**
**Motion passed 5-0**

4. **Amendments to Title 19.09 Land Development Code of the City of Saratoga Springs, Chapter 19.09 – Off-Street Parking Requirements. Ordinance 26-07 (03-03-26).**

Planner I Joel Temple presented the staff-initiated code amendment to define development standards for the provision of bicycle parking including design standards and parking ratios.

Mayor Carn requested more information on how multi-tenant complexes would be handled.

Planner I Joel Temple discussed how long-term bicycle parking in multi-tenant developments could be provided by individual businesses or through a shared storage area for the entire development, such as an enclosed or designated bicycle parking space. He noted bicycle parking can be accommodated with various rack types and generally requires a relatively small footprint.

Councilmember Barton appreciated the presentation, but mentioned she was not ready to make a decision on bicycle parking. She suggested tabling the item and revisiting it after the Council had a larger discussion.

Councilmember Wadman and Staff discussed code enforcement related to abandoned bicycles.

Councilmember Davenport expressed her concern about the fiscal impact on developers or building owners. She asked whether the code considered how required bicycle parking could affect a business, such as reducing space for tables in a restaurant, which in some cases could impact the viability of the business.

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Mayor Carn agreed with Councilmember Davenport, noting that on a larger scale, such as an office or warehouse park in the northwest part of the community, dedicating 1,300 square feet of indoor space for bicycle storage represents a significant use of building space.

**Motion made by Councilmember Barton to table Business Item #4 for future discussion. Seconded by Councilmember Davenport.**

Mayor Carn said he would like several Council members to work with Staff, coordinate with the rest of the Council on comfort levels with the proposals and bring the item back for a future meeting. He asked if any were willing to participate.

Councilmember Wilson said she would love to participate and thanked Joel for his work, noting that she has commuted by bike to at least three different jobs and thinks about this issue a lot.

Mayor Carn said he was comfortable with the item returning in conjunction with a Trails and Parks Recreation Update, allowing more time rather than rushing a decision over the next month. He confirmed that Councilmember Davenport and Councilmember Wilson would work with Staff on the business item.

**Vote:**
**Councilmember Barton Yes**
**Councilmember Davenport Yes**
**Councilmember Taylor Yes**
**Councilmember Wadman Yes**
**Councilmember Wilson Yes**
**No: None.**
**Absent: None.**
**Motion passed 5-0**

5. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.08 – Home Occupations, and 19.02 – Definitions. Ordinance 26-08 (03-03-26).**

Planner I Joel Temple provided an overview of Home Occupation classes, explaining that the current designation meant residents living in townhomes or apartments could not operate a business with more than two patrons per day. He further explained that they could not operate a landscaping or construction-type business from their home if they parked their work vehicle at the home. He noted the proposed code amendment would remove these restrictions and instead emphasize Performance Standards such as off-street parking and screening requirements for all Home Occupations regardless of home or business type.

Mayor Carn noted that not all commercial vehicles are the same, pointing out the difference between a small vehicle, like a locksmith's Toyota Prius, and a large commercial truck. He raised concerns about townhome neighborhoods, where many streets are private and narrower than public streets, and asked how the Code would address those situations.

Joel Temple explained that a gross vehicle weight rating had been added to the commercial vehicle standard to prevent large vehicles, such as dump trucks or semi-trucks, from being parked in residential areas. He noted the threshold was roughly equivalent to a Ford F550, about 17,500 pounds, allowing typical trades vehicles with tools but limiting larger trucks.

The Council and Staff discussed current street parking standards and how they relate to Home Occupation parking standards.

City Manager Mark Christensen clarified that the proposed Code would allow commercial vehicles to park on public streets, unlike the current requirement to keep them in garages or behind fences. He noted that HOA rules on private streets would take precedence, limiting the Code's application to public streets. He said the broader question is whether higher-impact businesses should operate in multi-family neighborhoods.

Councilmember Wilson expressed her support for the amendment.

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Councilmember Wadman expressed concern that some home-based businesses could create noise for neighbors in shared-wall homes and confirmed with staff that regulations ensure home occupations remain secondary to residential use, with code enforcement addressing any violations.

Mayor Carn indicated that, in theory, he did not have a problem with the change but expressed concern about potential unforeseen consequences and noted it would need to be monitored and possibly adjusted over time.

Councilmember Davenport questioned the limit of one commercial vehicle per home occupation, asking what the consequence would be if multiple vehicles were associated with a single business.

Planner I Joel Temple explained that any additional commercial vehicles beyond the one allowed would need to be parked off-site. He noted that some businesses, like dump truck or garbage removal services, already store vehicles at off-site lots, and the same approach would apply to multiple vehicles for home-based businesses.

City Manager Mark Christensen said the true impacts of the changes would become clear as they are applied. He noted that some businesses likely already operate in multi-family neighborhoods, often unlicensed, and bringing them into compliance could be positive. He cautioned that higher-impact uses, like dance studios, might generate complaints and would need to be addressed. He emphasized the philosophical question of whether the Council is comfortable allowing residents to pursue entrepreneurial opportunities while being prepared to address issues, such as parking overflow, if they arise.

Councilmember Taylor expressed his support of entrepreneurship and of the change.

City Attorney Kevin Thurman clarified the earlier question about commercial vehicles parked at a resident's home. He explained that simply parking a work vehicle at home does not automatically classify the business as a Class 2 home occupation, because a home occupation must be clearly incidental and secondary to residential use. He also addressed a compliance issue with state law: the City cannot require a permit for a home business operated occasionally by a minor. He suggested an amendment to carve out this exception in Title 19 that allows minor-operated home businesses without a fee or permit.

Mayor Carn confirmed with City Attorney Kevin Thurman that the motion could direct Staff to amend the code in accordance with Utah Code Section 10-1-203.

**Motion made by Councilmember Wilson to approve Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.08 – Home Occupations, and 19.02 – Definitions. Ordinance 26-08 (03-03-26), with Staff Findings and Conditions, directing Staff to make compliant with Utah Code § 10-1-203(7). Seconded by Councilmember Barton.**

**Vote:**

| | |
|---|---|
| **Council Member Barton** | **Yes** |
| **Council Member Davenport** | **Yes** |
| **Council Member Taylor** | **Yes** |
| **Council Member Wadman** | **Yes** |
| **Council Member Wilson** | **Yes** |

**No: None.**
**Absent: None.**
**Motion passed 5-0**

6. **Trails Master Plan Amendment, City initiated, citywide. Ordinance 26-09 (03-03-26)**

Planner I Joel Temple presented the item. He reviewed information discussed in a previous work session and provided an update on the City's trails and active transportation network. He explained the updates aim to integrate the City's plan with the regional network, offer improved safety and mobility, and provide public health, economic, and environmental benefits. He summarized recent progress and proposed expansions, highlighted active transportation priorities, and noted the updates strengthened the City's competitiveness for regional funding.

Councilmember Davenport requested more information on MAG funding.

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Planner I Joel Temple explained that MAG uses a scoring rubric considering factors like access to transit and active transportation. Including projects in the City's adopted trails master plan improves the City's eligibility for funding, such as for grade-separated crossings connecting trail segments.

City Manager Mark Christensen, in response to request from Mayor Carn, highlighted that the Harbor Point underpass was a $4 million project fully funded by the state. He explained the City benefited from timing and available local transportation funds, making the project fully state-supported and very successful.

The Council and staff discussed the benefits of including projects in the City's plan for MAG funding and other funding opportunities.

Councilmember Wadman confirmed that the item, including the bike lanes, would return for a more in-depth discussion in the fall.

Councilmember Taylor received clarification that grade separated meant overpasses and underpasses, whereas buffered distinctions indicated painted buffer areas, and physical separations are physical barriers. He noted the barrier may complicate street sweeping.

Planner I Joel Temple discussed meetings with UDOT Region 3 to confirm allowable options, as well as discussions with Parks and Facilities about maintenance, snow clearance, and sweeping; highlighting that while lighter traffic reduces road wear, access for maintenance can be more challenging.

Councilmember Barton thanked staff for the data and agreed with Councilmember Taylor's concerns.

Councilmember Wilson expressed support for expanding safe transportation options.

**Motion made by Councilmember Wadman to approve General Plan/Trails Master Plan Amendment, City initiated, citywide. Ordinance 26-09 (03-03-26), with Staff Findings and Conditions. Seconded by Councilmember Davenport.**
**Vote:**
**Council Member Barton Yes**
**Council Member Davenport Yes**
**Council Member Taylor Yes**
**Council Member Wadman Yes**
**Council Member Wilson Yes**
**No: None.**
**Absent: None.**
**Motion passed 5-0**

**CLOSED MEETING –** No closed meeting was held.

**ADJOURNMENT**

Meeting Adjourned Without Objection at 7:26 p.m. by Mayor Chris Carn.

_____ _____
Mayor Chris Carn Date

_____
City Recorder

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SARATOGA SPRINGS PLANNING

# CITY COUNCIL
# Staff Report

**Rezone, General Plan Amendment, Concept Plan, and Development Agreement**
**Alpine School District**
**March 24, 2026**
**PUBLIC MEETING**

| | |
|---|---|
| Applicant: | Frank Pulley, Alpine School District |
| Owner: | Property Reserve Inc. |
| Location: | Northwest Corner of Ensign Drive and Mountain View Corridor |
| Project Acreage: | 61.61 Acres |
| Current Use: | Agriculture, Undeveloped |
| Land Use Designation: | Planned Community and Low Density Residential |
| Requested Land Use: | Institutional/Civic |
| Parcel Zoning: | Planned Community and Agricultural |
| Requested Zoning: | Institutional / Civic |
| Adjacent Zoning: | Planned Community, R1-10, and R3-6 |
| Adjacent Uses: | Agricultural and Low Density Residential |
| Type of Action: | Legislative |
| Land Use Authority: | City Council |
| Planner: | David Jellen, Senior Planner |

## A. Executive Summary and Request:

The applicant is requesting that the current General Plan Land Use designation of Planned Community and Low Density Residential be amended to Institutional/Civic, and that the entire 61.61-acre property be rezoned from Planned Community (PC) and Agricultural (A) to Institutional/Civic (I/C), consistent with the requested General Plan Land Use Amendment. In addition to the requested general plan amendment and rezone, the applicant has submitted an accompanying Concept Plan showing a proposed public high school, as depicted in Exhibit 5. To address the infrastructure requirements, a development agreement is proposed.

**Recommendation:**
**On June 26, 2025 the Planning Commission recommended approval of the proposed application with a 4-0 vote,** and included a recommendation to approve the application. Approved minutes are attached.

**Staff recommends that the City Council conduct a public Meeting on the application, review and discuss the proposal, and choose from the options in the Recommendation and**

David Jellen, Senior Planner
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319 S Saratoga Road • Saratoga Springs, Utah 84045
801-766-9793 x237 • 801-766-9794 fax

**Alternatives Section of this report.** Options include approval with or without conditions, denial, or continuation.

**B. Background:**

A portion of the property was annexed into the City on January 7, 2025, and the remainder of the property is located within the Planned Community (PC) and Agricultural (A) zoning districts. The property that is currently zoned PC is a part of the City Center District Area Plan (DAP). The rezone of the high school property from PC to I/C is being requested to remove the high school site from the DAP. This eliminates the requirement for a Community Plan and Village Plan, allowing the school to be reviewed with a standard plat and subdivision application.

**C. Process:**

City Code Chapter 19.13 outlines the process for a rezone, general plan amendment, concept plan, and development agreement, as outlined below.

**Rezone and General Plan Amendment**

Code Section 19.13.04 outlines the process for a Rezone and General Plan Amendments. A public hearing is required with the Planning Commission who then make a recommendation to the City Council. The City Council makes the final decision to either approve with or without conditions, continue, or deny the request.

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.
   ***Complies.*** *The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City council. The application was brought to the Planning Commission on June 26, 2025.*

2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
   ***Complies.*** *Please see Sections F and G of this report.*

3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel of property, the City shall provide the notice required by the Utah Code and Chapter 196.13 for a public hearing.
   ***Complies.*** *Please see Section* D *of this report.*

**Concept Plan**

Section 19.17.02 states “Petitions for changes to the City’s Zoning Map for all land use zones may be accompanied by an application for Concept Plan Review or Master Development Agreement approval pursuant to Chapter 19.13 of this Code.”

Per Chapter 19.13 of the Land Development Code, the process for a Concept Plan includes an informal review of the Concept Plan by both the Planning Commission and the City Council. The review shall be for comment only and is non-binding.

A concept plan has been submitted with the request for a rezone and General Plan Amendment and is included with this staff report (Exhibit 5). The concept plan is meant to help understand the intent of the applicant's request and their future development plans. The attached concept plan review is non-binding and does not address all concerns or requirements of the Land Development Code. The items marked "shall comply" or "does not comply" shall be incorporated into the site plan and preliminary plat application.

**D. Community Review:**

This has been noticed as a public meeting pursuant to City and State statutes, which requires posting notice of the meeting and the agenda not less than 24 hours before the meeting.

As of the date of this report, no public input has been received.

**E. Review:**

State Code provides specific exceptions to municipal land use ordinances for public schools, as outlined in Title 10-20-304 of Utah State Code.

Staff conclusion: Consistent. Staff has noted the sections of City Code that do not apply to public schools, as outlined in the Planning Review Checklist (Exhibit 3).

**F. General Plan:**

The General Plan Land Use Map shows the property as being located within the Planned Community and Low Density Residential land use designations. The applicant has requested to amend the existing land use designations to place the property entirely within the Institutional/Civic land use designation.

The General Plan characterizes development within the Institutional/Civic land use classification as "areas designated for civic or institutional space, including municipal buildings and schools."

**Staff conclusion: *Up for Discussion***. Any change to the General Plan Land Use Map is subject to approval of the City Council. If the City Council approves the requested amendment, then the requested rezone will be consistent with the General Plan.

**G. Code Criteria:**

The requested rezone to I/C would result in the following regulations for the subject property:

- Lot Minimum Size To: 20,000 sf
- Front Setback To: 25'
- Interior Side Setback To: 25'

- Rear Setback To: 25’
- Maximum Height To: 75’

The majority of this property is currently located within the Planned Community zoning district, which would require a Community Plan and Village Plan to establish minimum land use regulations. The regulations above are noted for the Institutional/Civic zoning district.

**Rezone and General Plan Amendment**

A zoning map amendment (rezone) and General Plan Amendment are legislative decisions. The City Council has significant discretion when considering these changes. The criteria for a rezone and general plan amendment are outlined below and act as guidance in the decision making. Note that the criteria are non-binding.

**19.17.05. Consideration of General Plan, Ordinance, or Zoning Map Amendment.**

The Planning Commission and City Council shall consider, but not be bound by, the following criteria when deciding whether to recommend or grant a General Plan, ordinance, or zoning map amendment:

1. the proposed change will conform to the Land Use Element and other provisions of the General Plan;
   ***Staff finding: Consistent if approved.***

2. the proposed change will not decrease or otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
   ***Staff finding: Consistent.*** *The proposed change will improve the health, safety, convenience, morals, or general welfare of the public by providing another High School to be utilized by students from Saratoga Springs and Eagle Mountain.*

3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City;

   **19.01.04. Purpose.**
   1. The purpose of this Title, and for which reason it is deemed necessary, and for which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:
      a. encourage and facilitate the orderly growth and expansion of the City;
      b. secure economy in governmental expenditures;
      c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality’s inhabitants, and to foster a wholesome social environment;
      d. enhance the economic well-being of the municipality and its inhabitants;

e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;
f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
g. stabilize and conserve property values;
h. encourage the development of an attractive and beautiful community; and
i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

***Staff finding: Up for Discussion.*** *19.04.09 states the purpose of each zone. The purpose of the I/C zone is included below. The Planning Commission should evaluate this information and make a recommendation to the City Council. The City Council is then the approval authority.*

**Institutional/Civic:**
The purpose of the Institutional/Civic Land Use Zone is to allow for public or quasi-public land uses. Development under these regulations should provide for university or college campuses as well as traditional schools, libraries, hospitals, public buildings or facilities, and other land uses that provide essential services to the general public, as well as some ancillary commercial uses to benefit the public use of certain facilities.

4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change; and
***Staff finding: Up for discussion.***

5. any other reason that, subject to legislative discretion of the City Council, could advance the general welfare.
***Staff finding: Can comply.*** *Staff recommends a mutually agreed upon development agreement be approved and signed before a rezone and General Plan Amendment take effect, if the City Council approves this request.*

**Concept Plan**

A concept plan has been submitted with the request for a rezone and General Plan Amendment and is included with this staff report. The concept plan is meant to help understand the intent of the applicant's request and their future development plans. The attached concept plan review is non-binding and does not address all concerns or requirements of the Land Development Code. The items marked "shall comply" or "does not comply" shall be incorporated into the site plan/preliminary plat application. It is common for the concept plan review to have a significant amount of redlines as this is a non-binding informal review and staff typically completes one review, rather than multiple reviews at this stage of the process.

Section 19.12.06 requires connectivity to adjacent land and states the following:

1. The City shall require the use of connecting streets, pedestrian walkways, trails, and other methods for providing logical connections and linkages between neighborhoods.

2. Connectivity Standards. All new subdivisions shall provide connectivity with adjacent developed and undeveloped properties and with adjacent open space, amenities, parks, and natural areas. All new subdivisions are required to:

a. Extend streets, sidewalks, and trails at least once in each direction to adjacent
b. properties; and
c. Connect to all existing vehicular and pedestrian access points on adjacent
d. developed properties; and
e. Install and connect public trails into all adjacent public open space, parks, and
f. trails, which includes but is not limited to connections to trail corridors with
g. public access easements; and
h. Stub public streets at least every 1,000 feet into all adjacent sides of undeveloped
i. properties; and
j. Connect or stub into all adjacent master-planned rights-of-way, sidewalks, trails,
k. and public transportation stops, stations, and facilities.

*Staff Finding: **Shall Comply.** Due to the need for the High School to serve both Eagle Mountain and Saratoga Springs, the attached Engineer's Staff Report requires that Bonneville Drive in Saratoga Springs be extended to the north to connect with Silver Lake Parkway in Eagle Mountain in order to provide logical vehicular and pedestrian connections for future students. This connection is shown in the 2025 Transportation Master Plan.*

**H. Recommendation and Alternatives:**

Staff recommends that the City Council conduct a public meeting, discuss the application, and choose from the following options

**Option 1 – Approval**

"I move that the City Council approve the requested rezone, general plan amendment, and development agreement for Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings and Conditions in the Staff Report."

**Findings**

1. The application will be consistent with the General Plan if the requested amendment is approved, as articulated in Section G of the staff report, which section is incorporated by reference herein.
2. The application complies with the criteria in Section 19.17 of the Land Development Code, as articulated in Section G of the staff report, which section is incorporated by reference herein.

**Conditions:**

1. All conditions of the City Engineer shall be met, including but not limited to those in the attached Engineering Staff Report.

a. Per the attached report, Bonneville Drive in Saratoga Springs shall be extended to the north to connect with Silver Lake Parkway in Eagle Mountain to provide logical connections between the High School and Eagle Mountain City.

2. All requirements of the Fire Chief shall be met.
3. The Alpine School District High School 722 rezone and general plan amendment are recommended as shown in the attachments to the Staff report.
4. The concept plan review is an informal review and is not binding.
5. All other applicable Code requirements shall be met.
6. The Development Agreement, as shown in Exhibit 8, shall be executed and recorded.
7. Any other conditions or changes as articulated by the City Council: _____.

**Option 2 – Continuance**

"I move to **continue** the rezone, general plan amendment, and development agreement for Alpine School District High School 722 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____
2. _____

**Option 3 – Denial**

"I move that the City Council deny the requested rezone, general plan amendment, and development agreement for Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings below:

1. The application is not consistent with the Future Land Use Map of the General Plan:
   a. _____, and/or,
2. The application is not consistent with Section [XX.XX] of the Code:
   a. _____.

***I.*** **Exhibits:**

1. Engineer's Staff Report
2. Location Map
3. Planning Review Checklist
4. Proposed Rezone
5. Concept Site Plan
6. Concept Building Elevations
7. Neighborhood Meeting Minutes
8. Development Agreement
9. Planning Commission Meeting Minutes (June 26, 2025)

Exhibit 1. Engineer's Staff Report

# Staff Report

**Author: Scott Petrik, Engineer I**
**Subject: High School 733**
**Date: June 26, 2025**
**Type of Item: Concept Plan Review**

SARATOGA SPRINGS

**Description:**

**A. Topic:** The applicant has submitted a concept plan application. Staff has reviewed the submittal and provides the following recommendations.

**B. Background:**

| | |
|---|---|
| *Applicant:* | *Frank Pulley / Scott Johnson – Alpine School District* |
| *Request:* | *Concept Plan* |
| *Location:* | *1103 S Mountain View Corridor* |
| *Acreage:* | *61.56 acres - 1 lot* |

**C. Recommendation:** Staff recommends the applicant address and incorporate the following items into the development of their project and construction drawings.

1. The City has insufficient information at this time to determine what project and system improvements will be necessary to service the developer's property. As a result, this review does not reserve utility system capacity. Prior to, concurrent with, or subsequent to Final Plat Approval, the developer will be required to install all required infrastructure to service the property while mitigating negative impacts to the existing system. In addition to all required project improvements, the developer may also be required to install any and all system improvements, subject to required impact fee credits.
2. These are concept-level plans which are not ready for construction. The applicant understands that full engineering review will need to occur on final-level engineering plans to comply with City Standards. The applicant also understands that concept plans do not entitle the applicant to any approvals, including lot yields, and that approvals are not granted until final-level engineering plans are accepted by the City for construction.
3. The developer is required to adhere to the horizontal and vertical sewer separations standards established by the State of Utah.
4. Developer shall be responsible to install any offsite infrastructure required to service the property. It shall be noted that there is currently no pressure irrigation pond to service the project area. The existing irrigation system and ponds do not have sufficient capacity to service the needs of the school. The irrigation needs must be addressed prior to the opening of the school.
5. The project shall include and address at a minimum, but not be limited to, the following Utility items:

a. Transportation –
    i. Project shall comply with the City's current adopted Transportation Masterplan.
    ii. In accordance with the City's Transportation Master Plan, Ensign Drive shall be built and extended as a minor arterial roadway along the south of the site including the intersection of Ensign Drive and Bonneville Drive.
    iii. In accordance with the City's Transportation Master Plan, Bonneville Drive shall be built and extended as a collector road along the west side of the project. This road shall extend south through the intersection of Ensign Drive to the south connecting to the existing portion of Bonneville Drive within Brixton Park Plat B Phase 2 and north to the municipal boundary with Eagle Mountain connecting to the existing Silverlake Pkwy.
        1. A Traffic Study Performed by Avenue (and attached to this Staff Report) has shown that "The proposed Silverlake Parkway connection would improve traffic distribution and efficiency in the study area, particularly by alleviating pressure on MVC & Pony Express Parkway. The connection will immediately relieve traffic as it supports long-term connectivity and system resilience and aligns with the City's Transportation Master Plan vision. It also provides transportation choices so students can walk and bike to the school."
    iv. The intersection of Bonneville Drive and Ensign Drive shall be signalized with this project.
    v. A local road shall be built along the north side of the project extending and including the intersection with Bonneville Drive on the west and east to Mountain View Corridor.
    vi. All other requirements of the Traffic Impact Study and the UDOT Memorandum dated 12/29/2024 shall be complied with and implemented into the final design.
b. Water –
    i. Project shall comply with the City's current Drinking Water and Pressurized Irrigation Master Plans
    ii. A Zone 2 16" drinking water line and 20" Pressurized Irrigation Line shall be installed in Bonneville Drive connection the existing master planned Pipes in the Brixton Park Plat B Phase 2 plat and extending North to the future intersection of Halverson and Bonneville Pkwy.
    iii. A 20" pressure irrigation line should be installed in the Bonneville Drive Right-of-Way.
    iv. The increased demand from the development causes pressure in the irrigation system to drop below the level of service in the Brixton Park development. The master planned Zone 2 South irrigation pond (Pond 12) must be constructed before the development connects to the

pressurized irrigation system to maintain adequate pressures in Zone 2 South.

v. There is a master planned pressurized irrigation storage facility near the development (Pond 5). The location of this facility is preliminary. It is recommended that the location of this pond be solidified before proceeding with the development.

vi. The project concept plan currently shows water line dead-end pipelines longer than 600 feet on the drinking water system, this is not in compliance with the City's engineering standards and specification and needs to be corrected.

c. Stormwater-
    i. Project shall comply with the City's current adopted Stormwater Masterplan.
    ii. This stormwater release rate for this site is determined by the Tickville Outfall's downstream capacity. All stormwater shall be detained and treated in accordance with City Standards and then may be discharged to the City system at a rate not to exceed 0.016 cfs/acre. If there is insufficient capacity in the existing system, a new outfall to Tickville Wash may be required. New crossings of MVC will not be permitted.

d. Sanitary Sewer
    i. Project shall comply with the City's current adopted Sanitary Sewer Masterplan.
    ii. Project shall connect to the City Existing system at either Ensign Drive or Halvorsen Parkway. New crossings of MVC will not be permitted.

# MEMORANDUM

**To:** Jeremy Lapin, Saratoga Springs City Engineer & Public Works Director

**From:** Avenue Consultants

**Date:** June 10, 2025

**Subject:** Silverlake Parkway Connection to High School

## 1 INTRODUCTION

The City of Saratoga Springs has engaged Avenue Consultants (Avenue) to prepare a technical memorandum analyzing the implications of a potential roadway connection from Silverlake Parkway to a planned future high school. This memorandum is intended to evaluate the necessity of the proposed connection and assess its potential traffic impacts on the surrounding roadway network, with particular attention to key intersections on Woodhaven Boulevard, Pony Express Parkway, Mountain View Corridor, Ensign Drive, and Halvorsen Parkway. ***Figure 1*** presents an overview of the existing and proposed roadways in the vicinity of the future high school, including the proposed connection, as well as the locations of the intersections identified for analysis.




**Figure 1.** Future High School Site Location in Saratoga Springs

## 2 BACKGROUND

The proposed connection would serve as a collector roadway, linking the new high school to Silverlake Parkway, which serves as a collector roadway within Eagle Mountain. While this connection is not currently included in the high school's concept plan, it is identified in the City's long-range Transportation Master Plan, reflecting its potential role in improving area access and connectivity.

The Mountainland Association of Governments (MAG) in cooperation with the Wasatch Front Regional Council (WFRC) is responsible for regional transportation planning in the study area. They produce the Regional

Transportation Plan (RTP) which lists the planned regionally significant transportation projects. The MAG/WFRC TDM is a tool used to predict future travel and traffic volumes for Utah County in Utah. MAG/WFRC works in partnership with UDOT, local governments, and other stakeholders to develop long-range transportation plans for the communities within their jurisdictions. Version 9.0 of the MAG/WFRC TDM was used for this analysis. The TDM has two primary inputs: land use data and transportation system data. Land use data consists of residential and employment data for the entire region. This data is prepared in geographic blocks called Traffic Analysis Zones (TAZs). The TDM was evaluated with and without the connection between the high school and Silverlake Parkway.

It is anticipated that Ensign Drive will be extended as a collector roadway to intersect Mountain View Corridor (MVC) from the east, forming a 4-leg intersection. However, this extension was not included in the TDM used for this analysis, which reflects existing conditions. As a result, the TDM may not fully capture the future roadway network or the potential traffic redistribution associated with the planned connection.

# 3 EFFECTS OF CONNECTION TO SILVERLAKE PARKWAY

## 3.1 Traffic Operations & Roadway Function with No Build

Using the 2024 base year, volumes for the study area were projected, including the anticipated high school traffic but without the connection to Silverlake Parkway. The turning movement counts for the intersections of interest for the AM and PM peak hours are summarized in ***Table 1*** and ***Table 2***, respectively.

**Table 1.** AM Peak Hour Turning Movement Counts without Silverlake Parkway Connection

| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MVC & Ensign Dr | 5 | 131 | - | - | 68 | 0 | 11 | - | 36 | - | - | - | **251** |
| MVC & Hallmark Dr | 0 | 139 | 2 | 4 | 67 | 35 | 91 | 0 | 0 | 2 | 0 | 11 | **351** |
| MVC & Halvorsen Pkwy | - | 232 | 5 | 17 | 104 | - | - | - | - | 1 | - | 17 | **376** |
| MVC & Pony Express Pkwy | 77 | 56 | 98 | 164 | 40 | 128 | 774 | 1,245 | 50 | 40 | 761 | 300 | **3,733** |
| Pony Express Pkwy & Woodhaven Blvd | 1 | - | 290 | - | - | - | - | 1,819 | 13 | 134 | 671 | - | **2,928** |

**Table 2.** PM Peak Hour Turning Movement Counts without Silverlake Parkway Connection

| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MVC & Ensign Dr | 4 | 159 | - | - | 206 | 0 | 36 | - | 31 | - | - | - | **436** |
| MVC & Hallmark Dr | 0 | 193 | 2 | 11 | 202 | 33 | 75 | 0 | 0 | 4 | 0 | 6 | **526** |
| MVC & Halvorsen Pkwy | - | 268 | 5 | 93 | 242 | - | - | - | - | 4 | - | 21 | **633** |
| MVC & Pony Express Pkwy | 127 | 92 | 70 | 46 | 191 | 574 | 622 | 802 | 46 | 74 | 1,281 | 98 | **4,023** |
| Pony Express Pkwy & Woodhaven Blvd | 3 | - | 287 | - | - | - | - | 1168 | 27 | 408 | 1,421 | - | **3,314** |

## 3.2 Traffic Operations & Roadway Function with Build

Using the same 2024 MAG/WFRC TDM for Saratoga Springs, volumes for the study area were projected with the anticipated high school traffic and the connection to Silverlake Parkway. The turning movement counts for the study intersections for the AM and PM peak hours are summarized in ***Table 3*** and ***Table 4***, respectively.

**Table 3.** AM Peak Hour Turning Movement Counts with Silverlake Parkway Connection

| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MVC & Ensign Dr | 163 | 34 | - | - | 23 | 0 | 5 | - | 145 | - | - | - | **370** |
| MVC & Hallmark Dr | 0 | 37 | 2 | 0 | 22 | 34 | 24 | 3 | 0 | 2 | 3 | 8 | **135** |
| MVC & Halvorsen Pkwy | - | 54 | 14 | 13 | 37 | - | - | - | - | 19 | - | 7 | **144** |
| MVC & Pony Express Pkwy | 4 | 48 | 9 | 164 | 25 | 108 | 829 | 1,193 | 10 | 30 | 600 | 300 | **3,320** |
| Pony Express Pkwy & Woodhaven Blvd | 1 | - | 248 | - | - | - | - | 1,794 | 13 | 56 | 521 | - | **2,633** |

**Table 4.** PM Peak Hour Turning Movement Counts with Silverlake Parkway Connection

| Intersection | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MVC & Ensign Dr | 201 | 53 | - | - | 64 | 0 | 19 | - | 257 | - | - | - | **594** |
| MVC & Hallmark Dr | 0 | 70 | 2 | 8 | 60 | 57 | 41 | 4 | 0 | 4 | 3 | 4 | **253** |
| MVC & Halvorsen Pkwy | - | 84 | 31 | 32 | 79 | - | - | - | - | 45 | - | 2 | **273** |
| MVC & Pony Express Pkwy | 2 | 70 | 15 | 46 | 95 | 604 | 523 | 675 | 12 | 20 | 1,200 | 45 | **3,307** |
| Pony Express Pkwy & Woodhaven Blvd | 3 | - | 213 | - | - | - | - | 1,019 | 27 | 300 | 1,337 | - | **2,899** |

For both the AM and PM peak hours, total intersection volumes decrease at all analyzed intersections with the addition of the connection, except at the intersection of Mountain View Corridor and Ensign Drive. At this location, the southbound through, northbound through, and eastbound left-turn movements decrease, while the northbound left-turn and eastbound right-turn movements increase significantly. This increase is likely due to vehicles using the new route to bypass anticipated congestion at the intersection of Mountain View Corridor and Pony Express Parkway.

## 3.3 Intersection Level of Service and Delay

The analysis of peak hour intersection operations serves as a key indicator of overall roadway system performance. Average vehicle delay was calculated using the methodology found in the *Highway Capacity Manual (HCM), 6th Edition*. Intersection performance is described using Level of Service (LOS), a metric that quantifies average vehicle delay and classifies it on a scale from A to F, where LOS A indicates minimal delay and optimal conditions, and LOS F represents excessive delay and poor performance. In urbanized areas, LOS D or better is generally considered acceptable. For unsignalized intersections, LOS is reported based on the approach with the highest average delay. ***Table 5*** provides a brief explanation for each LOS and the associated delay per vehicle**.**

**Table 5.** Intersection Level of Service

| Level of Service | Traffic Conditions | Unsignalized Average Delay (seconds/vehicle) | Signalized Average Delay (seconds/vehicle) |
|---|---|---|---|
| A | Free Flow Operations / Insignificant Delay | ≤10.0 | ≤10.0 |
| B | Smooth Operations / Short Delays | >10.0 - 15.0 | >10.0 - 20.0 |
| C | Stable Operations / Acceptable Delays | >15.0 - 25.0 | >20.0 - 35.0 |
| D | Approaching Unstable Operations / Tolerable Delays | >25.0 - 35.0 | >35.0 - 55.0 |
| E | Unstable Operations / Significant Delays Begin | >35.0 - 50.0 | >55.0 - 80.0 |
| F | Very Poor Operations / Excessive Delays | >50.0 | >80.0 |

Source: *Highway Capacity Manual, 6th Edition*, Transportation Research Board National Research Council, Washington D.C.

## 3.4 Intersection Performance Comparison: No Build vs. Build

***Table 6*** summarizes the Level of Service (LOS) and average vehicle delay for the AM and PM peak hours under both No Build and Build scenarios at the five key study intersections. This comparison provides insight into how the proposed Silverlake Parkway connection would impact operational efficiency at each location.

**Table 6.** Signalized Scenario Intersection Level of Service & Delay

| Intersection | No Build | | Build | |
|---|---|---|---|---|
| | AM LOS / Delay[1] | PM LOS / Delay[1] | AM LOS / Delay[1] | PM LOS / Delay[1] |
| MVC & Ensign Drive | A / 9 | B / 10 | A / 9 | B / 10 |
| MVC & Hallmark Drive | B / 11 | B / 14 | A / 9 | A / 10 |
| MVC & Halvorsen Parkway | A / 10 | B / 11 | A / 9 | B / 10 |
| MVC & Pony Express Parkway | D / 41 | E / 58 | D / 35 | D / 38 |
| Pony Express Parkway & Woodhaven Boulevard | C / 28 | B / 20 | C / 22 | B / 13 |

1. Average delay reported in seconds/vehicle

Overall, the results show improvements in delay at the study intersections in the Build condition. Most notably:

- MVC & Pony Express Parkway experiences a reduction in delay during the PM peak, improving overall delay by 20 seconds from LOS E/D. This suggests the connection may help redistribute traffic that would otherwise congest this major intersection.
- MVC & Hallmark Drive improve to LOS A during the AM peak with the connection, indicating decreased traffic volumes and better flow.
- MVC & Ensign Drive maintains LOS A/B in both scenarios, but the shift in turning movements (as discussed in Section 3.2) indicates a rerouting of traffic patterns through this location.

- Pony Express Parkway & Woodhaven Boulevard shows improvement in delay of 6-7 seconds, operating at LOS C/B. Notably, shifts in turning movements (as discussed in Section 3.2) indicates a rerouting of traffic patterns through this location.

These findings suggest that while the proposed connection provides localized relief and efficiency gains at several intersections, its impact is not substantial enough to resolve existing or projected congestion at all critical points, particularly at Woodhaven Boulevard. Nonetheless, the connection may support broader network resiliency and flexibility as the area continues to develop.

## 3.5 Travel Route Options

The connection of Bonneville Drive to Silver Lake Parkway enhances east-west connectivity between West Saratoga Springs and East Eagle Mountain. While the boundaries for the new high school have not yet been finalized, it is anticipated that many students will reside in areas that would benefit from alternative routes beyond Mountain View Corridor.

These additional routes are expected to improve peak-period travel times, as demonstrated in the travel demand model (TDM). ***Table 7*** summarizes modeled travel times between the high school and the intersection of Pony Express Parkway and Mt. Saratoga Boulevard. While students will originate from various locations, this intersection serves as a representative reference point for assessing travel time changes for trips coming from the west. Overall, the Bonneville Drive connection is projected to reduce travel times by 43% to 57%.

**Table 7.** Peak Period Model Travel Times

| Scenario | From Mt. Saratoga/ Pony to High School | | From High School to Mt. Saratoga/Pony | |
|---|---|---|---|---|
| | AM[1] | PM[1] | AM[1] | PM[1] |
| Without Connection | 5.03 | 4.89 | 4.62 | 5.69 |
| With Connection | 2.61 | 2.8 | 2.43 | 2.45 |
| **% Change** | **-48%** | **-43%** | **-47%** | **-57%** |

1. Travel times in minutes

Beyond the travel time improvements, the new collector roadway will introduce sidewalk connections to nearby neighborhoods. These pedestrian facilities will allow students to walk, bike, or roll to school along Bonneville Drive, avoiding the current need to travel in the shoulder of Mountain View Corridor. Although a trail is planned along Mountain View in the future, it currently lacks sidewalks or dedicated paths. The addition of sidewalks along Bonneville Drive will provide a safer, more accessible route for non-motorized travel to the school.

# 4 CONCLUSION

This analysis evaluated the potential traffic impacts of a proposed connection between Silverlake Parkway and a future high school in Saratoga Springs. Using the MAG/WFRC travel demand model and Highway Capacity Manual methodologies, the study assessed turning movements, total intersection volumes, and intersection performance across both No Build and Build scenarios for the 2024 base year. Key findings include:

- **Traffic Redistribution:** The connection to Silverlake Parkway reduces volumes at all analyzed intersections except MVC & Ensign Drive, where new left-turn and right-turn movements suggest a shift in travel patterns to avoid congestion elsewhere.

- **Intersection Performance:** Levels of Service remain similar across scenarios, with improvements in average delay at several locations. Notably, MVC & Pony Express Parkway also improves level of service from LOS E to LOS D in the PM peak.
- **Improved Travel Time:** The proposed connection to Silverlake Parkway will improve model travel times by 43% to 57% compared to those without the connection to west Saratoga Springs and eastern Eagle Mountain
- **Dedicated Pedestrian Connection:** The connection will also provide sidewalks to nearby neighborhoods. These pedestrian facilities will allow students to walk and bike to school along Bonneville Drive, avoiding the current need to travel in the shoulder of Mountain View Corridor.

The proposed Silverlake Parkway connection would improve traffic distribution and efficiency in the study area, particularly by alleviating pressure on MVC & Pony Express Parkway. The connection will immediately relieve traffic as it supports long-term connectivity and system resilience and aligns with the City's Transportation Master Plan vision. It also provides transportation choices so students can walk and bike to the school. As growth continues, this connection may become increasingly valuable to the regional network.

# MEMORANDUM

**To:** Aaron Weight, PRI
Jeremy Lapin, City of Saratoga Springs

**From:** UDOT Mountain View Corridor Extension SES Project Team

**Date:** December 19, 2024

**Subject:** Mountain View Corridor Access from Proposed High School

## 1 INTRODUCTION

The Utah Department of Transportation (UDOT) is preparing an Environmental study to evaluate transportation improvements for the extension of Mountain View Corridor (MVC) from Pioneer Crossing to Pelican Point. Property Reserve, Inc. (PRI) is a landowner that the proposed MVC extension will affect. PRI is developing a significant amount of property near the proposed MVC extension. PRI is working with the Alpine School District (ASD) for a new high school on a portion of their property west of the proposed MVC extension, south of the future Halverson Lane and north of Ensign Drive.

PRI, ASD, Saratoga Spring City, and Meridian Engineer (acting as engineer for PRI and ASD), in a meeting on December 9, 2024, requested that UDOT consider approval of the temporary local road access to the existing Foothill Blvd (which will be the northbound frontage road of the MVC Extension and the long term access to the southbound frontage road of the proposed MVC Extension.

## 2 PROPOSED ACCESS AND REQUIREMENTS

The following are descriptions and requirements of the long-term and short-term accesses. The attached figure shows the approximate location of both access points according to the Meridian Engineering design.

Long-Term Access:

- The distance of the right-in and right-out access is approximately 738 ft. from Halverson Parkway and would tie into the proposed MVC southbound frontage road. The minimum street spacing (per R930, Table 1) is 660'.
- The proposed local road is approximately 200 ft. south from the southbound on-ramp painted gore (approx. 150 ft. from actual gore) from Halverson Blvd to mainline MVC. As a result, motorists from the local road would not be able to access the southbound on ramp.
- All utilities crossing the MVC associated with this development must be cased for the full width of the future corridor (right-of-way line to right-of-way line)
- Limited Access of this local road must be deeded or documented in the acquisition of the property.

Short-Term Access:

- The full access connection must align with Hallmark Drive which is approximately 1200' from Halverson Blvd. and 1300' from Ensign Drive. A reverse curve must be used to align the local access with Hallmark Drive, thus avoiding closely spaced offset intersections.
- The design (including signing and striping) and approval of this local road must be provided by Saratoga Springs City.
- Drainage of the existing west side north-south ditch must accommodate the flow of the channel under the access. The estimated pipe size required is 36 inches.
- Limited Access of this local road must be deeded or documented in the acquisition of the property.

N

Halverson Parkway

738'

FUTURE MOUNTAIN VIEW CORRIDOR

MOUNTAIN VIEW CORRIDOR ROW

Future connection to MVC one-way southbound frontage road. Right in and right out required.

Local Road

Temporary access to Foothill Blvd.

Determine drainage needed and necessary striping and signage for stop condition per city standards/approval

Hallmark Drive

Proposed High School

Existing Foothill Boulevard

Ensign Drive

## Exhibit 2: Location Map

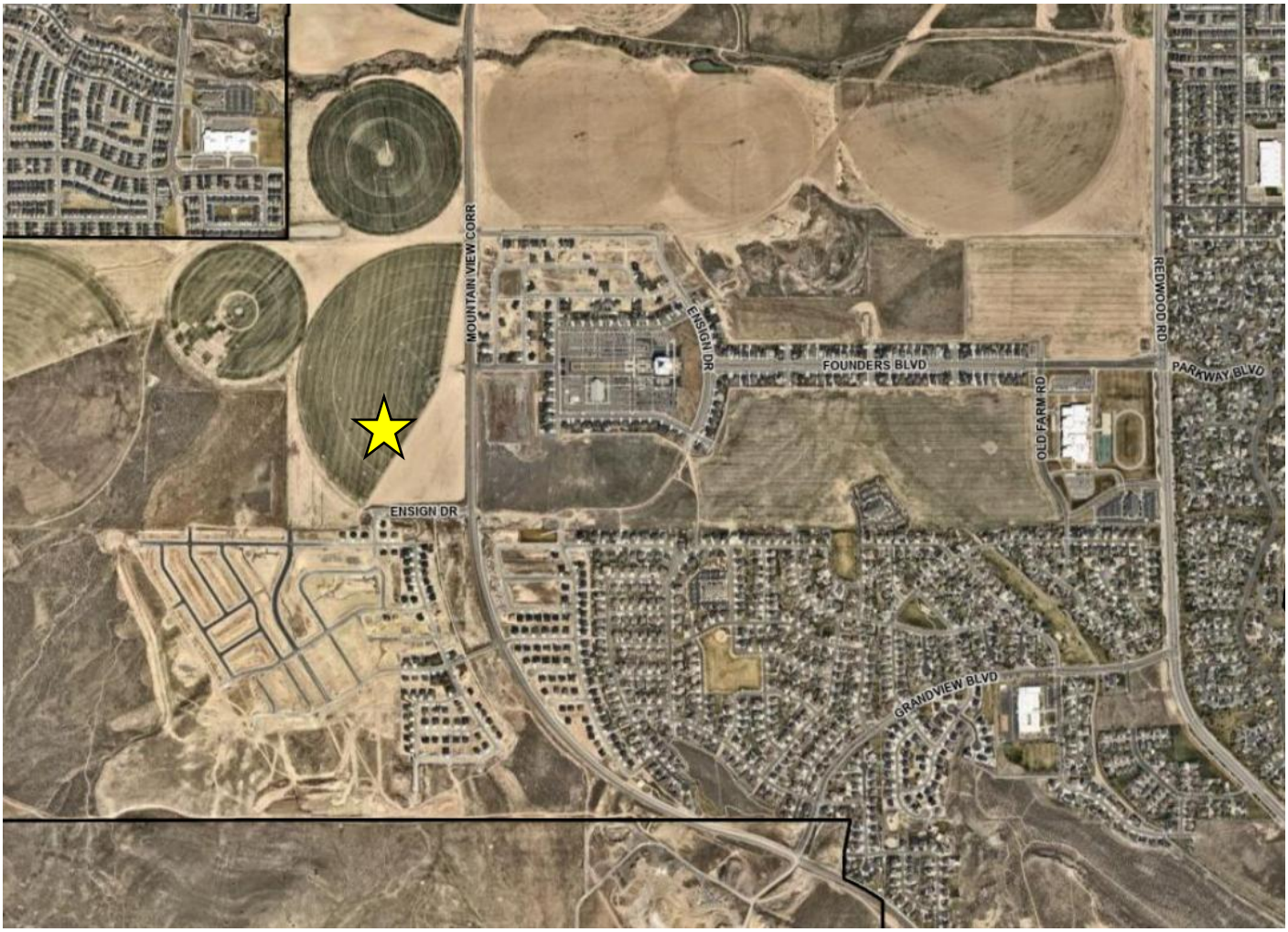


Exhibit 3. Planning Review Checklist

SARATOGA SPRINGS PLANNING

# APPLICATION REVIEW CHECKLIST

## Application Information

| | |
|---|---|
| **Date Received:** | 2/6/2025 |
| **Date of Review:** | **2/19/2025** |
| **Project Name:** | ASD High School 722 |
| **Project Request / Type:** | Concept Plan |
| **Meeting Type:** | N/A |
| **Applicant:** | Scott Johnson, Alpine School District |
| **Owner:** | The Church of Jesus Christ of Latter-Day Saints |
| **Location:** | Northwest of the intersection of Ensign Drive and Mountain View Corridor |
| **Major Street Access:** | Mountain View Corridor |
| **Parcel Number(s) and size:** | 58:041:0187; 58:041:0005; 58:041:0279 (61.61 acres total) |
| **Land Use Designation:** | Planned Community and Low Density Residential |
| **Parcel Zoning:** | Planned Community and Agricultural |
| **Adjacent Zoning:** | Planned Community, R1-10, and R3-6 |
| **Current Use:** | Undeveloped |
| **Adjacent Uses:** | Undeveloped, Residential |
| **Previous Meetings:** | N/A |
| **Previous Approvals:** | Annexation – January 7, 2025 |
| **Type of Action:** | |
| **Land Use Authority:** | |
| **Future Routing:** | N/A |
| **Planner:** | David Jellen, Senior Planner |

## Section 19.13 – Application Submittal

- Application Complete: Yes
- Rezone Required: Yes – Is this site going to be rezoned within the Planned Community Zone or the Institutional/Civic Zone? PC zoning will require a Community Plan and Village Plan.
- General Plan Amendment required: Yes – This will be needed together with the rezone
- Additional Related Application(s) required: Preliminary Plat/Site Plan/Final Plat

## Section 19.13.04 – Process

- PC/CC required: Yes for Rezone/GPA/Site Plan/Preliminary Plat

## General Review

**DRC Review Comments:**

**Building Department**
- N/A

**Fire Department**
- N/A

**GIS / Addressing**
- N/A

**Additional Recommendations:**
- Any DRC comments?

**Engineering:**
- N/A

## Code Review

- 19.04, Land Use Zones
  - Zone: TBD
  - Land Use: Public School

| 19.05 Supplemental Regulations | | |
|---|---|---|
| **Regulation** | **Compliance** | **Findings** |
| **Flood Plain:** All buildings and structures intended for human occupancy shall be constructed at least (1) one foot above the base flood elevation of Zone A as defined on the FEMA Flood Insurance Map. | **Complies.** | *Refer to plans on file* |
| **Water & Sewage:** Each lot shall be connected to City water and sewer. | **Shall Comply.** | *Refer to redlines on plans* |
| **Transportation Master Plan:** No building lot shall be created and no structure shall be erected within the location of a proposed street, road, highway, or right-of-way as shown on the City's currently-approved Transportation Master Plan. | **Shall Comply.** | *Refer to redlines on plans* |
| **Property Access -** All lots shall abut a dedicated public street or highway or a private roadway. | **Complies.** | *Refer to plans on file* |
| **19.06 Landscaping and Fencing** | | |
| **Landscape Plans** | | |
| **Regulation** | **Compliance** | **Findings** |
| **Planting Plan:** Show location and planting details for all proposed vegetation and materials. Indicate the size of the plant material at maturation. All existing vegetation that will be removed or remain must be identified. | **N/A.** | *Provide the landscape plan for City records.*<br><br>*Landscaping is not regulated per State Code.* |

| 19.09 Off Street Parking | | |
|---|---|---|
| **General Provisions** | | |
| **Regulation** | **Compliance** | **Findings** |

<table>
<tr><td>Materials: Parking areas shall consist of concrete, asphalt, or other impervious materials approved in the City's adopted construction standards</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Parking Area Access: Common Access: Parking areas for one or more structures may have a common access so long as the requirements of all City ordinances, regulations, and standards are met. The determination of the locations for a common access shall be based upon the geometry, road alignment, and traffic volumes of the accessed road per the Standard Technical Specifications and Drawings.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Sidewalk Crossing: All non-residential structures are required to provide parking areas where automobiles will not back across a sidewalk to gain access onto a public or private street.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Cross Access: Adjacent non-residential development shall stub for cross-access. Developers must provide the City with documentation of cross-access easements with adjacent development.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Lighting: Parking areas shall have adequate lighting to ensure the safe circulation of automobiles and pedestrians. Lighting shall be shielded and directed downward.</td><td>N/A.</td><td>Not regulated, per State Code</td></tr>
<tr><td>Location of Parking Areas: Required off-street parking areas for non-residential uses shall be placed walking path of travel distance to the nearest customer entrance from the correlating non-residential use and individual tenant space as outlined in the table below. Unenclosed parking for residential areas shall not be provided in rear yards, unless said yard abuts an alley-type access or is fenced with privacy fencing.
<table>
<tr><th>Size of Non-Residential Use and Individual Tenant Space</th><th>Walking Path of Travel Distance to the Nearest Customer Entrances</th></tr>
<tr><td>Up to 1,500 square feet</td><td>150’</td></tr>
<tr><td>1,501 to 5,000 square feet</td><td>200’</td></tr>
<tr><td>5,001 to 10,000 square feet</td><td>250’</td></tr>
<tr><td>10,001 to 25,000 square feet</td><td>300’</td></tr>
<tr><td>25,001 to 50,000 square feet</td><td>350’</td></tr>
<tr><td>50,001 to 75,000 square feet</td><td>400’</td></tr>
<tr><td>75,001 to 100,000 square feet</td><td>450’</td></tr>
<tr><td>100,001 to 125,000 square feet</td><td>500’</td></tr>
<tr><td>Over 125,000 square feet</td><td>600’</td></tr>
</table>
Exception: To promote walkability, Mixed Use and Mixed Waterfront zones, and the Town Center Overlay (identified in the General Plan), shall be allowed to place parking garages and parking lots on the edge of shopping areas.<br>i. The walking path travel distance from a business’ main entrance shall not apply to these areas.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Curb Cuts and Shared Parking: In most cases, shared parking areas shall share ingress and egress. This requirement may be waived when the City Engineer believes that shared accesses are not feasible. In reviewing the site plans for the shared parking areas, the City Engineer shall evaluate the need for limited access, appropriate number of curb cuts, shared driveways, or other facilities that will result in a safer, more efficient parking and circulation pattern.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Parking plans shall show the following: the required number of stalls and aisles scaled to the correct dimensions; the correct number of ADA accessible parking spaces; storm water drainage capabilities; lighting; landscaping and irrigation; and pedestrian walkways.</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
<tr><td>Provide accessible parking as required by Americans with Disabilities Act, see https://www.ada.gov/topics/parking/ https://adata.org/factsheet/parking</td><td>Shall Comply.</td><td>TBD with Site Plan</td></tr>
</table>

| | | |
|---|---|---|
| Certain types of medical facilities need more accessible stalls, see link. | **Shall Comply.** | *TBD with Site Plan* |
| Accessible stalls shall be as close to the primary entrance as possible. | **Shall Comply.** | *TBD with Site Plan* |
| **Parking Requirements and Shared Parking** | | |
| Available on-street parking shall not be counted towards meeting the required parking stalls. | **Shall Comply.** | *TBD with Site Plan* |
| When a parking requirement is based upon square footage, the assessed parking shall be based upon gross square footage of the building or use unless otherwise specified in the requirement. | **Shall Comply.** | *TBD with Site Plan* |
| When parking requirements are based upon the number of employees, parking calculations shall use the largest number of employees who work at any one shift. Where shift changes may cause substantial overcrowding of parking facilities, additional stalls may be required. | **Shall Comply.** | *TBD with Site Plan* |
| When a development contains multiple uses, more than one parking requirement may be applied. | **Shall Comply.** | *TBD with Site Plan* |
| Tandem parking spaces will not be counted as parking spaces for non-residential uses except for stacking spaces where identified. | **Shall Comply.** | *TBD with Site Plan* |
| Any fraction obtained when calculating the parking requirement shall be rounded up to the next whole number to determine the required number of parking stalls. | **Shall Comply.** | *TBD with Site Plan* |
| Where no comparative land use standard for parking is found in Section 19.09.10, Required Minimum Parking, the Land Use Authority for the related development shall determine an appropriate requirement using the following criteria: (see code) | **Shall Comply.** | *TBD with Site Plan* |
| Any information provided by the developer relative to trip generation, hours of operation, shared parking, peak demands, or other information relative to parking shall be considered when evaluating parking needs. | **Shall Comply.** | *TBD with Site Plan* |
| Parking Deviations. Parking requirements may deviate from the standards contained in Section 19.09.10, Required Minimum Parking, when the Land Use Authority determines that the deviation meets the intent of this Chapter. Reductions may not exceed 25% of the parking requirements and shall be based on the following criteria:<br>1. the intensity of the proposed use;<br>2. times of operation and use;<br>3. whether the hours or days of operation are staggered thereby reducing the need for the full amount of required parking;<br>4. whether there is shared parking agreement in accordance with Section 19.09.05.10 below;<br>5. the number of employees;<br>6. the number of customers and patrons;<br>7. trip generation; and<br>8. peak demands. | **Shall Comply.** | *TBD with Site Plan* |
| Shared Parking. Up to 25% of required parking may be shared with an adjacent use upon approval by the Land Use Authority. The developer must provide:<br>a. an agreement granting shared parking or mutual access to the entire parking lot; and<br>b. b. peak demand data by a professional traffic engineer showing that shared parking will accommodate the uses. | **N/A.** | |
| Guest Parking. Two-Family dwellings, Three-Family dwellings, Multi-Family dwellings, and dwellings above commercial.<br>a. Guest parking shall be provided at a ratio of 0.25 stalls per unit. | **N/A.** | |

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| i. When a rear-load product is allowed in a village plan or neighborhood plan, and is accessed with aprons rather than driveways, guest parking shall be provided at a ratio of one stall per unit.<br>b. Driveways shall not count towards the guest parking requirement.<br>c. Guest parking shall be located within two-hundred feet of the dwelling unit. | | |
| Pedestrian Walkways and Accesses.<br>Parking lots larger than 75,000 square feet shall provide raised or delineated pedestrian walkways. Walkways shall be a minimum of 10' wide and shall be placed through the center of the parking area and extend to the entrance of the building. Landscaped islands along the center walkway shall be placed at a minimum interval of every 30'. Landscaped islands are encouraged to be offset from one another to create a feeling of greater coverage. Pedestrian covered walkways may be substituted for tree-lined walkways. Where the developer desires to have a driveway access at the center of the parking area, a pedestrian access shall be placed on either side of the driveway. | **Shall Comply.** | *TBD with Site Plan* |
| **Landscaping in Parking Areas** | | |
| All parking areas (not including a driveway for an individual dwelling) for non-residential or multi-family residential uses that are adjacent to public streets shall have landscaped strips of not less than 10' in width placed between the sidewalk and the parking areas, containing a berm, hedge, or screen wall with a minimum height of 3' to minimize intrusion of lighting from headlights and other lighting on surrounding property. Trees, both deciduous and evergreen, shall be placed in the strip with spacing of no more than 30' between trees except in the clear sight triangle, and except where located beneath powerlines. The standards of section 19.06.06, Planting Standards and Design Requirements, shall apply for the minimum size of vegetation. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees or shrubs may be clustered in the planter beds where necessary to shield light spillage. | **N/A.** | *Not regulated, per State Code* |
| All landscaped areas abutting any paved surface shall be curbed (not including a driveway for an individual dwelling). Boundary landscaping around the perimeter of the parking areas shall be separated by a concrete curb 6" higher than the parking surface. | **N/A.** | *Not regulated, per State Code* |
| Clear Sight Triangles must be followed. | **N/A.** | *Not regulated, per State Code* |
| All landscaped parking areas shall consist of trees, shrubs, and groundcover. Areas not occupied by structures, hard surfaces, vehicular driveways, or pedestrian walkways shall be landscaped and maintained. All landscaped areas shall have an irrigation system. | **N/A.** | *Not regulated, per State Code* |
| On doubled rows of parking stalls, there shall be one 36' x 9' landscaped island on each end of the parking rows, plus one 36' x 9' landscaped island to be placed at a minimum of every twenty parking stalls. Each island on doubled parking rows shall include a minimum of two trees per planter. | **N/A.** | *Not regulated, per State Code* |
| On single rows of parking or where parking abuts a sidewalk, there shall be one 18' x 9' foot landscaped island a minimum of every ten stalls. Islands on a single parking row shall have a minimum of one tree per island.<br>i. Exception: Landscaped islands are not required in single rows of parking that abut or are no farther than 6' from a landscaped area containing an equal or greater number of trees as would | **N/A.** | *Not regulated, per State Code* |

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| have been provided in islands, in addition to trees required for the landscaped area. Such trees shall be located within 9' of the edge of parking area, and shall have a canopy width that, at maturity, will extend into the parking area. | | |
| Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area. | **N/A.** | *Not regulated, per State Code* |
| **Required Minimum Parking** | | |
| *See table in 19.09* | **Shall Comply.** | *TBD at Site Plan*<br><br>*1,033 total stalls shown on Concept Plan (27 ADA stalls)* |

| **19.11 Lighting** | | |
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| **General Standards** | | |
| **Regulation** | **Compliance** | **Findings** |
| **Material:** All Lighting Fixtures and assemblies shall be metal. | **N/A.** | *Not regulated, per State Code* |
| **Base:** All lighting poles shall have a 16" decorative base. | **N/A.** | *Not regulated, per State Code* |
| **Type:** All lighting fixtures shall be of the full cutoff variety. Shoebox fixtures are prohibited. | **N/A.** | *Not regulated, per State Code* |
| **Angle:** Shall be directed downward. | **N/A.** | *Not regulated, per State Code* |
| **Lamp:** Bulbs may not exceed 4000k. | **N/A.** | *Not regulated, per State Code* |
| **Drawings:** Design and location of fixtures shall be specified on the plans. | **N/A.** | *Not regulated, per State Code* |
| **Flags:** The Unites States flag and the state flag shall be permitted to be illuminated from dusk till dawn. All other flags shall not be illuminated past 11:00 p.m. Flag lighting sources shall not exceed 10,000 lumens per flagpole. The light source shall have a beam spread no greater than necessary to illuminate the flag. | **N/A.** | *Not regulated, per State Code* |
| **Prohibited Lighting:** Searchlights, strobe lights and any laser source light or any similar high intensity light. | **N/A.** | *Not regulated, per State Code* |
| **Descriptions:** Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers' specifications, drawings, and sections. | **N/A.** | *Not regulated, per State Code* |
| **Nonresidential Lighting** | | |
| All wall-mounted fixtures shall not be mounted above 16'. The exception shall be those instances where there is a second story access directly from the outdoors, and under-eave lighting. Wall-mounted lighting shall be only for the illumination of vertical surfaces such as building facades and signs, and shall not cast illumination beyond the surface being illuminated. | **N/A.** | *Not regulated, per State Code* |
| Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed 10 minutes and has a sensitivity setting that allows the lighting fixture to be activated only when motion is detected on the site. | **N/A.** | *Not regulated, per State Code* |
| All trespass lighting shall not exceed 1.0 foot-candles measured at the property line, except that trespass lighting into residential development shall not exceed 0.1 foot-candles measured at the property line. | **N/A.** | *Not regulated, per State Code* |
| Service station canopies must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy. | **N/A.** | *Not regulated, per State Code* |
| All freestanding lighting fixtures and assemblies shall be black. Regional Parks may include theme lighting fixtures in colors other than black. The color shall enhance the theme of the park and shall be approved during the site plan review process. | **N/A.** | *Not regulated, per State Code* |

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| Pole design shall include an arm and bell shade. Regional Parks may include theme lighting fixtures that do not include an arm and bell shade. The design shall enhance the theme of the park and shall be approved during the site plan review process. | **N/A.** | *Not regulated, per State Code* |
| Parking lot poles shall be limited to a height of 16' when in or within 200' of a residential zone; all other locations shall have a height limit of 20'. | **N/A.** | *Not regulated, per State Code* |
| All lighting fixtures in surface parking lots and on the top decks of parking structures shall be fitted to render them full cutoff. | **N/A.** | *Not regulated, per State Code* |
| One hour after closing or by 11:00 pm, whichever is earlier, businesses must turn off at least 50% of building lighting and lighting fixtures in surface parking lots and on top decks of parking structures; however, those lighting fixtures turned off may be set to function utilizing a motion detector system. Lights may be turned back on one half hour prior to the first employee shift. | **N/A.** | *Not regulated, per State Code* |
| Business open for 24 hours must turn off 50% of their outdoor and parking lot lighting by 11:00 pm and must keep them off until one half hour before sunrise, however, those lighting fixtures turned off may be set to function utilizing a motion detector system. | **N/A.** | *Not regulated, per State Code* |
| **Walkway Lighting** | | |
| Lighting of all pedestrian pathways is recommended. | **N/A.** | *Not regulated, per State Code* |
| All pathway, walkway, and sidewalk lighting fixtures shall be mounted at a height not to exceed 10'.<br>i. Themed walkway lighting within Regional Parks shall not exceed a height of 25'. Such lighting within 200' of residential development shall not exceed 16'. | **N/A.** | *Not regulated, per State Code* |
| Bollard lighting shall be limited to a height of 4'. | **N/A.** | *Not regulated, per State Code* |
| **Lighting Plan** | | |
| Plans indicating the location and types of illuminating devices on the premises. | **N/A.** | *Not regulated, per State Code* |
| Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers' specifications, drawings, and sections. | **N/A.** | *Not regulated, per State Code* |
| Photometric sheet showing measurement of light intensity across the site and onto adjacent property in terms of candela, lumens, and foot-candles. | **N/A.** | *Not regulated, per State Code* |

| **19.13 Process** | |
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| **Regulation** | **Findings** |
| **Neighborhood Meeting.** Required before Planning Commission for any multi-family or non-residential development proposal adjacent to developed property in a residential zone. **Inform the applicant when this is required.** | *Held on May 23, 2025* |
| Notice/Land Use Authority. | *City Council* |
| **Master Development Agreement.** A Master Development Agreement shall be required of any development that is in excess of twenty acres in size if non-residential or mixed-use or developments in excess of 160 acres in size if residential. A Master Development Agreement may also be required pursuant to this Title 19 | *Forthcoming* |

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| including Chapter 19.26 or may be desirable or necessary pursuant to the exercise of the City Council's legislative discretion in the fact scenarios listed in Section 19.13.08. | |
| Phasing Improvements. | |
| Payment of Lieu of Open Space. | Amount of $: |
| Piping of Canals | For residential projects, piping of canals per canal company specifications if a canal or canal easement that area is adjacent to or within the area of the proposed residential project, unless the canal company or Bureau of Reclamation does not allow piping. Non-residential projects shall install secure fencing adjacent to canal easements or canals per canal company specifications to prevent entry from the non-residential project onto the canal or canal easement. |
| Burial of Overhead Utility Lines | See Section 19.13.10 |

| Concept Plan Application Requirements | | |
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| **Regulation** | **Compliance** | **Findings** |
| A completed application and affidavit, form, and application fee. | **Complies.** | *Refer to plans on file* |
| Plat/Parcel Map of the area available at the Utah County Surveyor's Office. | **Complies.** | *Refer to plans on file* |
| Proposed changes to existing zone boundaries, if such will be needed | **Shall Comply.** | *This property requires a rezone* |
| Conceptual elevations and floor plans, if available | **Complies.** | *Refer to plans on file* |
| Drawn to a scale of not more than 1" = 100' | **Complies.** | *Refer to plans on file* |
| Proposed name of subdivision, cleared with the County Recorder to ensure the name is not already in use | **Complies.** | *Refer to plans on file* |
| Name of property if no subdivision name has been chosen. This is commonly the name in which the property is locally known | **Complies.** | *Refer to plans on file* |
| Locations and widths of existing and proposed streets and right-of-ways | **Complies.** | *Refer to plans on file* |
| Road centerline date including bearing, distance, and curve radius | **Complies.** | *Refer to plans on file* |
| Configuration of proposed lots with minimum and average lot sizes | **Complies.** | *Refer to plans on file* |
| Approximate locations, dimensions, and area of all parcels of land proposed to be set aside for park or playground use or other public use, including acreages, locations, and percentages of each and conceptual plan of proposed recreational amenities | **Complies.** | *Refer to plans on file* |
| Those portions of property that qualify as sensitive lands per Section 19.02.02., including acreages, locations, types, and percentages of total project area and of open space | **Complies.** | *Refer to plans on file* |
| Total acreage of the entire tract proposed for subdivision | **Complies.** | *Refer to plans on file* |
| General topography shown with 1'or 2' contours and slope arrows with labels | **Complies.** | *Refer to plans on file* |
| North arrow, scale, and date of drawing | **Complies.** | *Refer to plans on file* |
| Property boundary with dimensions | **Complies.** | *Refer to plans on file* |
| Data table including total number of lots, dwellings, and buildings, square footage of proposed buildings by floor, number of proposed garage City of Saratoga Springs Municipal Code Land Development Code - Title 19.13 Page \| 10 parking spaces, number of proposed surface parking spaces, number of required and proposed ADA compliant parking spaces, percentage of buildable land, percentage and amount of open space or landscaping, and net density of dwellings by acre | **Complies.** | *Refer to plans on file* |
| Existing conditions and features within and adjacent to the project area including roads, structures, drainages, wells, septic systems, buildings, and utilities | **Complies.** | *Refer to plans on file* |

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| Conceptual utility schematic with existing and proposed utility alignments and sizes sufficient to show how property will be served including drainage, sewer, culinary and secondary water connections and any other existing or proposed utilities needed to service the proposed development or that will need to be removed or relocated as part of the project | **Complies.** | *Refer to plans on file* |
| A schematic drawing of the proposed project that depicts the existing proposed transportation corridors within two miles, and the general relationship of the proposed project to the Transportation and Land Use Element of the General Plan and the surrounding area | **Shall Comply.** | *Refer to redlines on plans* |
| **Trails Master Plan:** Shows required trails | **Shall Comply.** | *Refer to redlines on plans* |

| **19.14 Site Plan Review** | | |
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| **Regulation** | **Compliance** | **Findings** |
| **Approval Required:** Site Plan approval shall be required for all developments which contain the following uses, together with any others for which it is required elsewhere in these Ordinances:<br>1. Any industrial use;<br>2. Any commercial use;<br>3. Any institutional use;<br>4. Two-Family Structures and Three-Family Structures; and<br>5. A multi-family residential development. | **Shall Comply.** | *TBD at Site Plan review* |
| **Site Plan Standards:** The entire parcel area shall be built upon, landscaped, or paved in accordance with the zone's open space and parking requirements. | **Shall Comply.** | *TBD at Site Plan review* |
| **Utilities:** All utility lines shall be underground in designated easements. No pipe, conduit, cable, water line, gas, sewage, drainage, steam, electrical, or any other energy or service shall be installed or maintained upon any lot outside of any building above the surface of the ground except during construction.<br>a. Transformers shall be grouped with other utility meters where possible and screened with vegetation or fencing.<br>b. Each contractor and owner or developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility.<br>c. Prior to construction, contact must be made with Blue Stakes and any other utility company, public or private, not participating in Blue Stakes in the area to identify underground utility lines.<br>d. Exception: electric power transmission lines of 46kV or above are not required to be placed underground. | **Shall Comply.** | *TBD at Site Plan review* |
| **Grading and Drainage:** Drainage from any lot must follow current City requirements to show on site retention and a maximum allowable discharge of 0.2 cubic feet per second (cfs) per acre. Drainage shall not be allowed to flow upon adjoining lots unless the owner of the lot upon which the water flows has granted an easement for such purpose. The Planning Commission must approve a Site Plan with grading, drainage, and clearing plans before any such activities may begin. Lot grading shall be kept to a minimum. Roads and development shall be designed for preservation of natural grade except as otherwise approved by the City Engineer based on standards and specifications. | **Shall Comply.** | *TBD at Site Plan review* |
| **Secondary Water System and Dedication of Water Shares:** The applicant shall comply with the City's adopted Water Utility Ordinance and other adopted standards, regulations, and ordinances and shall | **Shall Comply.** | *TBD at Site Plan review* |

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| dedicate to the City the amount of water specified in those adopted standards, regulations, and ordinances upon approval of the Site Plan. | | |
| **Piping of Irrigation Ditches:** All existing irrigation canals and ditches which are located on the site or straddle a site property line shall be piped with a sufficient size pipe and shall be approved by the City Engineer. | **Shall Comply.** | *TBD at Site Plan review* |
| **Preliminary Plat With Attached Units:** When the proposed Site Plan includes attached units, the Site Plan submittal shall include a preliminary subdivision plat. Said plat shall include an ALTA survey of the property recorded with the Utah County Surveyor pursuant to the Utah Code, the proposed building locations, proposed floor plans and proposed elevations identifying each building in the development. Approval of the proposed Site Plan may occur simultaneously with the approval of the proposed preliminary plat. | **Shall Comply.** | *TBD at Site Plan review* |
| **Nuisances:** All commercial uses shall be free from objectionable odors, noises, hazards, or other nuisances. | **Shall Comply.** | *TBD at Site Plan review* |
| **Residential Conversions:** No existing residential dwelling or residential lot in any commercial or residential zone may be used or converted into a commercial use unless all of the standards set forth herein are met, including parking regulations, setbacks, landscaping, and architectural design. | **Shall Comply.** | *TBD at Site Plan review* |
| **Ownership Affidavit:** A statement of ownership and control of the subject property and a statement describing the nature of the intended use. | **Shall Comply.** | *TBD at Site Plan review* |
| **Vicinity Map:** A general location map indicating the approximate location of the subject parcel. | **Shall Comply.** | *TBD at Site Plan review* |
| **Context plan:** A context plan shall include the existing features within 200 feet of the proposed Site Plan property line. Existing features include, but are not limited to, buildings, ingress and egress points, landscaping areas, pedestrian paths, and property names. | **Shall Comply.** | *TBD at Site Plan review* |
| **Site Analysis:** A site analysis is a plan view drawing demonstrating land constraints and existing features. Existing features may consist of the presence of boulders, existing man-made features, significant trees, canals or ditches, access points or public rights-of-way, and existing conditions within 200 feet of the property line. | **Shall Comply.** | *TBD at Site Plan review* |
| **Survey:** A survey prepared and stamped by a Utah registered land surveyor listing the metes and bounds legal description and the gross acreage within the subject parcel. | **Shall Comply.** | *TBD at Site Plan review* |
| **Compliance statement:** A statement indicating how the proposed development complies with the City's adopted Land Use Element of the General Plan. | **Shall Comply.** | *TBD at Site Plan review* |
| Final Construction Drawings containing, at a minimum, all items specified in the City's "Standard Technical Specification and Drawings" manual. Applicant shall provide three full-size 24" x 36" copies and five 11 x 17 inch reductions as required on the application form, along with digital copies as outlined below.<br><br>Additional copies may be required prior to adding the application to the Planning Commission agenda. Final Construction Drawings for a Site Plan is hereby required and shall be prepared and stamped by licensed or certified professionals including architects, landscape architects, land planners, engineers, surveyors, transportation engineers, or other professionals deemed necessary by the Planning Director. The City may require plans prepared by any or all of the above-noted professionals. A Site Plan application shall also contain the following : | **Shall Comply.** | *TBD at Site Plan review* |

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| i. locations, dimensions, floor plans, uses and heights of all proposed buildings and structures, including overhangs, porches, stairwells, and balconies, and the locations of all structures on adjoining properties;<br>ii. access points, provisions for vehicular and pedestrian circulation on and off site, interconnection to adjacent sites, dimensions of such access and circulation, and pedestrian paths within 200 feet of the property boundary;<br>iii. acceleration and deceleration lanes, and dimensions thereof, if required;<br>iv. off-street parking and loading areas complying with the City's off-street parking requirements contained in Chapter 19.09 of this Title;<br>v. proposed outdoor display areas;<br>vi. screening and buffering provisions, including types and heights of existing and proposed buffering and fencing elements;<br>vii. location and treatment of refuse collection areas, storage areas, mechanical equipment, and external structures;<br>viii. location, type, and size of all business and on-site circulation signage;<br>ix. tabulation of square footage devoted to various land uses, ground coverage by structures, and other impervious surfaces;<br>x. type of construction of all structures, presence or absence of fire sprinkling, and location of existing and proposed fire hydrants;<br>xi. Established Grade of building area. | | |
| Final Hydraulic and Hydrological storm drainage report and calculations. location of all existing and proposed secondary irrigation systems, both on site and on adjacent properties, including ditches, pipes, and culverts; | **Shall Comply.** | *TBD at Site Plan review* |
| **Final Traffic report:** Said report shall comply with the standards outlined in the City's adopted Transportation Master Plan and shall include, but not be limited to, the following:<br>i. an analysis of the average daily trips generated by the proposed project;<br>ii. an analysis of the distribution of trips on City street systems;<br>iii. a description of the type of traffic generated; and<br>iv. recommendations on what mitigation measures should be implemented with the project to maintain a level of service for existing and proposed residents acceptable to the City. | **Shall Comply.** | *TBD at Site Plan review* |
| **Data table including:**<br>i. total project area<br>ii. total number of lots, dwellings, and buildings<br>iii. square footage of proposed building footprints and, if multiple stories, square footage by floor<br>iv. number of proposed garage parking spaces<br>v. number of proposed surface parking spaces<br>vi. percentage of buildable land<br>vii. acreage of sensitive lands and what percent sensitive lands comprise of total project area and of open space area<br>viii. area and percentage of open space or landscaping<br>ix. area to be dedicated as right-of-way (public and private)<br>x. net density of dwellings by acre (sensitive lands must be subtracted from base acreage). | **Shall Comply.** | *TBD at Site Plan review* |

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| xi. number of off-street parking spaces (e.g., number of proposed garage parking spaces, number of proposed surface parking spaces, etc.) | | |
| **Landscaping Plan:** A landscaping plan, prepared and stamped by a licensed landscape architect, indicating the location, spacing, types, and sizes of landscaping elements and existing trees, and showing compliance with the City's off-street parking requirements, the City's design guidelines and policies, and the requirements of the appropriate zone. | **Shall Comply.** | *TBD at Site Plan review* |
| **Lighting Plan:** A lighting plan indicating the illumination of all interior areas and immediately adjoining streets showing the location, candle power, and type of lighting proposed, and in conformance with the City's lighting standards. An individual photometric plan is also required. | **Shall Comply.** | *TBD at Site Plan review* |
| **Elevations:** The elevations of all proposed buildings, fences, and other structures viewed from all sides indicating height of structures, the average finished grade of the site at the foundation area of all structures, percentage of building materials proposed, and color of all materials. A board showing building colors and materials is required. | **Shall Comply.** | *TBD at Site Plan review* |
| **Signage Plan:** An overall signage plan shall be approved during the Site Plan approval process. All information to be provided for the sign approval shall be submitted concurrent with Site Plan application materials, consistent with the requirements in Section 19.18. | **Shall Comply.** | *TBD at Site Plan review* |
| **Fee:** A fee set by resolution of the City Council shall accompany the application for any Site Plan review. | **Shall Comply.** | *TBD at Site Plan review* |
| **Public Notice and Hearing:** All site plans shall comply with the noticing and public hearing requirements of Section 19.13, and applicants shall pay the cost to post and mail required notice to property owners. | **Shall Comply.** | *TBD at Site Plan review* |
| **Development or Bond Agreement:** A development agreement and bond agreement shall be required based on the conditions, requirements, findings, and recommendations made by the City Council. The development agreement and bond agreement shall also be based on requirements of the City Code and legal requirements as specified by the City Attorney. The City Council may determine that a development agreement is not required, but in all cases a bond agreement shall be required. A development agreement is not required when conditions, requirements, findings, and recommendations are all consistent with Title 19 requirements unless the City Council, in exercising its legislative authority pursuant to Utah Code § 10-9a-102, determines that a development agreement is necessary to further the public health, safety, or welfare or any other legitimate purpose outlined in Utah Code § 10-9a-102(1). | **Shall Comply.** | *TBD at Site Plan review* |
| **Considerations Relating to Traffic Safety and Traffic Congestion:**<br>i. the effect of the site development plan on traffic conditions on adjacent street systems;<br>ii. the layout of site with respect to location and dimensions of vehicular and pedestrian entrances, exits, driveways, and walkways;<br>iii. the arrangement and adequacy of off-street parking facilities to prevent traffic congestion and compliance with the provisions of Chapter 19.09, off-street parking requirements;<br>iv. the location, arrangement, and dimensions of truck loading and unloading facilities;<br>v. the circulation patterns within the boundaries of the development; and | **Shall Comply.** | *TBD at Site Plan review* |

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| vi. the surfacing and lighting of off-street parking facilities. | | |
| **Considerations Relating to Outdoor Advertising:** Outdoor advertising shall comply with the provisions of Chapter 19.18. | **Shall Comply.** | *TBD at Site Plan review* |
| **Consideration Relating to Landscaping:**<br>i. the location, height, and materials of walls, fences, hedges, and screen plantings to ensure harmony with adjacent development, to provide buffer areas, or to conceal storage areas, utility installations, or other unsightly development;<br>ii. the requirements of Chapter 19.06;<br>iii. the planting of ground cover or other surfaces to prevent dust and erosion; and<br>iv. the unnecessary destruction of existing healthy trees. | **Shall Comply.** | *TBD at Site Plan review* |
| **Considerations Relating to Buildings and Site Layout:**<br>i. the general silhouette and mass, including location on the site, elevations, and relation to natural plan coverage, all in relationship to the character of the neighborhood;<br>ii. the exterior design in relation to adjoining structures in height, bulk, and area openings, breaks in facade facing the street, line and pitch of roofs, and the arrangement of structures on the parcel;<br>iii. compliance with the City's Architectural design standards. | **Shall Comply.** | *TBD at Site Plan review* |
| The effect of the site development plan on the adequacy of the storm and surface water drainage. | **Shall Comply.** | *TBD at Site Plan review* |
| Adequate water pressure and fire flow must be provided on the site as required by the applicable fire code. | **Shall Comply.** | *TBD at Site Plan review* |
| The proposed project shall comply with the City's adopted Land Use Element of the General Plan, Land Use Ordinance, land development regulations, architectural guidelines, and all other adopted ordinances, regulations, policies, and standards. | **Shall Comply.** | *TBD at Site Plan review* |
| **Trails Master Plan:** Shows required trails | **Shall Comply.** | *TBD at Site Plan review* |

| **19.16 Site and Architectural Design Standards** | | |
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| **General Site Design Standards** | | |
| **Regulation** | **Compliance** | **Findings** |
| **Pedestrian Connectivity:** All buildings and sites shall be designed to be pedestrian friendly by the use of connecting walkways. | **Shall Comply.** | *Refer to redlines on plans* |
| Safe pedestrian connections shall be made between buildings within a development, to any streets adjacent to the property, to any pedestrian facilities that connect with the property, when feasible between developments, and from buildings to the public sidewalk to minimize the need to walk within the parking lot among cars. | **Shall Comply.** | *Refer to redlines on plans* |
| Non-residential and residential developments shall provide pedestrian connections that lead to the building entrances of adjacent non-residential and residential sites and shall stub to adjacent undeveloped property to allow for future connections. | **Shall Comply.** | *Refer to redlines on plans* |
| All pedestrian connections shall be shown on the related site plan or plat. | **Shall Comply.** | *Refer to redlines on plans* |
| **Parking Areas:** On-site parking shall be located primarily to the sides or rear of the building. Variations may be approved by the Land Use Authority, subject to the following criteria:<br>i. The use is a big box with outparcels helping to screen parking, or<br>ii. At least 50% of the parking is located to the side or rear of the building, or | **N/A.** | *Not regulated, per State Code* |

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| iii. A safety issue is created by locating parking to the side or rear as verified and documented by the Saratoga Springs Police Department. For example, the parking will be entirely concealed from view by existing walls or buildings, or<br>iv. That portion of development that lies within the Waterfront Buffer Overlay, or<br>v. The development is Office, Warehouse/Flex space and when loading docks are not adjacent to a public right-of-way. Exception: when a lot with Office, Warehouse/Flex space is adjacent to more than one public street, loading docks may face the lower classification of the streets. | | |
| Parking lots shall be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces. | **N/A.** | *Not regulated, per State Code* |
| Parking lots adjacent to, and visible from, public streets shall be screened from view through the use of earth berms, screen walls, landscape hedges or combinations thereof with a minimum height of 3' as measured from the parking surface. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees and shrubs may be clustered in the planter beds where necessary to avoid light spillage. | **N/A.** | *Not regulated, per State Code* |
| **Acceleration and Deceleration Lanes:** Acceleration and deceleration lanes shall be required on major arterials when deemed necessary by the City Engineer. | **N/A.** | *Not regulated, per State Code* |
| **Parking Structures:** Parking structures shall be architecturally consistent with the project buildings, including the use of the same primary finish materials as the exterior of the adjacent or adjoining buildings. | **N/A.** | *Not regulated, per State Code* |
| When placement of parking structures along site frontages is necessary, visual mitigation such as landscape buffers, upper-level setbacks, or additional architectural treatment shall be used. | **N/A.** | *Not regulated, per State Code* |
| The view of a parking structure from a public street shall be minimized by placing its shortest dimension along the street edge. | **N/A.** | *Not regulated, per State Code* |
| The top deck of parking structures shall include screen walls, periphery landscape islands, or similar features where visible from public view in order to soften the appearance of the top of the parking structure and screen the view of cars on the top deck of the structure. | **N/A.** | *Not regulated, per State Code* |
| All top deck lighting shall be screened and directed downward to avoid light spill onto the street below and shall consist of only bollards or building lighting. Light poles are prohibited. | **N/A.** | *Not regulated, per State Code* |
| **Trash Enclosures, Storage Areas, and External Structures:** Landscaping, fencing, berms, or other devices integral to overall site and building design shall screen trash enclosures, storage areas, and other external structures. | **N/A.** | *Not regulated, per State Code* |
| Service yards, refuse and waste-removal areas, loading docks, truck parking areas and other utility areas shall be screened from view by the use of a combination of walls, fences, and dense planting. Screening shall block views to these areas from on-site as well as from public rights of way and adjacent properties. This does not apply to Municipal Buildings. | **N/A.** | *Not regulated, per State Code* |
| All trash dumpsters shall be provided with solid enclosures.<br>a. Enclosures shall be composed of 6' high solid masonry or decorative precast concrete walls, with opaque gates and self-latching mechanisms to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles. Gates shall | **N/A.** | *Not regulated, per State Code* |

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| be made of opaque metal for durability. Chain-link gates with or without opaque slats are not acceptable. Colors and materials shall be consistent with the main building or use. | | |
| Where trash enclosures, storage areas, or other external structures are adjacent to parking areas, a 3' landscaped buffer shall be provided that does not impede access into and out of vehicles. | **N/A.** | *Not regulated, per State Code* |
| These areas shall be well maintained and oriented away from public view. The consolidation of trash areas between buildings is encouraged. The use of modern disposal and recycling techniques is encouraged. This section shall not apply to community or public recycling bins or drop boxes; however, the location shall be determined by city Staff in accordance with the standards herein. | **N/A.** | *Not regulated, per State Code* |
| **Utility Boxes:** Dense vegetative buffers which include an evergreen variety of plant materials shall be placed where appropriate to screen all utility boxes and pedestals in order to remain attractive during the winter months. | **N/A.** | *Not regulated, per State Code* |
| **Interconnection.** Interconnection shall occur via pedestrian and vehicular connections. All parking and other vehicular use areas shall be interconnected with, or stubbed to, all adjacent non-residential developed and undeveloped properties, as designated on the land use map or the zoning map, in order to allow maximum off-street vehicular circulation. Walkways and trails shall be connected to adjacent sites and stubbed for future development. All residential site plans shall meet 19.12 Connectivity Standards. | **Shall Comply.** | *Refer to redlines on plans* |
| **Site Design Standards: Non-Residential Development** | | |
| **Shopping Cart Corrals:** Shopping cart corrals are required for big box or mid box retail uses. Roof covers are recommended as the local climate includes wind, rain, and winter snow conditions. If roof covers are utilized they shall blend in with the established building design. | **N/A.** | *Not regulated, per State Code* |
| The shopping cart corral rail finish shall match or compliment the exterior finishes of the main building through the use of two out of three of the same exterior colors and finishes. | **N/A.** | *Not regulated, per State Code* |
| **Uses Within Buildings:** All uses established in any commercial, office warehouse, business park, or industrial zone shall be conducted entirely within a fully enclosed approved building except those uses deemed by the City Council to be customarily and appropriately conducted in the open. Uses which qualify for this exception include vegetation nurseries, home improvement centers with lumber, outdoor cafes, outdoor retail display, car wash vacuums, auto dealerships, and similar uses. | **N/A.** | *Not regulated, per State Code* |
| **Outdoor Display:** All retail product displays shall be located under the buildings' permanent roof structure or on designated display pads within front landscape areas. | **N/A.** | *Not regulated, per State Code* |
| All display areas shall be clearly defined on the approved Site Plan and designated on the site with a contrasting colored, painted, or striped surface. | **N/A.** | *Not regulated, per State Code* |
| Display areas shall not block building entries or exits, pedestrian walks, or parking spaces in front of the building. Outdoor display areas shall not spill into walkways or any drive aisle adjacent to a building. | **N/A.** | *Not regulated, per State Code* |
| Seasonal uses outside of these areas may be approved through the Temporary Use process. | **N/A.** | *Not regulated, per State Code* |
| **Outdoor Storage Standards:** Outdoor storage areas shall be located to minimize views from adjacent public rights-of-way, residential development or zones, and adjacent developments. They shall be located behind or to the side of buildings. | **N/A.** | *Not regulated, per State Code* |

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| Outdoor storage shall be screened from public view. Screening shall consist of a solid wall, excluding CMU blocks. Screening shall be a minimum of 6 feet high and may reach a maximum height of 20 feet subject to approval by the Land Use Authority. A building permit is required for all fencing or walls higher than 7 feet. Chain link fencing is prohibited. | **N/A.** | *Not regulated, per State Code* |
| The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors. | **N/A.** | *Not regulated, per State Code* |
| A landscape strip with a minimum width of five feet shall be installed next to the screening fence or wall when the storage area is adjacent to or visible from a public right-of-way. | **N/A.** | *Not regulated, per State Code* |
| Outdoor storage materials must be stored in an orderly manner such that fire codes are met and access to all areas of the yard is possible (e.g. access lanes). | **N/A.** | *Not regulated, per State Code* |
| The outdoor storage materials may not extend above the height of the fence or wall. | **N/A.** | *Not regulated, per State Code* |
| **Access Requirements:**<br>a. Each roadway shall not be more than 40' in width, measured at right angles to the center line of the driveway except as increased by permissible curb return radii; and<br>b. the entire flare of any return radii shall fall within the right-of-way. | **N/A.** | *Not regulated, per State Code* |
| **Off-Street Truck Loading Space:** Every structure involving the receipt or distribution by vehicles of materials or merchandise shall provide and maintain on the building's lot adequate space for standing, loading, and unloading of the vehicles in order to avoid undue interference with public use of streets, alleys, required parking stalls, or accessible stalls. | **N/A.** | *Not regulated, per State Code* |
| **Screening of Storage & Loading Areas:** To alleviate the unsightly appearance of loading facilities, these areas shall not be located on the side(s) of the building facing the public street(s). Such facilities shall be located interior to the site. This does not apply to Municipal Buildings | **N/A.** | *Not regulated, per State Code* |
| Screening for storage and loading areas shall be composed of 6' high solid masonry or architectural precast concrete walls with opaque gates and self-latching mechanisms, to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles. | **N/A.** | *Not regulated, per State Code* |
| Gates shall be made of opaque metal for durability. Chain-link gates with opaque slats are prohibited. | **N/A.** | *Not regulated, per State Code* |
| The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors. | **N/A.** | *Not regulated, per State Code* |
| Trash areas shall be designed to include the screening of large items (e.g. skids and pallets) as well as the trash bin(s) that are needed for the business (unless storage is otherwise accommodated behind required screened storage areas). | **N/A.** | *Not regulated, per State Code* |
| **Buffers:** A wall and landscaping, fencing, or landscaping of acceptable design shall effectively screen the borders of any commercial or industrial lot which abuts an existing agricultural or platted residential use. Such a wall, fence, or landscaping shall be at least 6' in height, unless a wall or fence of a different height is required by the Land Use Authority as part of a site Plan review. | **N/A.** | *Not regulated, per State Code* |
| No chain-link or wood fences are permitted as buffering or screening between commercial and residential. Masonry and solid vinyl are suggested types of fences, and as circumstances require, one or the other may be required. | **N/A.** | *Not regulated, per State Code* |

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| Unless otherwise required by this Title, walls or fences used as a buffer or screen shall not be less than 6' in height. | **N/A.** | *Not regulated, per State Code* |
| **Parking Lot Buffers:** There shall be a minimum of 10' of landscaping between parking areas and side and rear property lines adjacent to agricultural and residential land uses. | **N/A.** | *Not regulated, per State Code* |
| **Building Buffer:** No building shall be closer than 5' from any private road, driveway, or parking space. The intent of this requirement is to provide for building foundation landscaping and to provide protection to the building. Exceptions may be made for any part of the building that may contain an approved drive-up window. | **N/A.** | *Not regulated, per State Code* |
| **Change in Grade Buffer:** Where a proposed change in grade would increase the elevation of a non-residential development adjacent to existing residential development greater than three feet (3'), a buffer shall be established adjacent to the existing residential development, as follow: | **N/A.** | *Not regulated, per State Code* |
| An increased setback requirement of two feet (2') per one-foot (1') of elevation change, as measured by the difference between the existing finished floor elevation of the nearest building on the residential property and the proposed finish floor elevation of the nearest non-residential building. The increased setback requirement shall be in addition to the existing setback requirement. | **N/A.** | *Not regulated, per State Code* |
| A six-foot (6') masonry wall shall be required along the property line between the uses. | **N/A.** | *Not regulated, per State Code* |
| One (1) tree shall be required per 15 linear feet along the property line to provide additional screening and privacy. | **N/A.** | *Not regulated, per State Code* |
| No drive-thru lanes shall be permitted within the setback area. | **N/A.** | *Not regulated, per State Code* |
| This buffer shall be in addition to any other required buffers. | **N/A.** | *Not regulated, per State Code* |
| Exceptions: The buffer shall not be required in areas where a non-residential development is separated from an existing residential development by a roadway, a canal, or a 20-foot or wider trail corridor or powerline easement. | **N/A.** | *Not regulated, per State Code* |
| **General Architectural Design Standards** | | |
| **General standards do not apply one-family and two-family dwellings unless governed under a DA.** | | |
| **Building Articulation:** Building elevations exceeding 40' in length shall incorporate a minimum of one horizontal elevation shift or combination of vertical and horizontal elevation shifts, stepping portions of the elevation to create shadow lines and changes in volumetric spaces of at least five feet, and a minimum of two of the following, all spaced at intervals of 20' to 50' of horizontal width:<br>i. A combination of vertical and horizontal elevation shifts that together equal at least 5'.<br>ii. Addition of horizontal and vertical divisions by use of textures or materials.<br>iii. Primary material change.<br>iv. Addition of projections such as balconies, cornices, covered entrances, porte-cocheres, trellis', pergolas, arcades, and colonnades. Such trellis' and awnings extend outward from the underlying wall surface at least 36".<br>v. Variation in the rooflines by use of dormer windows, overhangs, arches, stepped roofs, gables or other similar devices. | **N/A.** | *Not regulated, per State Code* |
| **Roof Treatment:** Sloped roofs shall provide articulation and variations in order to break up the massiveness of the roof. Sloped roofs shall include eaves which are proportional to the roofs slope and scale of the building. | **N/A.** | *Not regulated, per State Code* |

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| Flat roofs shall be screened with parapets on all sides of the building. If no roof top equipment exists or is proposed, the parapet shall be a minimum of 12" in height above the roof. | **N/A.** | *Not regulated, per State Code* |
| All roofs on three-family and multi-family dwellings shall have a minimum pitch of 3/12 (25% slope). To provide architectural enhancement, residential structures are encouraged to have multiple pitch variations. | **N/A.** | *Not regulated, per State Code* |
| Roof mounted equipment shall not be visible from adjacent public and private streets as well as from adjacent properties, unless grade differences make visibility unavoidable. | **N/A.** | *Not regulated, per State Code* |
| Screening shall be solid and shall be consistent with the material and color of exterior finishes of the building through the use of at least two out of three of the exterior finishes of the building. | **N/A.** | *Not regulated, per State Code* |
| **Windows:** Windows, other than rectangular windows, may be used as accents and trim. Untreated aluminum or metal window frames are prohibited. | **N/A.** | *Not regulated, per State Code* |
| **Awnings, Canopies, Trellises, Pergolas, and Similar Features:** All such features must be attached to a vertical wall. | **N/A.** | *Not regulated, per State Code* |
| All such features shall project at least 4' from the building when located over a pedestrian traffic area and no less than 2' otherwise. | **N/A.** | *Not regulated, per State Code* |
| All such features shall maintain a minimum clearance above sidewalk grade of 8' to the bottom of the framework when located over a pedestrian traffic area. | **N/A.** | *Not regulated, per State Code* |
| Backlighting is not permitted. | **N/A.** | *Not regulated, per State Code* |
| **Mechanical Equipment:** All mechanical equipment shall be located or screened and other measures shall be taken so as to shield visibility of such equipment from any public or private streets. | **N/A.** | *Not regulated, per State Code* |
| Wing walls, screens, or other enclosures shall be shall be integrated into the building and landscaping of the site, whether located on the ground or roof. | **N/A.** | *Not regulated, per State Code* |
| Rooftops of buildings shall be free of any mechanical equipment unless completely screened from all horizontal points of view. | **N/A.** | *Not regulated, per State Code* |
| Screening materials shall conform to the color scheme and materials of the primary building. | **N/A.** | *Not regulated, per State Code* |
| **Non-Residential Architectural Design Standards** | | |
| **Four Sided Architecture:** All sides of a building that are open to public view (including views from adjacent residential dwellings or probable location of residential dwellings) shall receive equal architectural design consideration as the building front. | **N/A.** | *Not regulated, per State Code* |
| **Color and Materials:** Exterior Building Materials shall be considered any materials that make up the exterior envelope of the building and shall be limited to no more than four and no less than two types of materials per building, window and door openings excluded. | **N/A.** | *Not regulated, per State Code* |
| Color of exterior building materials (excluding accent colors) shall be limited to no more than four and no less than two major colors per development. | **N/A.** | *Not regulated, per State Code* |
| Bright colors, such as neon or fluorescent colors, bright orange or yellow, and primary colors, are only permitted as accent colors. | **N/A.** | *Not regulated, per State Code* |
| No more than 75% of any building elevation shall consist of any one material or color.<br>i. No more than 50% of any building elevation shall consist of CMU, except in the Office Warehouse and Industrial zones, or<br>ii. Office, Warehouse, Flex buildings in approved zones that utilize concrete tilt up construction are exempt from the | **N/A.** | *Not regulated, per State Code* |

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| maximum 75% of one material per elevation requirement but must follow all other architectural standards. | | |
| **Prohibited Materials:** Tiles. Full veneer brick and tiles exceeding ½" in thickness is permitted, however veneer tile is prohibited. Stucco stone patterns and stucco brick patterns. Wood as a primary exterior finish material. Plain, grey, unfinished CMU block except as an accent material. | **N/A.** | *Not regulated, per State Code* |
| **Stairways:** All stairways to upper levels shall be located within the building unless otherwise approved by the Land Use Authority for secondary access to outdoor patio decks or other usable outdoor area. | **N/A.** | *Not regulated, per State Code* |
| **Roof Drains:** All roof drains, conduit and piping, maintenance stairs and ladders, and other related services shall be located on the interior of the building. | **N/A.** | *Not regulated, per State Code* |
| **Electrical Panels:** To the extent possible, all electric panels and communication equipment should be located in an interior equipment room. | **N/A.** | *Not regulated, per State Code* |
| **Street Orientation:** All Retail or Commercial buildings shall have expansive windows, balconies, terraces, or other design features oriented to the street or adjacent public spaces. | **N/A.** | *Not regulated, per State Code* |
| At least 35 percent of the first floor elevation(s) of a building that is viewed from a public street shall include windows, and/or glass doors to minimize the expanse of blank walls and encourage a pedestrian friendly atmosphere. For purposes of determining the glass area, the first floor shall be the first 10 feet from the finished floor.<br>This standard does not apply to a single-story retail building of 50,000 square feet or greater provided a single primary tenant occupies the entire building square footage and additional architectural elements are used in City of Saratoga Springs Municipal Code Land Development Code - Title 19.16 Page \| 9 place of windows and/or glass doors to include awnings or canopies, and must include roof line changes and horizontal articulation. | **N/A.** | *Not regulated, per State Code* |
| **Metal Buildings:** Metal buildings are only permitted in the Agricultural, Residential Agricultural, Rural Residential, Office Warehouse and Industrial Zones. | **N/A.** | *Not regulated, per State Code* |
| All metal buildings shall be designed to have an exterior appearance of conventionally built structures. Stock, "off the shelf" metal buildings are prohibited. | **N/A.** | *Not regulated, per State Code* |
| Metal buildings in the Agricultural, Residential Agricultural, and Rural Residential zones shall only be used for agriculture as defined in Section 19.02.02 of the City Code. | **N/A.** | *Not regulated, per State Code* |

| **19.27 Addressing and Street Naming** | | |
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| **Double Check all Addresses after GIS Assigns Them** | | |
| **Regulation** | **Compliance** | **Findings** |
| **WebApp to Review Addresses assigned by GIS:** https://ssgis.maps.arcgis.com/apps/webappviewer/index.html?id=b4786008c6dd420ab06445cd8d5e5fe0 | | |
| **Lot Numbers:** Are they correct and sequential. Lot numbers shall not be duplicated in separate phases/plats in the same development. i.e. Phase 1 and Phase 2 shall not have Lot 101. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Address Numbers:** is it accurate and sequential and does it fit between the intersection coordinates | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Compare Surrounding Addresses:** do the addresses work with surrounding addresses? Are there any repetitions in address numbers? | **Shall Comply.** | *TBD with Plat/Site Plan* |

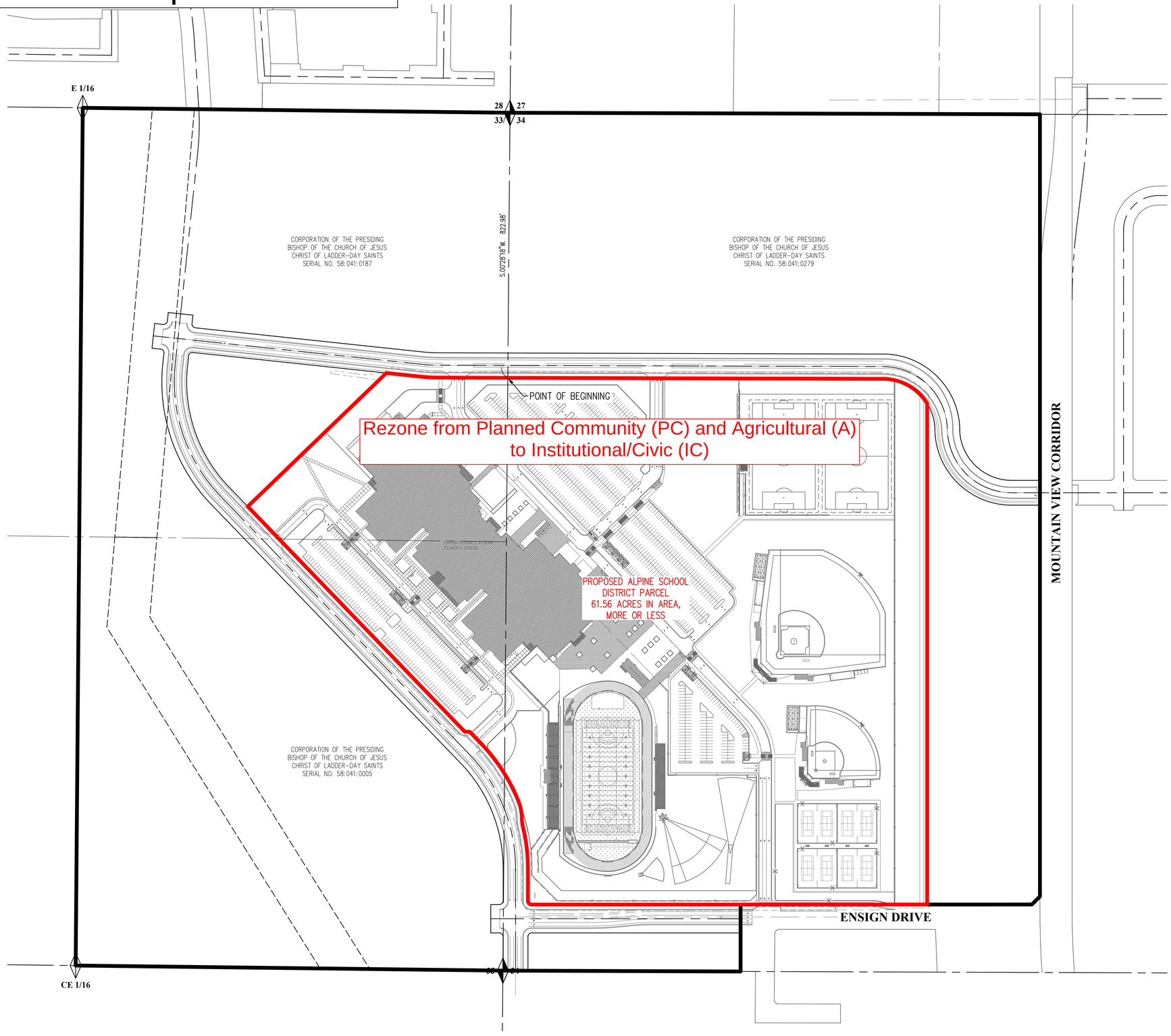
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| Do the street names match and line up with streets in other plats and across intersections? | | |
| **Double Access Lots and Corner Lots.** These types of lots should have an address on each road frontage, unless front door access is not allowed. If a front door is allowed, but not a driveway, this should be clear on the plat. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **No Access on Double Frontage of Lots:** The plat should state what this means. No driveway and no front door, or just no driveway | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Alternate Addresses:** are they in the right location on the lot and do they make sense concerning lots that have no access. What does "no access mean"? | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Rear Load:** Meet with Brian to review every time there is a rear-load product. | **N/A.** | |
| **Rear Load:** label "FRONT" to identify which side is the front, but check grading to see if the units can be accessed from the front. | **N/A.** | |
| **Grading/Slope:** Does the grade in front of rear-load product allow for front door access for EMT and deliveries? | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **New Address:** street names shall be proposed by the developer and approved by City staff. Street coordinates and house numbers shall be approved by City staff and placed on the final subdivision platy by the developer before plat recordation. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Duplicate Street Names:** No duplication of street names or numbers shall be used. No phonetic duplications shall be used (same name, spelled differently).<br>If a street is terminated by unimproved land and continues on the same bearing beyond the unimproved land, it should continue with the same name. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Continuity.** Proposed street names are encouraged to have the following characteristics:<br>Historic significance, local sense of places, overall theme, compatibility with adjacent streets | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Compass Directions.** The four compass directions shall not be used as part of the street name. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Name Length.** Street names shall not be longer than thirteen letters, including spaces between letters. (this does not include the street type designator) | **Shall Comply.** | *TBD with Plat/Site Plan* |
| Street Type Designations. Proposed street names and types shall be matched as follows:<br>a. **Boulevard (Blvd), Parkway (Pkwy):** This name may only be used for arterials and collectors..<br>b. **Drive (Dr), Way (Wy):** Meandering, curvilinear, or diagonal street usually longer than 1000 feet.<br>c. **Road (Rd):** Limited streets that may run in a direction and are most always longer than 1000 feet.<br>d. **Streets (St), Avenues (Ave):** Straight directional streets.<br>e. **Lanes (Ln), Row:** Short collector or minor streets which are usually less than 1000 feet in length. May be used in names for private rights-of way.<br>f. **Circle (Cir), Court (Ct), Place (Pl), Cove (Cv):** Permanent dead end streets or cul-de-sac streets usually less than 600 feet in length and containing three or more lots or separate dwelling structures.<br>g. **Center (Cntr) and Mall:** Designations reserved for high density commercial developments with multiple structures and occupancies that can be substituted for the street type designator in an assigned address. | **Shall Comply.** | *TBD with Plat/Site Plan* |

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| **Street and Property Numbering.** Each street, lot, unit, dwellings, or parcel in the site plan or plat shall be addressed according to the following standards: | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 1. All street intersections shall be addressed numerically. Street intersection numbers shall end with a "0" or a "5" and with "North," "South," "East," or "West". | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 2. Where possible, property addresses shall be odd on the south and west sides of a street. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 3. Where possible, property addresses shall be even on the north and east sides of a street. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 4. Property addresses for IADUs (see Chapter 19.20), ADUs, stacked multi-family, dwelling above commercial, commercial/retail, or office building that have multiple users shall be identified by a single address, and the individual units shall have a unique identifier such as suite, apartment, dwelling, or unit number. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 5. Dual addresses on corner lots will be assigned at plat recordation. At Building Permit issuance, one address shall be permanently assigned. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 6. Buildings that are hidden behind other buildings or do not have public frontage, shall be numbered from the centerline of the principal access or driveway. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 7. City Staff shall assign numbers to site plans before final site plan approval, based on the above standards. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 8. If a unit faces a street, it shall be numbered on that street. If a unit faces open space, it shall be numbered to the alley way. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| **Building Identification.** All buildings shall have approved address numbers, and such numbers shall be identified using the following standards: | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 1. **Background.** Numbers shall be set on a background of a contrasting color. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 2. **Size.** Residential building numbers shall be at least four inch tall block letters. All building numbers shall be of sufficient size so as to be legible from the street or private road. Non-residential buildings shall use Western Arabic numbers or alphabetic letters that are a minimum four inches high with a minimum stroke width of 0.5 inch, installed on a contrasting background and be plainly visible from the street or road fronting the property. | **Shall Comply.** | *TBD with Plat/Site Plan* |
| 3. **Visibility.** Numbers shall be placed in a position that is plainly legible and visible from the street or road fronting the property. When a building is at a distance greater than the required setback from a street or when view of the building is blocked by trees or shrubs, numbers shall be displayed on a sign attached to a fence, gate, street mailbox, or lawn stake, in addition to being placed on the building.<br>a. Stacked multi-family structures, condominiums, commercial, office, or institutional building numbers shall be placed in a prominent location at the main entrance of such buildings.<br>b. Interior suites, apartments, units, or offices shall be clearly identified in a logical numeric or alphabetic sequence.<br>c. Attached side-by-side town homes, commercial, office, or institutional buildings adjacent to a public or private street shall have individual addresses for each unit building numbers or letter with associated unit numbers. Developments with buildings that do not have direct access to a public or private street shall use one address from the public or private street, and each unit shall have a number or letter, such as 1, 2, 3 or A, | **Shall Comply.** | *TBD with Plat/Site Plan* |

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| B, C and so on. with building numbers or letters and associated unit numbers.<br>d. Stacked multi-family structures, commercial, office, or institutional buildings shall have one address facing a public or private street and each unit shall have a number or letter such as 1, 2, d, or A, B, C and so on. with an individual building number or letter with associated unit numbers.<br>e. Townhomes, three-family dwellings, two-family dwellings, commercial, office, or institutional buildings that have a front door that faces a public or private road and a driveway or parking access from a rear alley shall number only attach address numbers to the front of each unit and not the rear.<br>f. Townhomes, three-family dwellings, two-family dwellings, commercial, office, or institutional buildings that have a front door that faces open space or another building and have a driveway or parking access from a rear alley shall number both the front and back of each unit. The applicant shall verify that address numbers are not duplicated in units that are across the green space or across the alley. | | |

| Fiscal Impact | |
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| **Regulation** | **Findings** |
| Is there any City maintained open space? | *No* |
| What is the anticipated cost to the City? | *None* |
| When will City maintenance begin? | *N/A* |

# Exhibit 4. Proposed Rezone




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MERIDIAN ENGINEERING, INC.

0 150 300

SCALE 1"=150'

MERIDIAN ENGINEERING, INC.

1628 West 11510 South, Suite 102
South Jordan UT 84095

T 801.569.1315 • F 801.569.1319
www.MEIamerica.com

**24138_PROPOSED ASD PARCEL DESCRIPTION**

A parcel of land, situate in the Northwest Quarter of Section 34 and the Northeast Quarter of Section 33, Township 5 South, Range 1 West, Salt Lake Base & Meridian, Utah County, Utah. The boundaries of said entire tract of land are described as follows:

Beginning at a point, which is 822.98 feet S.00°28'18"W. along the section line from the Northwest Corner of said Section 34 (Basis of Bearing is S.00°28'18"W. along the section line between the Northwest Corner and the West Quarter Corner of said Section 34); and running thence S.89°50'04"E. 1164.92 feet to the beginning of a 161.50 foot radius curve to the right; thence easterly along the arc of said curve 163.57 feet through a central angle of 58°01'44" (note: chord for said curve bears S.60°49'12"E. for a distance of 156.66 feet); thence South 1555.30 feet; thence S.89°59'55"W. 1227.08 feet to the beginning of a 12.00 foot radius curve to the right; thence northwesterly along the arc of said curve 18.85 feet through a central angle of 90°00'05" (note: chord for said curve bears N.45°00'02"W. for a distance of 16.97 feet); thence North 99.64 feet to the beginning of a 548.50 foot radius curve to the left; thence northerly along the arc of said curve 128.91 feet through a central angle of 13°27'56" (note: chord for said curve bears N.06°43'58"W. for a distance of 128.61 feet) to the beginning on a 135.50 foot radius reverse curve to the right; thence northerly along the arc of said curve 28.58 feet through a central angle of 12°04'58" (note: chord for said curve bears N.07°25'26"W. for a distance of 28.52 feet) to the beginning of a 154.50 foot radius reverse curve to the left; thence northwesterly along the arc of said curve 55.83 feet through a central angle of 20°42'12" (note: chord for said curve bears N.11°44'03"W. for a distance of 55.52 feet) to the beginning of a 559.50 foot radius compound curve to the left; thence northwesterly along the arc of said curve 213.38 feet through a central angle of 21°51'05" (note: chord for said curve bears N.33°00'42"W. for a distance of 212.09 feet); thence N.43°56'14"W. 50.54 feet; thence N.89°05'15"W. 15.52 feet; thence N.43°56'14"W. 970.72 feet; thence N.46°03'46"E. 597.43 feet; thence S.83°57'11"E. 107.37 feet to the beginning of a 548.50 foot radius curve to the left; thence easterly along the arc of said curve 56.30 feet through a central angle of 05°52'53" (note: chord for said curve bears S.86°53'38"E. 56.28 feet); thence S.89°50'04"E. 213.96 feet to the point of beginning.

The above described parcel of land contains 61.56 acres in area, more or less.

PROFESSIONAL LAND SURVEYOR
Travis W. Williams
TRAVIS W. WILLIAMS
PLS #11941945
03/12/2025
STATE OF UTAH

Meridian Engineering, Inc. | 1 of 1

LEGEND

- PROPOSED SSHS SUBDIVISION PARCEL
- PROPOSED ASD PARCEL
- ADJOINER BOUNDARY
- SECTION LINE
- ROAD CENTER LINE
- FOUND SECTION CORNER
- NOT FOUND SECTION CORNER

| NO. | REVISIONS | BY | DATE |
|---|---|---|---|

DRAWN TRW
SURVEYED GB
CHECKED MWN
DATE 12-MAR-2025

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ALL EXPRESS, IMPLIED, STATUTORY AND OTHER RIGHTS, INCLUDING ARCHITECTURAL WORKS COPYRIGHTS, IN THESE PLANS ARE RESERVED BY MERIDIAN ENGINEERING, INC. AND THE DESIGNS CONTAINED HEREIN SHALL NOT BE USED BY ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN CONSENT OF MERIDIAN ENGINEERING, INC.

MERIDIAN ENGINEERING, INC.
1628 WEST 11510 SOUTH, SUITE 102
SOUTH JORDAN, UTAH 84095
PHONE (801) 569-1315 FAX (801) 569-1319

**ALPINE SCHOOL DISTRICT**
**575 NORTH 100 EAST**
**AMERICAN FORK, UTAH 84003**

**PROPOSED ASD PARCEL**
**SARATOGA SPRINGS,**
**UTAH COUNTY, UTAH**
**SITUATE IN THE NW 1/4 OF SECTION 34 &**
**THE NE 1/4 OF SECTION 33, T5S, R1W, SLB&M**

COMP. FILE
24138_Exhibit

PROJECT NO.
24138

SHEET NO.
1 OF 1

U:\Projects\2024\24138-NLL-ASD Saratoga Springs\05 Design\24138\dwg\24138_Preliminary Plat.dwg Mar 12, 2025 - 1:27pm

# Exhibit 5. Concept Site Plan

**REDLINE LEGEND**

**RED = Comment from Planning Dept**
**Project Planner: David Jellen 801-766-9793 Ext. 237**

**GREEN = Comment from Engineering Dept**
**Project Engineer: Scott Petrik 801-766-9793 Ext.144**
**Consultant: Bowen & Collins**
**Consultant: Hanson Allen & Luce**

**PURPLE = Comment from Public Works Dept**
**Project Inspector: Jason Mears 801-766-9793 Ext. 282**

Concept Plan Submittal
Version 1
Review 1.1

GENERAL SD COMMENTS

Please show location of detention basin. Note that this development is required to detain and release at no more than 0.016 cfs per acre. For 62 acres, this is a total of 1 cfs. Note that the SLR storm drain plan dated April 2022 indicated that there may be two downstream detention basins.

Please provide a feasibility study showing that they are or are not capable of retaining the 80th percentile storm of 0.41 inches.

Please show location of treatment device. All stormwater is required to be treated.

GENERAL SS COMMENTS

Please provide Sewer ERU calculations to assist in City planning.

Dimension the setbacks on the site plan

Provide the landscape plan for City records

Dimension a parking stall and parking aisle in each of the parking areas

20" PI Master Plan Pipe - Zone 2

16" DW Master Plan Pipe - Zone 2

Bonneville Drive is required to be extended through the project site and north into Eagle Mountain to complete the connection with Silverlake Parkway. A Traffic Study has been permed by Avenue showing that the connection to Silverlake Parkway will improve traffic distribution and efficiency in this area, alleviating pressure on Mountain View Corridor and Pony Express Parkway. Additionally, the extension of Bonneville Drive to Silverlake Parkway will provide a safer, more accessible route for non-motorized travel to and from the proposed school.

End SS lines with a manhole Standard Specifications 00200.2.A.8

End SD line with a manhole. Standard Specifications Section 00500.1.C

Fire Hydrant spacing should be a maximum of 300 feet. Standard Specifications 00300.2.A.8.a

The existing natural channel at this location must be improved to pass upstream offsite flows across the site. City standards require natural channels to be preserved as channels unless the City Engineer grants an exception.

Please provide hydrologic and hydraulic calculations and a design for improving the channel to route this water across the development.

Redirect existing channel to protect the roadway and convey runoff around the site.

How will this road and all infrastructure west of it be protected from offside storm flows? Provide a cutoff ditch on the uphill side of the development to route offsite sheet flow away from the school site and to the existing drainage or propose a different alternative.

Roadway is to be classified as a minor arterial. Enough Right-of-Way should be dedicated for 2 addtional lanes

Fiber optic/communication conduit is required for arterial roadways.
Standard Specifications 00600.1.5

End SS lines with a manhole Standard Specifications 00200.2.A.8

End SD line with a manhole.

Grease traps and sampling manhole shall follow TSSD Standards & Specifications 00200.2.C.6.b

Consider using colors for line work, some of the SD lines blend in with curb lines or other linework.

It is hard to tell, is there a SD line here?

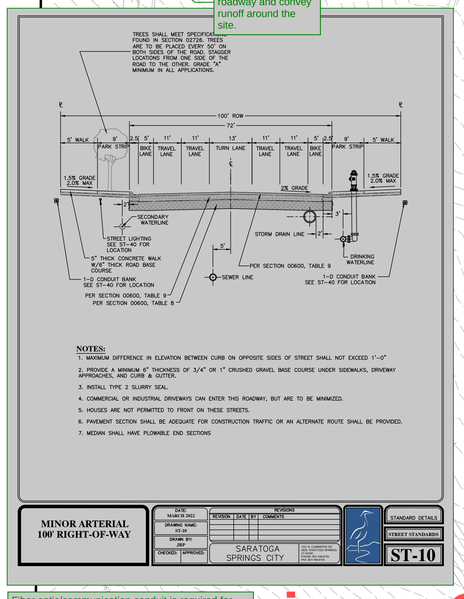
Label valve cover "FIRE"

Identify the separation distance in locations where DW crosses SS

Inlet needed uphill end of curb return. Standard Specifictaions 00500.3.C.1.b

Sewer should not flow east out of this manhole. Disconnect the pipe in Ensign Drive east of this manhole.

It seems to be a good idea to extend sewer up this road. However, it only needs to be extended far enough to serve Parcel C. Do not extend it to the manhole in the intersecion of Circa Drive and Ensign Drive.




# MOUNTAIN VIEW PIVOT SUBDIVISION

SITUATE IN THE NORTHWEST 1/4 OF SECTION 34 AND THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN

The Plat needs to be PUE's along all roadway frontages. 10' from back of sidewalk

SS line will require a 20' easement centered on the line.
Standard Specification 00200.1.B

A 12' paved access road shall be constructed to all manholes and shall be capable of supporting H-20 loading.
Standard Specification 00200.2.B.2

If retaining walls will be required show the locations on the grading plan and submit any engineered wall drawings with the construction drawings.

Up to 10' can be a single retaining wall, if retained area is over 10' and less than 18' tiered walls with a maximum height of 6' should be used. See Title 19.10.05.6

Do not put a retaining wall in the PUE area.

Saratoga Springs requires treatment of 100% of the first flush. Standard Specifications 00500.3.J.2

Permanent dead-end mains shall not exceed 600 feet in length Standard Specifications 00300.2.A.13

Gas line should be in the PUE and kept out of the ROW.

End DW line with a blowoff

End Irrigation line with a blowoff.

show detention.

Detain to 0.016 cfs /acre.

Provide offsite utility plan. This development is required to flow storm drain to the Tickville Gulch.

Show how stormwater from this area will be collected and conveyed to the detention basin

How will this area be used? If it is a trail corridor, label the width of the trail.

PROPOSED PARCEL A
90.11 ACRES IN AREA, MORE OR LESS

DEDICATED ROADWAY
10.69 ACRES IN AREA, MORE OR LESS

PROPOSED LOT 1
61.61 ACRES IN AREA, MORE OR LESS

PROPOSED PARCEL B
10.39 ACRES IN AREA, MORE OR LESS

PROPOSED PARCEL C
1.80 ACRES IN AREA, MORE OR LESS

HALVORSEN PARKWAY

MOUNTAIN VIEW CORRIDOR

ENSIGN DRIVE

PRINCE DRIVE

SOUTH 2425.24'

## PARKING STALL COUNT

| | |
|---|---|
| TOTAL STALLS: | 1033 |
| REQUIRED ADA STALLS: | 21 |
| PROPOSED ADA STALLS: | 27 |

## BUILDING FLOOR AREAS

| | |
|---|---|
| MAIN BUILDING: | |
| FLOOR 1: | 174,161 SF |
| FLOOR 2: | 128,602 SF |
| FLOOR 3: | 84,144 SF |
| CONCESSION BUILDING: | |
| FLOOR 1: | 2,880 SF |
| ANNOUNCER BOOTH: | |
| FLOOR 1: | 522 SF |
| DRIVING RANGE TOWER: | |
| FLOOR 1: | 400 SF |
| FLOOR 2: | 320 SF |
| DUGOUT: | |
| FLOOR 1: | 766 SF |

## LAND USAGE (AREA, %)

| | |
|---|---|
| PROPOSED LOT 1: | |
| - | 61.61 ACRES (2,683,732 SF) |
| BUILDINGS: | |
| - | 243,936 SF; 9.1% |
| HARDSCAPE: | |
| - | 1,119,492 SF; 41.7% |
| LANDSCAPE: | |
| - | 1,320,304 SF; 49.2% |


VCBO®
SALT LAKE CITY - HQ
524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800

ST. GEORGE
20 N. MAIN ST. #103
ST. GEORGE, UT 84770
435.522.7070

VCBO.COM


VCBO NUMBER: 24155
CLIENT NUMBER: 710
DATE: 2025-01-28

MERIDIAN ENGINEERING, INC.
2108 EAST 3900 SOUTH, SUITE 104
SOUTH JORDAN, UTAH 84095
PHONE (801) 566-5210 FAX (801) 566-5139

SCALE 1"=100'

| REV | DATE | DESCRIPTION |
|---|---|---|

# ASD #710 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
DESIGN DEVELOPMENT

ENGINEERING CONCEPT PLAN

Blue Stakes of Utah 811 — Utah's One Call Center

Preliminary Concept

Exhibit 6. Concept Building Elevations

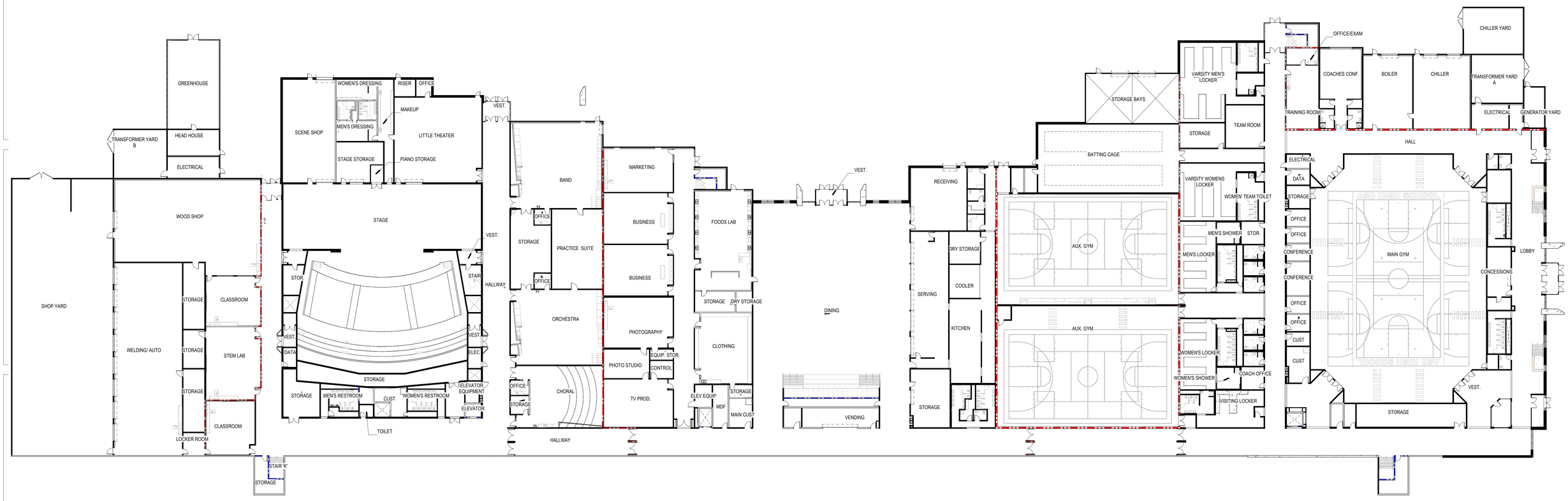
Label the building height from established grade

Provide elevations showing the school from each direction.



# Preliminary Concept

01_28_2025




A1 PLAN - OVERALL - LOWER LEVEL -PRESENTATION

SCALE: 1 : 280

NORTH

# ASD #710 NEW HIGH SCHOOL

ALPINE SCHOOL DISTRICT

VCBO ARCHITECTURE
524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800
VCBO.COM

# Preliminary Concept

01_28_2025




# ASD #710 NEW HIGH SCHOOL

ALPINE SCHOOL DISTRICT

A1 PLAN - OVERALL - MAIN LEVEL - PRESENTATION

SCALE: 1 : 280

NORTH

VCBO ARCHITECTURE
524 SOUTH 600 EAST
SALT LAKE CITY, UT 84102
801.575.8800
VCBO.COM

# Preliminary Concept

01_28_2025


ROOF BELOW
SHOP YARD
OPEN TO BELOW
OPEN TO BELOW
MECHANICAL
OPEN TO BELOW
ROOF BELOW
ROOF BELOW
MECHANICAL
HALLWAY
ELEVATOR
COMMONS
STORAGE
STAIR "K"
CLASSROOM
CLASSROOM
CLASSROOM
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CLASSROOM
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CLASSROOM
CLASSROOM
HALLWAY
CLASSROOM
IDF
MAIN CUST.
LECTURE
OPEN TO BELOW
LECTURE
STOR.
BOOKS
CLASSROOM
CLASSROOM
CLASSROOM
CONFERENCE
ELECTRICAL
MAKER SPACE
MEDIA CENTER
STUDY
STUDY
HUDDLE
SCIENCE
SCIENCE
CLASSROOM
STORAGE
STAIR "E"
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Exhibit 7. Neighborhood Meeting Minutes

**NEIGHBORHOOD MEETING AGENDA**

Project: ASD High School 722
Date: 5/23/2025
Time: 11am
Location: Lake Mountain Middle School, 1058 S Old Farm Rd, Saratoga Springs, UT 84045

- □ Introduction
  - □ Attendees
- □ Project Description
  - □ Review & discuss general site location and road connections
  - □ Review & discuss site layout
  - □ Review & discuss building elevations
- □ Review & discuss Project Timeline
- □ Time for discussion and Q&A
- □ Close the meeting

Attendees:

Name:

| |
|---|
| Lauren Rowley |
| Cameron Williams |
| |
| FRANK PULLEY – ASD |
| SCOTT JOHNSON – ASD |
| JED PRIOR – ASD |
| BRAD NIELSON – ASD |
| |
| |
| |
| |

## NEIGHBORHOOD MEETING MINUTES

Project: ASD High School 722
Date: 5/23/2025
Time: 11am
Location: Lake Mountain Middle School, 1058 S Old Farm Rd, Saratoga Springs, UT 84045

ASD Reviewed the general site location and road connections, reviewed the site layout, and reviewed building elevations.

Question: What grades will attend this school?
Response: Grades 10-12.

Question: What middle school feeds this high school?
Response: School boundaries and process was explained.

Question: What are the student population numbers.
Response: Roughly 2,000 students.

Question: How many parking stalls?
Response: approximately 1000 stalls.

Question: Who would we need to talk to about street “no parking” signage.
Response: City controls street parking.

Question: What will be the school hours.
Response: School hours 7:45 to 2:15. Practices etc. 10 pm latest. Stadium lights used mostly in the fall.

Question: What is the stadium layout.
Response: Further explanation on grading elevations and how the stadium is designed.

Question: Where is the football main entrance? Concerned about street parking.
Response: Demonstrated on drawing layout and parking.

Question: Asked about noise and light pollution.
Response: Follow city ordinances. Explained that tennis, baseball, softball, and soccer do not have lights. Just football stadium.

Question: Asked if stadium is used for anything other than school related activities.
Response: Yes, there will be some rentals.

Question: Where will most of the traffic come from.
Response: Primarily the from the south.

Question: Who was invited to the meeting?
Response: The city requirement was anyone within 300 feet of the site.

Question: Where will the bus drop off be located?
Response: Buses will drop off in the back of the school.

Question: Will the back road be open to students.
Response: Yes, but not a public road. There are gates that can be closed.

Question: Where will construction start.
Response: Preparing the building pad will be the focus.

Question: Who is the contractor.
Response: Hogan

Question: Regarding funding.
Response: Funding is prior approved before construction starts.

Question: What does the church have planned for their surrounding property.
Response: They have not shared any plans with ASD.

Exhibit 8. Development Agreement

WHEN RECORDED RETURN TO:

Saratoga Springs City Recorder
319 S. Saratoga Road
Saratoga Springs, UT 84045

# DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Agreement") is made and entered into on _____, 2026, by and between the City of Saratoga Springs, Utah, a Utah municipal corporation, hereinafter referred to as "City", and Alpine School District, a school district and political subdivision of the state of Utah, hereinafter referred to as "School District". The City and School District shall each be a "Party" and together, the "Parties".

## RECITALS:

**WHEREAS**, School District owns or has the right to purchase 70.15 acres of property located in the City of Saratoga Springs, Utah, which is more fully described in the property ownership map, vicinity map, and/or legal descriptions attached as Exhibit A (the "Property"); and

**WHEREAS**, the Property is currently zoned Planned Community (PC) and Agricultural (A). School District wishes to develop the project known as Alpine School District High School 722, which will consist of a public school ("School"). Currently, the proposed School does not meet the Planned Community (PC) and Agricultural (A) zone requirements and therefore would not be allowed in the Planned Community (PC) and Agricultural (A) zones. Therefore, in order to develop the School, School District wishes to place the Property in the Institutional/Civic zone (the "Zoning Request"), as provided in Title 19 of the City Code, as amended, and at the request of the City, agrees to be bound by this Agreement in order to be able to develop the School as proposed; and

**WHEREAS**, City desires to enter into this Agreement to promote the health, welfare, safety, convenience, and economic prosperity of the inhabitants of the City through the establishment and administration of conditions and regulations concerning the use and development of the Property; and

**WHEREAS**, the Parties, in recognition of their shared constituencies and generally aligned objectives, desire to coordinate with one another as required by code (including, without limitation, Utah Code Annotated § 10-20-304(4)); and

**WHEREAS**, City desires to enter into this Agreement because the Agreement establishes planning principles, standards, and procedures to eliminate uncertainty in planning and guide the

orderly development of the Property consistent with the City General Plan, the City Code, and the conditions imposed by the Planning Commission and City Council; and

**WHEREAS**, to assist City in its review of the Rezoning Request and to ensure development of the School in accordance with School District's representations to City, School District and City desire to enter voluntarily into this Agreement, which sets forth the process and standards whereby School District may develop the School; and

**WHEREAS**, pursuant to that certain Purchase and Sale Agreement between the School District and The Church of Jesus Christ of Latter-day Saints (the "Church"), the School District acquired the Property from the Church, together with the right to certain impact fee credits held by the Church (the "Church Impact Credits"); and

**WHEREAS**, the Parties desire to establish the process whereby the Church Impact Credits shall be applied to the School; and

**WHEREAS**, the City intends to adopt a comprehensive update to its general plan ("General Plan") pursuant to Utah Code Annotated §§ 10-20-401, et seq. A portion of this General Plan shall, subject to the exceptions to municipal requirements provided to school districts under code, including Utah Code Annotated § 10-20-304(3), establish development policies for the Property. Such development policies shall be consistent with the proposed School and this Agreement; and

**WHEREAS**, the City's Planning Commission has reviewed the School District's conceptual project plans, attached hereto as Exhibit B (the "Concept Plan"), and shall, promptly following the execution of this Agreement, (i) recommended approval of School District's Zoning Request and (ii) forward the application to the City Council for its consideration, along with the City Planning Commission's recommendations regarding the Concept Plan and other findings and conditions contained in the City Planning Commission's report and written minutes; and

**WHEREAS**, promptly upon the receipt of the City Planning Commission's recommendations, the Saratoga Springs City Council ("City Council"), after holding a duly noticed public meeting and consideration of all comments from the public, neighborhood representatives, School District, and City officials, shall approve School District's Zoning Request and this Agreement, and shall review the Concept Plan; and

**WHEREAS**, the Concept Plan, among other things, identifies land uses and all improvements agreed between the Parties; and

**WHEREAS**, to allow development of the Property for the benefit of School District, to ensure City that the development of the Property will conform to applicable policies set forth in the General Plan, and to address concerns of property owners in proximity to the Property, School District and City are each willing to abide by the terms and conditions set forth herein; and

**WHEREAS**, pursuant to its legislative authority under Utah Code Annotated § 10-20-101, et seq., and after all required public notice and hearings and execution of this Agreement by School District, the City Council, in exercising its legislative discretion, has determined that entering into this Agreement furthers the purposes of the Utah Municipal Land Use, Development, and Management Act, City's General Plan, and Title 19 of the City code (collectively, the "Public Purposes"). As a result of such determination, City has elected to process the Rezoning Request and authorize the subsequent development thereunder in accordance with the provisions of this Agreement, and City has concluded that the terms and conditions set forth in this Agreement accomplish the Public Purposes referenced above and promote the health, safety, prosperity, security, and general welfare of the residents and taxpayers of City.

**AGREEMENT:**

Now, therefore, in consideration of the recitals above and the terms and conditions set forth below, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, City and School District hereby agree as follows:

1. Effective Date. This Agreement shall become effective on the date it is executed by School District and City (the "Effective Date"). For the avoidance of doubt, in the event that City and the School District execute the Agreement on different dates, the Effective Date shall be the latter of the two dates. The Effective Date shall be inserted in the introductory paragraph preceding the Recitals.

2. Affected Property. The property ownership map, vicinity map, and/or legal descriptions for the property are attached as Exhibit A. In the event of a conflict between the legal description and the property ownership map, the legal description shall take precedence. No other property may be added to or removed from this Agreement except by written amendment to this Agreement executed and approved by School District and City.

3. Zone Change, Permitted Uses, and City Regulations. City hereby agrees to approve the Zoning Request and re-zone the Property to Institutional/Civic (IC) zone prior to or promptly following the execution of this Agreement but in no case later than 45 days of the Effective Date. The City acknowledges and agrees that the Institutional/Civic (IC) zone is an appropriate zone for the School, and that neither the construction of the School according to the Plans (in all material respects) nor the subsequent operation of the School shall require a zoning variance or further zone change. Subject to the terms of this Agreement and any exceptions to municipality land use ordinances afforded to the School District by Utah Code, including, for the avoidance of doubt, Utah Code Annotated § 10-20-304(3), the Parties agree that the initial development of the Property shall be subject to the provisions of the Institutional/Civic (IC) zone in effect when a complete preliminary or site plan application is filed. An application is determined to be complete in accordance with Utah Code Annotated § 10-20-902.

Except to the extent this Agreement is more restrictive, the Property shall, in accordance with Utah Code Annotated § 10-20-304(2)(a), comply with all City land use ordinances which do not relate to the exceptions to such land use ordinances agreed herein or set forth in Utah Code Annotated § 10-20-304(3).

4. Reserved Legislative Powers. Nothing in this Agreement shall limit the future exercise of the police powers of City in enacting additional City Regulations, zoning, subdivision, development, growth management, platting, environmental, open space, transportation, and other land use plans, policies, ordinances, and regulations after the date of this Agreement. Notwithstanding the retained power of City to enact such legislation under its police power, such legislation shall not modify School District's rights as set forth herein unless facts and circumstances are present that meet the compelling, countervailing public interest exception to the vested rights doctrine as set forth in *Western Land Equities, Inc. v. City of Logan*, 617 P.2d 388 (Utah 1988), its progeny, or any other exception to the doctrine of vested rights recognized under state or federal law. Any such proposed change affecting School District's rights shall be of general applicability to all development activity in City. Unless City declares an emergency, School District shall be entitled to prior written notice and an opportunity to be heard with respect to the proposed change and its applicability to the Project.

5. Required Improvements. This Agreement does not in any way convey to School District any capacity in any City system or infrastructure or the ability to develop the Property without the need for School District to install and dedicate to City certain required improvements necessary to service the Property as set forth below, including without limitation the dedication of water rights and sources. Capacity shall only be reserved once a Final Plat is recorded, accepted construction drawings are stamped, and certain improvements necessary to resolve existing system capacity issues are guaranteed to be installed by School District through an improvement completion assurance or bond. School District shall be responsible for paying all property taxes (if applicable), including rollback taxes (or fee-in-lieu), prior to dedication or conveyance and prior to acceptance by City. Future development of the Property shall comply in all respects to all City Regulations with respect to the required infrastructure to service the Property, including but not limited to the installation of the City's minimum-sized infrastructure, whether or not the minimum size may have additional capacity. In consideration of the granting of the Zoning Request, the School District hereby agrees to install and dedicate the following:

   a. **Water Facilities for Development**. At the time of plat recordation or site plan approval, the School District shall be responsible for the installation and dedication to City of all onsite and offsite culinary and secondary water improvements, including but not limited to storage, source, distribution, treatment, and fire flow facilities sufficient for the development of the Property in accordance with City Regulations. The School District understands that the City's pressurized irrigation

system does not have sufficient capacity to service this project and that until the improvements are complete and accepted by the City allowing sufficient capacity for the School District, the Property shall not connect into the existing system. The School District is coordinating with the Church on future plans for the zone 2 south irrigation pond (referred to in the master plan as "Pond 12"). The School District shall be required to design and install the master planned zone 2 16-inch drinking water line and 20-inch pressurized irrigation line in Bonneville Drive connecting at the south end to Brixton Park Plat B Phase 2 and extending northerly along Bonneville Drive to the future intersection of Halmark Drive / Bonneville Drive. The 16-inch and 20-inch waterline projects are not in the current Pressurized Irrigation Impact Fee Facility Plan but will be eligible for upsize only reimbursement through secondary water impact fee credits subject to a City Council accepted Reimbursement Agreement. School District expressly acknowledges and agrees that under no circumstances shall the Project be permitted to connect to the City's secondary water system until all improvements and work required for the secondary system have been fully completed to the satisfaction of the City and formally accepted by the City in writing, which acceptance shall not unreasonably be withheld or delayed.

b. **Sewer, and Storm Drainage**. At the time of plat recordation or site plan approval, School District shall be responsible for the installation and dedication to City of all onsite and offsite sewer and storm drainage improvements sufficient for the development of the Property in accordance with City Regulations except as otherwise agreed herein.

   The stormwater release rate for this site is determined by the Tickville Outfall's downstream capacity. All stormwater shall be detained and treated in accordance with City regulations and then may be discharged to the City system at a rate not to exceed 0.016 cfs/acre. If there is insufficient capacity in the existing system, a new outfall to Tickville Wash will be required which shall be designed and installed at the School District's sole expense. New crossings of MVC will not be permitted without a new stormwater outfall. Additional required improvements for each plat or site plan shall be determined by the Parties at the time of plat or site plan submittal and may be adjusted thereafter only by the mutual written agreement of the Parties.

c. **Roads**. At the time of plat recordation or site plan approval, the School District shall be responsible for the installation and dedication to the City of all onsite and offsite road improvements sufficient to serve the development of the Property in accordance with applicable City regulations, as limited by the School District's proportionate share of impacts, except as otherwise expressly agreed herein.

   The Parties expressly find and agree that the roadway improvements required under

this Agreement bear an essential nexus to the traffic impacts created by the Project and that the nature and extent of the School District's obligations are roughly proportional to those impacts, consistent with applicable constitutional standards, including *Nollan v. California Coastal Commission* and *Dolan v. City of Tigard*, and their progeny.

School District shall install the following roadways in compliance with the City's Transportation Master Plan, and the Traffic Impact Study completed by the School district and the Traffic Impact Study Review Memo completed by the City, as applicable and as limited by the proportionate-share principles set forth herein:

i. The School District shall construct and dedicate to the City Bonneville Drive as a "collector" road, including the utilities and any intersection improvements such as additional turn lanes, extending from the southern connection at Brixton Park Plat B Phase 2 and extending northerly through the Project to, and including, the intersection with Hallmark Drive. Bonneville Drive may be eligible for impact fee credit reimbursement for the upsize cost from a local road to a collector road subject to a City Council accepted Reimbursement Agreement.

ii. At a future date, the City agrees to install Bonneville Drive from the north side of the intersection of Hallmark Drive extending northerly to the municipal boundary with Eagle Mountain to facilitate a connection to the existing Silverlake Parkway. The School District agrees that it shall be responsible for its proportionate share of this extension which has determined by the TIS Review Memo to be 17.24% an estimated cost of $236,407.61. Alternatively, the School District may elect to build this roadway with their project and the City will agree to reimburse them 82.76% of the actual costs of design and construction and ROW acquisition.

iii. The School District possesses property sufficient to construct and dedicate to the City, Ensign Drive as a "collector" road, from the Prince Drive / Ensign Drive intersection heading westerly to the west side of the Bonneville Drive / Ensign Drive intersection. The School District has been unable to obtain, through voluntary acquisition at fair market rates, the property interests necessary to construct Ensign Drive as a "minor arterial" road. Therefore, the School District shall construct and dedicate to the City, Ensign Drive as a "collector" road, from the Prince Drive / Ensign Drive intersection heading westerly to the west side of the Bonneville Drive / Ensign Drive intersection; *provided*, that in the event that the City acquires the necessary property interests, the City may direct the School District to upsize Ensign Drive to a "minor arterial" road so long as the School District has not yet installed curbs and gutters on the portion of Ensign Drive

described in this Paragraph 5.c.iii. In the event that Ensign Drive is upsized to a "minor arterial" road subject to the process outlined in this Paragraph 5.c.iii, Ensign Drive may be eligible for reimbursement through Transportation impact fee credits for (i) upsize from a collector road width to a minor arterial road width (estimated to total $98,274) *plus* (ii) the School District's documented additional costs resulting from the delay in acquiring the necessary property interests, including without limitation, any costs to redesign or reconstruct the portion of Ensign Drive contemplated herein. For the avoidance of doubt, nothing in this Agreement shall be construed to require or otherwise obligate the School District to acquire property through condemnation or eminent domain.

iv. At a future date, the City agrees to furnish and install a traffic signal at the intersection of Ensign Drive and Mountain View Corridor in accordance with the City's Transportation Masterplan, the TIS, and the TIS Review Memo. The School District agrees that it is responsible for its proportionate share of the signal in the amount of 15.55% (with the Silverlake Parkway connection) as determined by the TIS Review Memo. The estimated total cost for the signalized intersection is $536,000. Alternatively, the School District may elect to install this signal with their project and the City will agree to reimburse them 84.45% of the actual costs and design and construction.

v. At a future date, the city agrees to furnish and install a traffic signal at the intersection of Ensign Drive and Bonneville Drive in accordance with the City's Transportation Masterplan. The School District agrees that it shall be responsible for its proportionate share of this signal which has been determined by the TIS Review Memo to be 11.38%. The estimated total cost for the signalized intersection is $536,000. Alternatively, the School District may elect to install this signal with their project and the City will agree to reimburse them 88.62% of the actual costs of design and construction.

vi. The School District at its election has chosen to construct Hallmark Drive as a "collector" road from Mountain View Corridor to the intersection of Bonneville Drive. Hallmark Drive is a project improvement and not eligible for impact fee credit reimbursement.

vii. The School District shall construct acceleration and deceleration lanes on Mountain View Corridor as required by the UDOT Access Category 4 highway criteria. The total cost for each acceleration and deceleration lane is estimated at $136,200. The locations and proportionate shares are specified in the TIS Review Memo at the following locations:

1. At the intersection of Mountain View Corridor & Ensign Drive
    1. Eastbound right turn lane (15.15% proportion for the school district)
2. At the intersection of Mountain View Corridor & Hallmark Drive
    1. Northbound left turn lane (11.19% proportion for the school district for the required restriping)
    2. Southbound right turn lane (13.25% proportion for the school district)
    3. Eastbound right turn lane (8.78% proportion for the school district)

viii. The School District shall construct, as a non-reimbursable project improvement, a pedestrian-activated and/or bicyclist-activated rectangular rapid flashing beacon (RRFB) at the midblock crossing on Ensign Drive for the Mountain View Corridor Trail. This is an uncontrolled midblock crossing and meets the criteria for RRFB installation to enhance pedestrian safety, particularly for students.

The Parties agree that the reimbursements contemplated in Paragraphs 5.c.i, 5.c.iii, 5.c.iv, and 5.c.vii shall be reimbursed on an actual cost basis. The reimbursement contemplated in Paragraph 5.c.ii shall be reimbursed on an actual cost basis, *provided* that the construction of that roadway is substantially complete as of the date that the School opens. In the event that the roadway contemplated in Paragraph 5.c.ii is not substantially complete as of the date that the School opens, reimbursement for that roadway shall be determined by the engineer estimate set forth in Paragraph 5.c.ii. The reimbursement contemplated in Paragraph 5.c.v shall be reimbursed as determined by the engineer estimate set forth in that Paragraph.

The roadways constructed by the School District as described in Paragraphs 5.c.i, 5.c.ii, and 5.c.iii shall include full cross sections with curbs and gutters installed on both sides of the road, and sidewalks and parkstrips installed on the side adjacent to the School. (See the road improvements set forth on Exhibit C).

6. Development Plan Coordination. In order to coordinate with the City, in satisfaction of the requirements of Utah Code Annotated §§ 10-20-304(4) and 53E-3-710, the School District shall cause final plat and final project plans and specifications (including but not limited to site and building design plans) (the "Plans") to be prepared for the School meeting City and State Regulations, and this Agreement, including all exhibits hereto. The School District agrees to provide all information required by City and State Regulations, as well as any information which City staff reasonably request.

7. Dedication of Property. Where the School District is required to dedicate property to the City as a condition of this Agreement or as part of this School, the School District shall ensure that all such property is transferred to the City free and clear of any encumbrances, liens, claims, or other legal or financial liabilities. On a limited basis and only as approved in writing, the City shall allow certain encumbrances, such as utility easements, to remain on the property if it furthers a legitimate governmental purpose and is in the best interests of the City.

8. Impact Fees. The School District shall pay impact fees to the City in the amounts set forth on the Impact Fee Schedule attached hereto as Exhibit D, as adjusted by the impact fee credits and reimbursement amounts from the City to the School District set forth thereon. The Parties acknowledge and agree that the School District may satisfy some or all of its impact fee payment obligations hereunder through the application of any Church Impact Credits which are duly transferred to the School District through forms approved by the City (which approval shall not unreasonably be withheld or conditioned), as well as through the transportation impact fee credits and reimbursement amounts from the City to the School District set forth in this Agreement (including upon Exhibit D) which are currently estimated at $76,066.79. On, or prior to July 1, 2026, the School District shall satisfy the City's estimate of the School District's total impact fees, through payment to the City and/or the application of impact fee credits, in a total amount equal to $2,194,733.77 (the "Preliminary Impact Fee"). The Preliminary Impact Fee includes (i) the commercial impact fees and water rights in the estimated amount of $1,952,533.47, *plus* (ii) the plat recordation impact and water fees in the estimated amount of $318,267.09, *less* (iii) the anticipated transportation impact fee credit $76,066.79, in each case as contemplated herein and set forth on Exhibit D.

The Parties agree that certain impact fee or reimbursement amounts, including the reimbursement amounts for the transportation and secondary water improvements, are estimates. After completion of the School, together with the completion and acceptance by the City of the improvements required to be completed hereunder, the City shall provide the School District with a calculation of final reimbursement amounts, which shall be based on the actual construction costs attributable to the School District or the City except as otherwise set forth herein (the "Final Impact Fee") and shall provide the School District with such supporting documentation as the School District may reasonably require. The School District shall have 30 days following the receipt of the City's calculation to review the documentation and raise written objections. If the School District timely objects in writing, the Parties shall negotiate in good faith to resolve any dispute prior to the 90-day reconciliation period. The Parties shall reconcile any difference between the Final Impact Fee and the Preliminary Impact Fee, with the School District paying any deficiency or the City reimbursing any excess, within 90 days after (i) the expiration of the School District's 30-day review period, (ii) the conclusion of the Parties' dispute resolution (if applicable), or (iii) the School District's written acceptance of the Final Impact Fee determination.

Reimbursements from the City (if any) shall be made in the method originally tendered by the School District in its payment of the Preliminary Impact Fee.

Except for the impact fees shown in Exhibit D, the City waives any right to impose additional impact fees for the School, as constructed under the Plans in all material respects, on (i) the School District, (ii) the school district created under 2024 Utah Ballot Proposition 14 that includes the City (the "Lake Mountain School District"), or (iii) any other school district created under 2024 Utah Ballot Propositions 14 or 11. The School District waives any challenge to the legality or enforceability of the impact fees agreed to in this Paragraph 8.

9. Standards for Approval. City shall approve the Plans if such Plans meet the requirements of this Agreement and City and State Regulations. School District shall be required to proceed through the Preliminary Plat, Final Plat, and Site Plan approval process as specified by City Regulations and, if a plat is required, record a Final Plat with the Utah County Recorder and pay all recording fees, *provided* that the School District shall retain the protections and rights afforded to it by Utah Code Annotated § 10-20-304 (including the authority retained by the School District over landscaping, fencing, aesthetic considerations, construction methods or materials, additional building inspections, municipal building codes, building use for educational purposes, or the placement or use of temporary classroom facilities in the Recitals to this Agreement).

10. Term. The term of this Agreement shall commence on the effective date of this Agreement and shall continue for a period of ten years. However, this Agreement shall terminate earlier: (i) when certificates of occupancy have been issued for all buildings and/or dwelling units in the School; *provided*, however, that any covenant included in this Agreement which is intended to run with the land shall survive this Agreement; or (ii) if School District fails to proceed with the School within a period of two years. "Failure to proceed with development" shall be defined as failure to submit a complete site plan or preliminary plat application meeting all current City regulations and failure to pay the City's application fees for such. The Parties acknowledge and agree that School District's vested interests and rights contained in this Agreement shall survive the Term and continue in perpetuity unless otherwise agreed in writing between the School District and City, or upon termination of this Agreement approved by City and School District in writing. Additionally, this Agreement shall continue for perpetuity for any portions of the property contained in a final plat approved by City and recorded on the property in the county recorder's office by School District, unless City and School District mutually agree otherwise in writing. The Parties acknowledge and agree that the Lake Mountain School District shall be a third-party beneficiary of the rights, interests, and benefits set forth in this Paragraph 10.

11. Successors and Assigns.

a. Change in School District. Pursuant to Utah Code Annotated § 53G-3-102(2), the Lake Mountain School District was created as of the date that voters approved 2024 Utah Ballot Proposition 14, and the School will be constructed within the boundaries of both the School District and the Lake Mountain School District. The Parties therefore acknowledge and agree that the Lake Mountain School District shall be a third-party beneficiary of this Agreement, and that, without limiting the foregoing, the Lake Mountain School District shall have the full right to enforce any and all provisions of this Agreement that confer any benefit upon the Lake Mountain School District, and shall be entitled to pursue all remedies available at law or in equity in the event of any breach of such provisions. The rights of the Lake Mountain School District under this Agreement shall vest immediately upon execution of this Agreement and shall not be subject to revocation, modification, or termination without the prior written consent of the Lake Mountain School District. If the Property is transferred ("Transfer") to the Lake Mountain School District or any other third-party in accordance with Utah Code Annotated § 53G-3-302, the School District shall no longer be liable for the performance of any of the obligations contained in this Agreement except to the extent that the School District continues to construct or otherwise develop the School, and the School District shall otherwise be fully and completely released from any further obligations under this Agreement as to the transferred Property.

b. Individual Lot or Unit Sales. Notwithstanding the provisions of Subparagraph 11.a, a transfer by School District of a lot or unit located on the Property within a City approved and recorded plat shall not be deemed a Transfer as set forth above so long as School District's obligations with respect to such lot or dwelling unit have been completed. In such event, School District shall be released from any further obligations under this Agreement pertaining to such lot or dwelling unit.

12. Default.

a. Events of Default. Upon the happening of one or more of the following events or conditions School District or City, as applicable, shall be in default ("Default") under this Agreement:

i. a material warranty, representation, or statement made or furnished by School District under this Agreement is intentionally false or misleading in any material respect when it was made;

ii. a determination by City made upon the basis of substantial evidence that School District has not complied in good faith with one or more of the material terms or conditions of this Agreement;

iii. any other event, condition, act, or omission, either by City or School District

that materially violates the terms of this Agreement, including those events, conditions, acts, or omissions which have been explicitly agreed to constitute a breach or Default herein.

b. Procedure Upon Default.

i. Upon the occurrence of Default, the non-defaulting Party shall give the other Party thirty days written notice specifying the nature of the alleged Default and, when appropriate, the manner in which said Default must be satisfactorily cured. In the event the Default cannot reasonably be cured within thirty days, the defaulting Party shall have such additional time as may be necessary to cure such Default so long as the defaulting Party takes significant action to begin curing such Default with such thirty-day period and thereafter proceeds diligently to cure the Default. After proper notice and expiration of said thirty day or other appropriate cure period without cure, the non-defaulting Party may declare the other Party to be in breach of this Agreement and may take the action specified in Paragraphs 12.c or 12.d herein (as applicable). Failure or delay in giving notice of Default shall not constitute a waiver of any Default.

ii. Any Default or inability to cure a Default caused by strikes, lockouts, labor disputes, acts of God, inability to obtain labor or materials or reasonable substitutes, governmental restrictions, governmental regulations, governmental controls, enemy or hostile governmental action, civil commotion, fire or other casualty, and other similar causes beyond the reasonable control of the Party obligated to perform, shall excuse the performance by such Party for a period equal to the period during which any such event prevented, delayed, or stopped any required performance or effort to cure a Default.

c. Breach of Agreement by School District. Upon Default as set forth in Subparagraphs 12.a and 12.b above, City may declare School District to be in breach of this Agreement and City: (i) may withhold approval of any or all building permits or certificates of occupancy applied for in the School, but not yet issued; and (ii) shall be under no obligation to approve or to issue any additional building permits or, if applicable, certificates of occupancy for any building within the School until the breach has been corrected by School District. In addition to such remedies, City may pursue whatever additional remedies it may have at law or in equity, including injunctive and other equitable relief.

d. Breach of Agreement by City. Upon Default as set forth in Subparagraphs 12.a and 12.b above, the School District may declare City to be in breach of this Agreement and School District: (i) may continue to construct the School in a manner compliant,

in all material respects, with the documents and plans which have been submitted by School District to City prior to City's Default and breach; and (ii) may postpone the construction of the School. In addition to such remedies, the School District may pursue whatever additional remedies it may have at law or in equity, including injunctive and other equitable relief.

13. Entire Agreement. This Agreement shall supersede all prior agreements with respect to the subject matter hereof, not incorporated herein, and all prior agreements and understandings are merged, integrated, and superseded by this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

**Exhibit A:** Property Ownership map, Vicinity Map, and/or Legal Descriptions

**Exhibit B:** Concept Plan

**Exhibit C:** Road Improvements

**Exhibit D:** Impact Fee Schedule

14. General Terms and Conditions.

a. Incorporation of Recitals. The Recitals contained in this Agreement, and the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

b. Recording of Agreement. This Agreement shall be recorded at School District's expense to put prospective purchasers or other interested parties on notice as to the terms and provisions hereof.

c. Severability. Each and every provision of this Agreement shall be separate, several, and distinct from each other provision hereof, and the invalidity, unenforceability, or illegality of any such provision shall not affect the enforceability of any other provision hereof.

d. Time of Performance. Time shall be of the essence with respect to the duties imposed on the Parties under this Agreement. Unless a time limit is specified for the performance of such duties, each Party shall commence and perform its duties in a diligent manner in order to complete the same as soon as reasonably practicable.

e. State and Federal Law; Invalidity. The Parties agree, intend, and understand that the obligations imposed by this Agreement are only such as are consistent with state and federal law. The Parties further agree that if any provision of this Agreement

becomes, in its performance, inconsistent with state or federal law or is declared invalid, this Agreement shall be deemed amended to the extent necessary to make it consistent with state or federal law, as the case may be, and the balance of the Agreement shall remain in full force and effect. If City's approval of the School is held invalid by a court of competent jurisdiction this Agreement shall be null and void.

f. Enforcement. The Parties to this Agreement recognize that City has the right to enforce this Agreement and those of its rules, policies, regulations, and ordinances which otherwise apply to the School District under relevant law, by seeking an injunction to compel compliance. In the event School District violates the rules, policies, regulations, or ordinances of City or violates the terms of this Agreement, City may, without declaring a Default hereunder or electing to seek an injunction, and after thirty days written notice to correct the violation (or such longer period as may be established in the discretion of City or a court of competent jurisdiction if School District has used its reasonable best efforts to cure such violation within such thirty days and is continuing to use its reasonable best efforts to cure such violation), take such actions as shall be deemed appropriate under law until such conditions have been rectified by School District.

g. No Waiver. Failure of a 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 time said right or any other right it may have hereunder. Unless this Agreement is amended by vote of the City Council taken with the same formality as the vote approving this Agreement, no officer, official, or agent of City has the power to consent to the amendment, modification, or alteration of this Agreement, or to waive any of its conditions as to bind City by making any promise or representation not contained herein, except for minor amendments allowed per City Regulations.

h. Amendment of Agreement. This Agreement shall not be modified or amended except in written form mutually agreed to and signed by each of the Parties. The Parties acknowledge and agree that the City cannot consent to the change of any provision of this Agreement unless this Agreement is amended pursuant to a vote of the City Council taken with the same formality as the vote approving this Agreement, except for minor amendments allowed per City regulations.

i. Attorney Fees. The Parties agree that, should any Party hereto employ an attorney for the purpose of enforcing this Agreement or any judgment based on this Agreement, for any reason or in any legal proceeding whatsoever, including insolvency, bankruptcy, arbitration, declaratory relief or other litigation, including appeals or rehearings, and whether or not an action has actually commenced, that Party shall bear its own costs for the same, without regard to whether such Party

ultimately prevails at law or in equity.

j. Notices. Any notices required or permitted to be given pursuant to this Agreement shall be deemed to have been sufficiently given or served for all purposes when presented personally, or four days after being sent by registered or certified mail, properly addressed to the Parties as follows (or to such other address as the receiving Party shall have notified the sending Party in accordance with the provisions hereof):

| | |
|---|---|
| To the School District: | Business Administrator<br>Alpine School District<br>575 N 100 E<br>American Fork, UT 84003 |
| To the City: | City Manager<br>City of Saratoga Springs<br>319 S Saratoga Road<br>Saratoga Springs, UT 84045 |

k. Applicable Law. This Agreement and the construction thereof, and the rights, remedies, duties, and obligations of the Parties which arise hereunder are to be construed and enforced in accordance with the laws of the State of Utah.

l. Execution of Agreement. This Agreement may be executed in multiple parts as originals or by facsimile copies of executed originals; *provided*, however, if executed and evidence of execution is made by facsimile copy, then an original shall be provided to the other Party within seven days of receipt of said facsimile copy.

m. Relationship of Parties. The contractual relationship between City and School District arising out of this Agreement is one of independent political subdivisions with overlapping constituencies that are contracting at arms-length, and is neither an interlocal nor an agency relationship. Except as explicitly set forth herein with respect to the Lake Mountain School District, this Agreement does not create any third-party beneficiary rights, and it is specifically understood by the Parties that: (i) all rights of action and enforcement of the terms and conditions of this Agreement shall be reserved to City and School District, (ii) City has no interest in or responsibilities for or duty to third parties concerning any improvements to the Property; and (iii) School District shall have the full power and exclusive control of the Property subject to the obligations of School District set forth in this Agreement.

n. Annual Review. Either Party may review progress pursuant to this Agreement at

least once every twelve (12) months to determine if the other Party has complied with the terms of this Agreement. If the reviewing Party finds, on the basis of substantial evidence, that the other Party has failed to comply with the terms hereof, the Reviewing Party may declare the other Party to be in Default as provided in Paragraph 12 herein. A Party's failure to review at least annually the other Party's compliance with the terms and conditions of this Agreement shall not constitute or be asserted by any Party as a Default under this Agreement by School District or City. If records are sought in connection with an annual review, the producing Party shall make available for inspection and review during normal business hours such records as are (i) requested, (ii) related to the matters contemplated under this Agreement, and (iii) are not subject to privilege. Such records shall be produced within a reasonable time (not to exceed 45 days. Any City access and entry onto the Property for the purpose of this annual review may be supervised by representatives of the School District and shall require the prior notice and approval of the School District, which approval shall not be unreasonably withheld.

o. Institution of Legal Action. In addition to any other rights or remedies, either Party may institute legal action to cure, correct, or remedy any Default or breach, to specifically enforce any covenants or agreements set forth in this Agreement or to enjoin any threatened or attempted violation of this Agreement; or to obtain any remedies consistent with the purpose of this Agreement. However, any remedy against the City shall be limited to specific performance only. Legal actions shall be instituted in the Fourth District Court, State of Utah, or in the Federal District Court for the District of Utah.

p. Title and Authority. School District expressly warrants and represents to City that School District (i) owns all right, title and interest in and to the Property, or (ii) has the exclusive right to acquire such interest, and (iii) that prior to the execution of this Agreement no right, title or interest in the Property has been sold, assigned or otherwise transferred to any entity or individual other than to School District. School District further warrants and represents that no portion of the Property is subject to any lawsuit or pending legal claim of any kind. School District warrants that the undersigned individuals have full power and authority to enter into this Agreement on behalf of School District. School District understands that City is relying on these representations and warranties in executing this Agreement. The Parties acknowledge and agree that the transfer of title to the Property from the School District to the Lake Mountain School District, as agreed between the two districts and in a manner compliant with state law, shall not be a constitute a Default or breach under this Agreement.

q. Headings for Convenience. All headings and captions used herein are for convenience only and are of no meaning in the interpretation or effect of this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed by City and by a duly authorized representative of each Party hereto as of the date first written above.

Attest:

CITY OF SARATOGA SPRINGS, a political subdivision of the State of Utah

_____ By:_____
City Recorder Mayor

ALPINE SCHOOL DISTRICT, a school district and political subdivision of the State of Utah.

By:_____
Name: Robert W. Smith
Title: Superintendent

State of Utah

County of Utah

The foregoing instrument was acknowledged before me this ___ day of _____, 2026 by _____, of Alpine School District, a political subdivision of the State of Utah.

_____
Notary Public

## Exhibit A

**Property Ownership map, Vicinity Map, and/or Legal Descriptions**

**Exhibit B**

**Concept Plan**

# Exhibit C

## Road Improvements

**Exhibit D**

**Impact Fee Schedule**

Exhibit 9. Planning Commission Meeting Minutes

# MINUTES – Planning Commission

Thursday, June 26, 2025
City of Saratoga Springs City Offices
1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

## PLANNING COMMISSION MEETING MINUTES

**CALL TO ORDER - 6:00 p.m.** by Chair Rachel Sprosty Burns.

1. **Pledge of Allegiance** - led by Commissioner Jack K. Mangum.
2. **Roll Call** – A quorum was present.

**Present:**
Commission Members: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Jack K. Mangum, Virginia Rae Mann, Colton Miles.
Staff: Sarah Carroll, Planning Director; Ken Young, Community Development Director; Rulon Hopkins, Assistant City Attorney; Scott Petrik, Engineer; Ken Knight, Engineer; Wendy Wells, Deputy Recorder.
Others: Scott Johnson, Frank Pulley, Becky Williamson, Kirt Williamson.
**Excused:** Commissioner Doug Willden.

3. **Public Input** - Public input was opened by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

## PUBLIC HEARINGS

**Commissioner Colton Miles explained a potential conflict of interest and recused himself from Public Hearing Item 1.**

1. **Alpine School District High School 722 General Plan Land Use Map Amendment from Planned Community and Low Density Residential to Institutional/Civic, and a Rezone from Planned Community and Agriculture to Institutional/Civic, with an accompanying Concept Plan. Located approximately at the northwest corner of Ensign Drive and Mountain View Corridor. Scott Johnson as applicant. Senior Planner David Jellen presented the item.** The applicant has requested to rezone a 61.61-acre property situated northwest of the intersection of Ensign Drive and Mountain View Corridor. The application includes a proposal to amend the current General Plan Land Use designation, as well as rezone the entire 61.61-acre property. The applicant is requesting that the current General Plan Land Use designation of Planned Community and Low Density Residential be amended to Institutional/Civic, and that the entire 61.61-acre property be rezoned from Planned Community (PC) and Agricultural (A) to Institutional/Civic (I/C), consistent with the requested General Plan Land Use Amendment. In addition to the requested general plan amendment and rezone, the applicant has submitted an accompanying Concept Plan showing a proposed public high school.

   **Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

   Applicants Scott Johnson and Frank Pulley were in attendance to answer any questions.

   Commissioner Hill asked if the City did "zone trading" to allow for a good mix in the General Plan.

   Planning Director Sarah Carroll advised that the City had not typically done any type of zone trading, but brought those requests to Planning Commission for City Council to decide on. She reminded Commissioners that this was a Legislative decision. She also explained that the high school could have gone in the planned community zone, but taking it out of that zone would simplify the process.

Commissioner Hill received clarification that Bonneville Dr. was slated to go into Silver Lake Parkway according to the City's master plan, and provide access from surrounding communities. He was appreciative of the work that had been done.

Commissioner Carn further inquired about Bonneville Dr. and wondered if it would be extended, and if it would also continue to Three Canyons Rd. He was concerned about the road being big enough to handle projected growth.

Senior Planner David Jellen confirmed that Bonneville Dr. would be extended.

Planning Director Sarah Carroll advised that the consulting firm that had done the transportation master plan update had addressed the growth projections.

Chair Sprosty Burns noted there had been some discussion in the community regarding questions about when the school would open, and concerns regarding the sale of the land to the school. She wanted to be sure that there was open communication to the public.

Applicant Frank Pulley shared that the school is planned for the Fall of 2028.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested rezone and general plan amendment for Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mangum.**
**Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Jack K. Mangum, Virginia Rae Mann.**
**No: None.**
**Absent: Doug Willden.**
**Recused: Colton Miles**
**Motion passed 5 - 0.**

**Commissioner Jack K. Mangum was excused from the Planning Commission meeting.**

2. **Amendment to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.05 – Small Wireless Facility Design; and update to the Standard Technical Specifications & Drawings Manual. City- Initiated. The item was presented by Planner II Sam Stout, and Engineer Ken Knight.** The amendment would differentiate monopole towers and freestanding structures from small wireless facility poles. It would also clarify that applications for small wireless facility permits will be processed under Title 8 of the City Code. The Engineering Standard Technical Specifications & Drawings Manual will be updated to include detailed specifications and drawings for small wireless facilities.

**Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Hill thought it was wise to make these types of updates as technology changes, and asked if it would help 5G to work better. He felt the technology had made some great advances, and that there would be even more advancements in the future.

Engineer Ken Knight advised that he had researched and learned that small wireless facilities could help alleviate traffic to the large cell towers, and move that traffic faster.

Commissioner Miles shared that he lived in an area that had had poor cell service and had made some calls to determine how to address the problem. He felt that small wireless facilities were less costly, less intrusive and could be a good solution.

**Motion made by Commissioner Mann that the Planning Commission forward a recommendation for approval of the requested code amendments to Chapters 19.05.03 and updates to the Standard Technical Specifications & Drawings with the Findings and Conditions in the Staff Report Seconded by Commissioner Miles.**
**Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles.**

**No: None.**
**Absent: Jack K. Mangum, Doug Willden.**
**Motion passed 5 - 0.**

3. **Amendments to Title 19 of the Land Development Code of the City of Saratoga Springs, Chapters 19.02, 19.04, and 19.09, related to Outdoor Seating Areas, including the addition of a definition, identification of permitted zones, and specification of applicable parking requirements. City-Initiated.** This is a staff-initiated code amendment related to "Outdoor Seating." The amendment provides a definition, adds the new use to the use table, adds parking standards, and specifies which zones the new use will be allowed in.

   **Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

   Commissioner Carn reported that he had heard some concerns expressed that there was not a common area with outdoor seating. He wondered if the City had any requirements that could specify where businesses needed to have an outdoor area. He was also concerned the amendment may create a need for more parking and could be a negative financial incentive or burden to have outdoor seating.

   Planning Director Sarah Carroll advised that Staff had worked to achieve a happy medium with outdoor seating and parking. She also explained that a burden could potentially fall on adjacent businesses if one business were to install a large outdoor seating area and not provide the additional parking that may be needed. She said that in general most businesses do want to provide adequate parking for their patrons.

   Commissioner Carn received clarification that under definitions, this would apply to "Restaurant" type of businesses.

   Commissioner Hill felt outdoor seating was more of a seasonal thing, and wanted to know how that would be addressed. He thought that seasonality should be considered.

   Planning Director Sarah Carroll responded that some places that had put a heavy focus on their outdoor seating areas had provided outdoor heaters. She explained the City did not have the means to address it seasonally, and this would apply to the highest time of use. She also advised that the downtown area would most likely have specific standards for that area when the time comes.

   Chair Sprosty Burns thought the wording could be changed, and that seasonality needed to be addressed.

   **Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the proposed code amendments to Chapters 19.02, 19.04, and 19.09, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mann.**
   **Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles.**
   **No: Charlie Carn, Rachel Sprosty Burns.**
   **Absent: Jack K. Mangum, Doug Willden.**
   **Motion passed 3- 2.**

   Chair Sprosty Burns felt that the verbiage could be changed to show that the City had the intent to create a community that was open to gathering.

   Commissioner Carn did not want anything that disincentivized outdoor spaces because he felt they added to the community. He thought that businesses already had an incentive to plan correctly, and he did not want to have anything that could potentially drive the opposite outcome.

## BUSINESS ITEMS

1. **Approval of Minutes: May 29, 2025.**

   **Motion made by Commissioner Carn to approve the minutes of May 29, 2025. Seconded by Commissioner Hill.**

Yes: Rachel Sprosty Burns, Charlie Carn, Scott A. Hill, Virginia Rae Mann, Colton Miles.
No: None.
Absent: Jack K. Mangum, Doug Willden.
Motion passed 5 - 0.

## REPORTS

1. **Commission Comments.** No Commissioner Comments.

2. **Director's Report.** – Planning Director Sarah Carroll advised of upcoming agenda items and recent City Council actions. She reminded Commissioners of the next meeting that is scheduled for July 10th.

   Community Development Director Ken Young reviewed one of the provisions in the bylaws about missed meetings. He reminded Planning Commissioners that 3 or more missed meetings in a 3-month period could be subject to a City Council review for possible replacement. He appreciated the Commissioners willingness to be flexible, and communicate absences.

## CLOSED SESSION

**Possible motion to enter into closed session** – No closed session was held.

## ADJOURNMENT

**Meeting Adjourned Without Objection at 6:43 p.m. by Chair Rachel Sprosty Burns.**

7.10.25
Date of Approval

Deputy City Recorder

Planning Commission Chair

**ORDINANCE NO. 26-12 (03-24-26)**

**AN ORDINANCE OF THE CITY OF SARATOGA SPRINGS, UTAH, ADOPTING AN AMENDMENT TO THE LAND USE MAP OF THE GENERAL PLAN, ADOPTING AN AMENDMENT TO THE OFFICIAL ZONING MAP, AND APPROVING A DEVELOPMENT AGREEMENT SPECIFYING THE TERMS OF THE DEVELOPMENT OF CERTAIN REAL PROPERTY IN THE CITY**

**WHEREAS**, Utah Code Chapter 10-20 allows municipalities to amend the general plan and the number, shape, boundaries, or area of any zoning district; and

**WHEREAS**, before the Saratoga Springs City Council approves any zoning or general plan amendments, the amendments must first be reviewed by the Saratoga Springs Planning Commission for its recommendation to the City Council; and

**WHEREAS**, on June 26, 2025, the Planning Commission held a public hearing after proper notice and publication to consider amendments to the City's Land Use Map of the General Plan as well as the City-wide zoning map for certain real property in the City of Saratoga Springs, which is described in Exhibit A ("Property"), and forwarded the item with a favorable recommendation; and

**WHEREAS**, on March 24, 2026, the City Council held a public meeting to consider the general plan land use map and zoning map amendments; and

**WHEREAS,** the City Council voted to approve the rezone and general plan amendments subject to the terms of a development agreement, which agreement is attached as Exhibit B ("Agreement"); and

**WHEREAS**, pursuant to Utah Code § 10-20-102, the City Council is authorized to enter into development agreements it considers necessary or appropriate for the use and development of land within the municipality; and

**WHEREAS**, the City desires to enter into the Agreement because the Agreement establishes planning principles, standards, and procedures to eliminate uncertainty in planning and guide the orderly development of the Property; and

**WHEREAS**, after due consideration, and after proper notice, and after conducting the requisite public hearing with the Planning Commission, the City Council, pursuant to its legislative authority under Utah Code Annotated § 10-20-101, et seq., has determined that it is in the best interests of the residents of the City of Saratoga Springs that amendments to the Land Use Map of the General Plan and City-wide zoning map be made and that the Agreement be approved.

**NOW THEREFORE**, the City Council hereby ordains as follows:

## SECTION I – ENACTMENT

The Property described in Exhibit A is hereby changed from Low Density Residential and Planned Community to Institutional/Civic on the City's Land Use Map of the General Plan and changed from Agricultural (A) and Planned Community (PC) to Institutional/Civic (IC) on the City's Zoning Map, subject to and conditioned on the owner of the Property entering into the development agreement attached as Exhibit B, which Agreement shall be recorded on the Property in the Office of the Utah County Recorder. City Staff is hereby instructed to amend the official City Zoning Map and Land Use Map accordingly and to record said Agreement, subject to payment of the recording costs by the property owner.

The City Manager is hereby authorized to sign the development agreement attached as Exhibit B. City Staff may make any non-substantive changes to the Agreement before execution but may not make any changes inconsistent with the conditions of approval adopted by the City Council.

## SECTION II – AMENDMENT OF CONFLICTING ORDINANCES

If any ordinances, resolutions, policies, or maps of the City of Saratoga Springs heretofore adopted are inconsistent herewith they are hereby amended to comply with the provisions hereof. If they cannot be amended to comply with the provisions hereof, they are hereby repealed.

## SECTION III – EFFECTIVE DATE

This ordinance shall take effect upon its passage by a majority vote of the Saratoga Springs City Council and following notice and publication as required by the Utah Code.

## SECTION IV – SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

## SECTION V – PUBLIC NOTICE

The Saratoga Springs Recorder is hereby ordered, in accordance with the requirements of Utah Code § 10-3-710–711, to do as follows:

a. deposit a copy of this ordinance in the office of the City Recorder; and
b. publish notice as follows:
    i. publish a short summary of this ordinance on the Utah Public Notice Website created in Utah Code § 63F-1-701 and on the City's official website; and
    ii. publish a short summary of this ordinance in in a public location within the City that is reasonably likely to be seen by residents of the City.

**ADOPTED AND PASSED** by the City Council of the City of Saratoga Springs, Utah, this 24th day of March, 2026

Signed: _____
Chris Carn, Mayor

Attest: _____
Nicolette Fike, City Recorder

**CITY COUNCIL VOTE AS RECORDED**

| Councilmembers: | Yes | No | Abstain | Excused |
|---|---|---|---|---|
| Audrey Barton | _____ | _____ | _____ | _____ |
| Edon Davenport | _____ | _____ | _____ | _____ |
| Robert Taylor | _____ | _____ | _____ | _____ |
| Lance Wadman | _____ | _____ | _____ | _____ |
| Emma Wilson | _____ | _____ | _____ | _____ |
| Mayor Chris Carn (tie only) | _____ | _____ | | |

**EXHIBIT A**

Legal Description

**EXHIBIT B**

Development Agreement

SARATOGA SPRINGS PLANNING

# CITY COUNCIL
# Staff Report

**Preliminary Plat and Site Plan**
**ASD High School 722**
**March 24, 2026**
**PUBLIC MEETING**

| | |
|---|---|
| Applicant: | Frank Pulley, Alpine School District |
| Owner: | Alpine School District/The Church of Jesus Christ of Latter-Day Saints |
| Location: | Northwest Corner of Ensign Drive and Mountain View Corridor |
| Project Acreage: | 177.87 Acres |
| Residential Units/Lots: | N/A |
| Current Use: | Agriculture, Undeveloped |
| Land Use Designation: | Planned Community and Low Density Residential |
| Parcel Zoning: | Planned Community and Agricultural |
| Adjacent Zoning: | Planned Community, R1-10, and R3-6 |
| Adjacent Uses: | Agricultural and Low Density Residential |
| Type of Action: | Administrative |
| Land Use Authority: | City Council |
| Planner: | David Jellen, Senior Planner |

**A. Executive Summary and Request:**

The applicant is requesting approval of a preliminary plat and site plan for a new high school, located northwest of the intersection of Ensign Drive and Mountain View Corridor. The total area that is being platted is 177.87 acres, though the new high school site encompasses a total of 61.56 acres. The remaining acreage consists of non-developable parcels, roadways, and a second lot that is under separate ownership and not included with the proposed site plan. The high school site will consist of the new 391,000 square-foot building, with a projected enrollment of 2,000 students, in addition to 1,276 parking stalls and various sports fields, as shown on the site plan (Exhibit 5). The construction of the school site will include the extension and construction of several new roads, with access from Mountain View Corridor.

**Recommendation:**

**On February 12, 2026, the Planning Commission held a public hearing and reviewed the subject application and unanimously recommended to approve the application. Approved minutes are attached.**

**Staff recommends that the City Council conduct a public meeting on the application, review and discuss the proposal, and choose from the options in the Recommendation and**

David Jellen, Senior Planner
djellen@saratogasprings-ut.gov
319 South Saratoga Road • Saratoga Springs, Utah 84045
801-766-9793 x237 • 801-766-9794 fax

**Alternatives Section of this report.** Options include approval with or without conditions, denial, or continuation.

**B. Background:**

A portion of the property was annexed into the City on January 7, 2025, and a rezone and general plan amendment was submitted to the City following the annexation to rezone the high school property to the Institutional/Civic land use and zoning districts. The Planning Commission recommended approval of the rezone and general plan amendment for the school site on June 26, 2025.

**C. Process:**

Code Section 19.13.04 outlines specific development processes and submittal requirements. The Planning Commission is to review the site plan and preliminary plat and make a recommendation to the City Council. The City Council makes the final decision to either approve with or without conditions, continue, or deny the request. **Complies.**

Code Section 19.12 outlines the process for preliminary plat applications, submittal requirements, and approval process. Requirements have been met or are to be met. **Complies.**

City Code Chapter 19.14.05.8 outlines the process for a site plan review.

***Site Plan Application and Approval Process.***

a. *All persons seeking Site Plan approval shall submit an application to the Planning Department for review by the City's Development Review Committee (DRC).* ***Complete.***
b. *Complete engineering drawings for all on-site and off-site improvements must be provided prior to the Site Plan application being scheduled for any public meeting or hearing. The Engineering Department and Development Review Committee shall review the drawings for compliance with City ordinances, regulations, and standards.* ***Complete, see Engineer's Report (Exhibit 1).***
c. *New site plans shall follow the process below:*
    i. *Prior to being scheduled for any public meeting or hearing, the developer shall provide a soils report for the development.* ***Provided.***
    ii. *Upon compliance with the Development Review Committee's recommendations, the revised application shall be forwarded to the Planning Commission for possible recommendation.* ***Completed.***
    iii. *Upon recommendation by the Planning Commission, the application shall be forwarded to the City Council.* ***TBD.***
    iv. *The City Council shall review and take action to table, approve, deny, or to modify the same.* ***TBD.***
    v. *Upon action by the City Council on the Site Plan application, the City Recorder shall prepare written minutes of the decision.* ***TBD.***

**D. Community Review:**

This has been noticed as a public meeting pursuant to City and State statutes, which requires posting notice of the meeting and the agenda not less than 24 hours before the meeting.

As of the date of this report, no public input has been received.

**E. Review:**

Section 10-20-304(3) of Utah State Code states that "A municipality may not impose requirements for landscaping, fencing, aesthetic considerations, construction methods or materials…. on school property." ***Complies, see Application Review Checklist (Exhibit 3).***

Title 19.09.05.7 of City Code states that "Where no comparative land use standard for parking is found in Section 19.09.10, Required Minimum Parking, the Land Use Authority for the related development shall determine an appropriate requirement using the following criteria:

*a.* the intensity of the proposed use; *the proposed use is a high school with a projected student population of 2,000 and 300 projected staff members.*

*b.* times of operation and use; *the school will be used year-round and throughout the day, with the highest use during the school year and regular operating hours.*

*c.* whether the hours or days of operation are staggered thereby reducing the need for the full amount of required parking; *the hours and days of operation will be during regular school hours throughout the school year.*

*d.* whether there is shared parking agreement in accordance with Section 19.09.05.10 below—if there is a shared parking agreement, a reduction may not be granted; *no shared parking agreement is proposed.*

e. the number of employees; *there are 300 projected staff members.*

f. the number of customers and patrons; *the projected student population is 2,000, with 300 projected staff members..*

*g.* trip generation; *the applicant's traffic study indicates a projected total of 2,096 weekly trips.*

h. peak demands; *the applicant's traffic study indicates 568 trips during peak morning hours and 362 trips during peak afternoon hours.*

**Staff conclusion: Up for Discussion**. The applicant is proposing 1,276 total parking stalls for the proposed school site. City Code states that the Land Use Authority shall determine an appropriate minimum parking requirement according to the criteria outlined above.

**F. General Plan:**

The General Plan Land Use Map shows the property as being located within the Planned Community and Low Density Residential land use designations. The applicant has requested to amend the existing land use designations to place the property entirely within the Institutional/Civic land use designation.

The General Plan characterizes development within the Institutional/Civic land use classification as "areas designated for civic or institutional space, including municipal buildings and schools."

**Staff conclusion: *Shall Comply***. The rezone, general plan amendment, and associated development agreement, have yet to be approved by the City Council for this project. Approval of this preliminary plat and site plan application is contingent on the approval of the rezone and general plan amendment request.

**G. Code Criteria:**

For full analysis please see the attached Planning Review Checklist.

**List all related sections from the checklist**

- 19.04, Land Use Zones: **Shall Comply.** The proposed preliminary plat and site plan shall be approved following approval of the requested rezone and general plan amendment.
- 19.06, Landscaping and Fencing: **N/A.** Not regulated per State Code.
- 19.09, Off Street Parking: **Up for Discussion**. Refer to Section E of this report for parking analysis.
- 19.11, Lighting: **N/A.** Not regulated per State Code.
- 19.12, Subdivisions: **Shall Comply.** The preliminary plat shall comply with all City regulations.
- 19.13, Process: **Complies.**
- 19.14, Site Plans: **Shall Comply.** The trail adjacent to Mountain View Corridor shall be constructed of concrete and 10-feet in width.
- 19.16, Site and Architectural Design Standards: **N/A.** Not regulated per State Code.
- 19.18, Sign Regulations: **N/A.** Not regulated per State Code.

**H. Recommendation and Alternatives:**

Staff recommends that the City Council review, discuss the application, and choose from the following options.

**Option 1 – Approval**

"I move that the City Council approve the requested Preliminary Plat and Site Plan for ASD High School 722

located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings and Conditions in the Staff Report."

**Findings**

1. The application is consistent with the General Plan, as articulated in Section F of the staff report, which section is incorporated by reference herein.
2. The application complies with the criteria in the Land Development Code, as articulated in Section G of the staff report, which section is incorporated by reference herein.

**Conditions:**

1. All conditions of the City Engineer shall be met, including but not limited to those in the attached Engineering Staff Report.
2. All requirements of the Fire Chief shall be met.

3. Once approved by the City Council, all remaining redlines on plans, Engineering staff report, and the redlines in the Application Review Checklist shall be corrected before the construction drawings are approved by staff.
4. The proposed preliminary plat and site plan shall be approved following approval of the requested rezone and general plan amendment.
5. The preliminary plat shall comply with all City regulations.
6. The total number of parking stalls are approved as shown.
7. The trail adjacent to Mountain View Corridor shall be constructed of concrete and 10-feet in width.
8. All other Code requirements shall be met.
9. Any other conditions or changes as articulated by the City Council: _____.

**Option 2 – Continuance**

"I move to **continue** the preliminary plat and site plan for ASD High School 722 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____
2. _____

**Option 3 – Denial**

"I move that the City Council deny the requested preliminary plat and site plan for ASD High School 722
, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings below:

1. The application is not consistent with the General Plan:
    a. _____, and/or,
2. The application is not consistent with Section [XX.XX] of the Code:
    a. _____, and/or

**I. Exhibits:**

**1.** City Engineer's Report
**2.** Location & Zone Map
**3.** Application Review Checklist
**4.** Preliminary Plat
**5.** Site Plan
**6.** Landscape Plan
**7.** Elevations
**8.** Planning Commission Meeting Minutes (February 12, 2026)

**Exhibit 1. City Engineer's Staff Report**

# Staff Report

**Author:** **Scott Petrik, Engineer I**
**Subject:** **High School #722 — Final Plat**
**Date:** **24 March 2026**
**Type of Item:** **Preliminary Plat, Final Plat, and Site Plan Approval**

**Description:**

**A.** **Topic:** The Applicant has submitted a Preliminary Plat, Final Plat, and Site Plan Application. Staff has reviewed the submittal and provides the following recommendations.

**B.** **Background:**

| | |
|---|---|
| *Applicant:* | *Frank Pulley—Alpine School District* |
| *Request:* | *Preliminary Plat, Final Plat, and Site Plan Approval* |
| *Location:* | *1000 S. Bonneville Drive* |
| *Acreage:* | *177.87 Acres - 2 Lots* |

**C.** **Recommendation:** Staff recommends the approval of preliminary plat, final plat, and site plan subject to the following conditions:

1. The developer shall comply with all review comments and redlines, prepare final construction drawings as outlined in the most recent edition of the City of Saratoga Springs Standards and Technical Specifications, and receive approval from the City Engineer on those drawings prior to commencing construction.

2. Provide a Storm Water Pollution Prevention Plan (SWPPP) following the State template prior to the pre-construction meeting.

3. Owner to record a Long-Term Storm Water Management Agreement and provide a Long-Term Storm Water Management Plan for the project. The plan portion will be required prior to scheduling a pre-construction meeting.

4. Review and inspection fees must be paid as indicated by the City prior to any construction being performed on the project.

5. Developer must secure water rights as required by the City Engineer, City Attorney, and development code.

6. Developer shall provide easements for all off-site utilities not located in the public right-of-way.

7. Project shall comply with all ADA standards and requirements.

8. Developer is required to ensure that there are no adverse effects to adjacent properties due to the grading practices employed during construction.

9. Project bonding must be completed as approved by the City Engineer prior to recordation of plats.

10. Developer may be required by the Saratoga Springs Fire Chief to perform fire flow tests prior to final plat approval and prior to the commencement of the warranty period.

11. Submittal of an electronic version of the as-built drawings in pdf format to the City Engineer is required prior acceptance of site improvements and the commencement of the warranty period.

12. Developer shall bury the power lines less than 46 kV that are within this plat.

13. The developer acknowledges that the City's pressurized irrigation system does not have sufficient capacity to service this project's proposed irrigation system. The pressurized irrigation infrastructure needs are described in the development agreement. The developer shall not connect the project's irrigation system to the City's drinking water system as a temporary connection.

14. Please be advised that, only a signed reimbursement agreement approved by the City Council, as detailed in the City Engineering Standard 00500/2.3/E, can guarantee that improvements in this project are eligible for reimbursement by the City. If the applicant believes that some of the improvements in this project are eligible for reimbursement from the City, it is strongly recommended the applicant obtain a reimbursement agreement from the City before they are constructed. Constructing them without a signed reimbursement agreement in place, even if they are approved/accepted in the construction drawings, inspected by the City as they are constructed, and/or contained in the City's Capital Facilities Plans and Impact Fees Facilities Plans, is at the sole risk of the developer without any guarantee of reimbursement or any particular timing of reimbursement.

15. Developer is required to design and install the roadway transportation infrastructure as written in the development agreement.

## Exhibit 2: Location Map

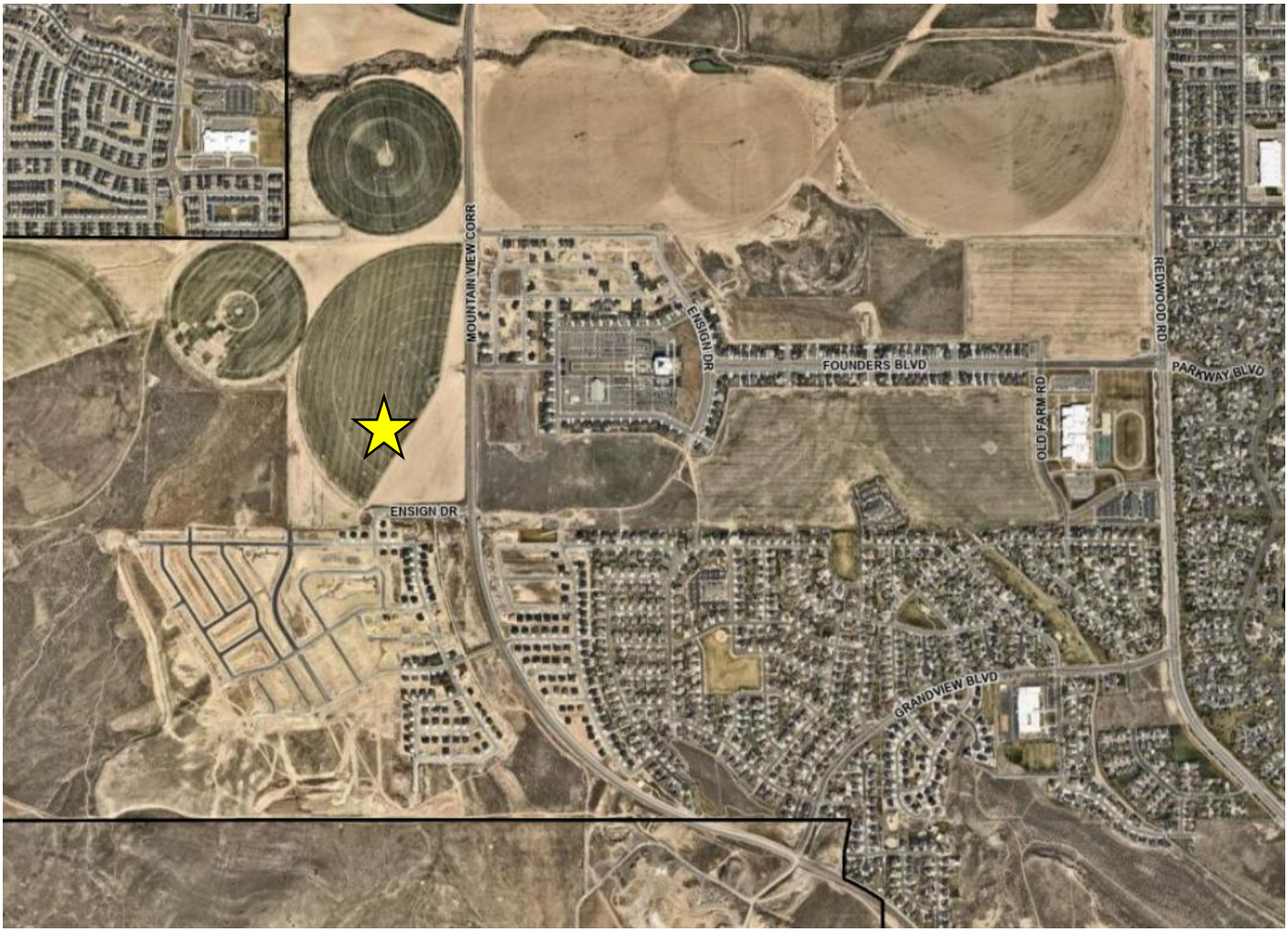


**Exhibit 3. Application Review Checklist**

SARATOGA SPRINGS PLANNING

# APPLICATION REVIEW CHECKLIST

## Application Information

**Prelim/Final Plat and Site Plan**
**ASD High School 722**

| | |
|---|---|
| Applicant: | Scott Johnson, Alpine School District |
| Owner: | Alpine School District |
| Location: | Northwest of the intersection of Ensign Drive and Mountain View Corridor |
| Project Acreage: | 58:041:0187; 58:041:0005; 58:041:0279 (177.87 acres total) |
| Residential Units/Lots: | N/A |
| Current Use: | Undeveloped |
| Land Use Designation: | Planned Community and Low Density Residential (Pending GPA) |
| Parcel Zoning: | Planned Community and Agricultural (Pending Rezone) |
| Adjacent Zoning: | Planned Community, R1-10, and R3-6 |
| Adjacent Uses: | Undeveloped, Residential |
| Past Action and Date: | Choose an item. Click or tap to enter a date. (Pending Rezone/GPA) |
| Type of Action: | Administrative |
| Land Use Authority: | City Council |
| Planner: | David Jellen, Senior Planner |
| Wildland Urban Interface: | Yes |
| Agricultural Protection: | Yes |
| **Date Received:** | **1st submittal:** June 5, 2025<br>**2nd submittal:** August 11, 2025<br>**3rd submittal:** Click here to enter a date. |
| **Date of Review:** | **1st submittal:** June 20, 2025<br>**2nd submittal:** August 25, 2025<br>**3rd submittal:** Click here to enter a date. |
| **Parcel Number(s) and size:** | 58:041:0187; 58:041:0005; 58:041:0279 (177.87 acres total) |

## Section 19.13 – Application Submittal

- Application Complete (Date of Payment): June 5, 2025
- Rezone Required: Pending
- General Plan Amendment required: Pending
- If Preliminary Plat, is Site Plan also required? Yes Submitted?: Yes

## Section 19.13.04 – Process

- Required Meetings: Planning Commission and City Council
- Public Hearing Required – check 19.13.04 process table: No

- Neighborhood Meeting Required: Yes
    - Required for any multi-family or non-residential development proposal adjacent to developed property in a residential zone.

## DRC Review

**DRC Review Comments:**

- N/A

## Code Review

- 19.04, Land Use Zones
    - Zone: Planned Community and Agricultural (Pending Rezone)
    - General Plan Land Use: Planned Community and Low Density Residential (Pending GPA)

| 19.04.01 Requirements | | Institutional/Civic | |
|---|---|---|---|
| **Category To Be Reviewed** | **Regulation** | **Compliance** | **Findings** |
| Development Size (Minimum) | N/A | **N/A** | |
| Lot Size (Minimum) | 20,000 sq. ft. | **Complies** | *>20,000 sq. ft.* |
| Front/Corner Side Setback (Minimum) | 25' | **Complies** | *>25'* |
| Interior Side Setback (Minimum) | 25' | **Complies** | *>25'* |
| Rear Setback (Minimum) | 25' | **Complies** | *>25'* |
| Building Separation (Minimum) | 20' | **Complies** | *>20'* |
| Lot Width (Minimum) | 80' | **Complies** | *>80'* |
| Lot Frontage (Minimum) | 80' | **Complies** | *>80'* |
| Building Height (Maximum) | 75' | **Complies** | *Building height is 57'* |
| Lot coverage (Maximum) | 50% | **Complies** | *Refer to plans on file* |
| Building Size (Minimum) | N/A | | |
| Building Size (Maximum) | N/A | | |
| Arterial Street Setback | 105' off the arterial roadway centerline, or, if applicable, 15' from the back of the 30' trail corridor - whichever is greater. | **Complies** | *Setback is greater than 105' from Ensign Drive centerline* |

| | | |
|---|---|---|
| No density shall be calculated on sensitive lands. | **N/A.** | |

| | | |
|---|---|---|
| A Neighborhood Plan is required in the Mixed Residential Zone. | **N/A.** | |
| Open Space and Landscaping Requirements: For non-residential and non-agricultural uses open space is not required; however a minimum of 20 percent of the total project shall be used for landscaping, including improvements consistent with the Parks and Trails Master Plan, General Plan, Bicycle and Pedestrian Master Plan, or other applicable plan. | **N/A.** | *Not regulated, per State Code* |
| Prohibition of Creating New Residential Units. No existing Dwelling, Two-family; Dwelling, Three-family; or Dwelling, Multi-family, shall be further subdivided or otherwise approved to contain an additional dwelling(s). | **N/A.** | |
| 19.04.08 & 19.04.11 Proposed Uses Allowed - Permitted Uses: | **Shall Comply.** | *Pending Rezone*<br><br>*A public school is permitted within the I/C zoning district* |
| A neighborhood meeting is required for all public parks, public playgrounds, public recreation areas, or other public park improvements prior to new construction. City staff will notify residents within the subdivision or neighborhood area prior to any meeting. Any proposal for a regional park within the City will also be required to go Through a Site Plan review according to the requirements within the Land Development Code. | **N/A.** | |
| 19.04.09 (9) and 19.04.11 (superscript 2): Ancillary uses and edge uses may not exceed 20 percent of the building area within a Master Development Plan contained in a Master Development Agreement | **N/A.** | |

- Development Agreement in progress

| **19.05 Supplemental Regulations** | | |
|---|---|---|
| **Regulation** | **Compliance** | **Findings** |
| **Flood Plain:** All buildings and structures intended for human occupancy shall be constructed at least (1) one foot above the base flood elevation of Zone A as defined on the FEMA Flood Insurance Map. | **Complies.** | *Site not located within flood plain* |
| **Water & Sewage:** Each lot shall be connected to City water and sewer. | **Shall Comply.** | *Refer to redlines on plans* |
| **Transportation Master Plan:** No building lot shall be created and no structure shall be erected within the location of a proposed street, road, highway, or right-of-way as shown on the City's currently-approved Transportation Master Plan. | **Shall Comply.** | *Refer to redlines on plans* |
| **Property Access -** All lots shall abut a dedicated public street or highway or a private roadway. | **Shall Comply.** | *Refer to redlines on plans* |
| **19.05.16. Special Standards and Considerations Governing Particular Uses. *See Code for details*** | | |
| Automobile refueling stations and car wash operations. | **N/A.** | |
| Automobile Repair, Minor: | **N/A.** | |
| Car Wash (full service). | **N/A.** | |
| Hotels. | **N/A.** | |
| Kennel, Private. | **N/A.** | |
| Storage, Self-Storage, or Mini-Storage Units. | **N/A.** | |
| Vehicle Storage. | **N/A.** | |
| Public and Private Utility Building or Facility and Public Building Sites. | **N/A.** | *Building is intended for occupancy* |

| | | |
|---|---|---|
| Bars. | **N/A.** | |

## 19.06 Landscaping and Fencing

### General Provisions

| | | |
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| Drainage across property lines shall follow International Residential Code (IRC) and International Building Code (IBC), as of 2024 (shall drain onto own property). | **Shall Comply.** | Refer to redlines on plans |

### Landscape Plans

| Regulation | Compliance | Findings |
|---|---|---|
| **Landscape Architect:** Landscaped plans shall be prepared by a licensed landscape architect. | **N/A.** | *Not regulated, per State Code* |
| **Existing Conditions:** Show the location and dimension of all existing and proposed structures, property lines, easements, parking lots, power lines, rights-of-way, ground signs, refuse areas, and lighting. | **N/A.** | *Not regulated, per State Code* |
| **Planting Plan:** Show location and planting details for all proposed vegetation and materials. Indicate the size of the plant material at maturation. All existing vegetation that will be removed or remain must be identified. | **N/A.** | *Not regulated, per State Code* |
| **Plants:** The name (both botanical and common name), quantity, and size of all proposed plants. | **N/A.** | *Not regulated, per State Code* |
| **Topography:** Existing and proposed grading of the site indicating contours at two-foot intervals. | **N/A.** | *Not regulated, per State Code* |
| **Irrigation:** Irrigation plans showing the system layout and details. | **N/A.** | *Not regulated, per State Code* |
| **Fencing:** Location, style, and details for proposed and existing fences and identification of the fencing materials. | **N/A.** | *Not regulated, per State Code* |
| **Data Table:** Table including the total number of each plant type, and total square footage and percentage of landscaped areas, domestic turf grasses, decorative rock, mulch, bark, and drought tolerant plant species. | **N/A.** | *Not regulated, per State Code* |
| **Completion of Landscape Improvements:** All required landscaping improvements shall be completed in accordance with the approved site plan, subdivision plat, landscape plan, irrigation plan, or other approval and shall be bonded for in accordance with Section 19.12.05. | **N/A.** | *Not regulated, per State Code* |

### Planting Standards

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|---|---|---|
| **Deciduous Trees:** Minimum 2" in caliper. | **N/A.** | *Not regulated, per State Code* |
| **Evergreen Trees:** Minimum 6' in height. | **N/A.** | *Not regulated, per State Code* |
| **Tree Base Clearance:** 3’ diameter around every tree must be kept clear of turf and rock mulch. In parking lot islands and other narrow strips where turf two feet or less in width would otherwise occur, this clear area may be reduced to 2’. | **N/A.** | *Not regulated, per State Code* |
| **Shrubs:** 25% of required shrubs must be a minimum of 5 gallons in size at time of installation; all other required shrubs shall be a minimum of 1 gallon in size. | **N/A.** | *Not regulated, per State Code* |
| **Turf:** No landscaping shall be comprised of more than seventy percent turf, except within landscaped parks. | **N/A.** | *Not regulated, per State Code* |
| **Artificial Turf :** Shall require a building permit shall meet the following requirements with documentation provided by home owner or contractor:<br>i. Artificial turf shall have a minimum eight-year “no-fade” warranty;<br>ii. Multi-color blend needed to mimic real grass<br>iii. Must be installed according to manufacturer’s instructions; | **N/A.** | *Not regulated, per State Code* |

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| iv. Minimum pile height shall be 1.5 inches, minimum face/pile weight shall be at least 50 oz. per square yard, and water permeability shall be at least 19 inches per hour;<br>v. Landscape plan shall provide for a minimum of 25 percent live vegetation coverage to comply with residential front and/or street side yard landscape standards;<br>vi. Landscaping shall maintain a five-foot diameter around trees free from roc, debris, or artificial turf;<br>vii. Rubber or inorganic infill is prohibited while organic infill is permitted;<br>viii. The term "artificial turf" shall not be construed to include artificial trees, shrubs or bushes; and<br>ix. Storm water runoff shall be maintained on-site. | | |
| **Drought Tolerant Plants:** 50% of all trees and shrubs shall be drought tolerant. | **N/A.** | *Not regulated, per State Code* |
| **Rock Mulch:** Rock mulch shall be two separate colors and separate sizes and must be contrasting in color from the pavement and other hard surfaces. All colors used must be earth tones. | **N/A.** | *Not regulated, per State Code* |
| **Design Requirements** | | |
| **Evergreens:** Evergreens shall be incorporated into landscaped treatment of sites where screening and buffering are required. | **N/A.** | *Not regulated, per State Code* |
| **Softening of Walls and Fences:** Plants shall be placed intermittently against long expanses of building walls, fences, and barriers to create a softening effect. | **N/A.** | *Not regulated, per State Code* |
| **Planting and Shrub Beds:** Planting and shrub beds are encouraged to be used in order to conserve water. | **N/A.** | *Not regulated, per State Code* |
| **Water Conservation:** Water-conserving sprinkler heads and rain sensors are required. Drip lines should be used for shrubs and trees. | **N/A.** | *Not regulated, per State Code* |
| **Energy Conservation:** Placement of plants shall be designed to reduce energy consumption. Deciduous trees are encouraged to be planted on the south and west sides of structures. Evergreens are encouraged to be planted on the north side of structures. | **N/A.** | *Not regulated, per State Code* |
| **Placement:** Whenever possible, landscaping shall be placed immediately adjacent to structures, particularly where proposed structures have large empty walls. | **N/A.** | *Not regulated, per State Code* |
| **Trees and Power Poles:** No trees shall be planted directly under or within 10' of power lines, poles, or utility structures unless:<br>a. The Land Use Authority gives its approval.<br>b. The Power Company or owner of the power line gives written consent.<br>c. The maximum height or width at maturity of the tree species planted is less than 5' to any pole, line, or structure. | **N/A.** | *Not regulated, per State Code* |
| **Preservation of Existing Vegetation** | | |
| Where possible and appropriate, existing native vegetation must be incorporated into the landscape treatment of the proposed site. | **N/A.** | *Not regulated, per State Code* |
| **Tree Preservation:** Existing mature evergreen trees of 16' in height or greater, and existing mature deciduous or decorative trees of more than 4" in caliper, shall be identified on the landscape plan and preserved if possible. If a mature tree is preserved, an area around the roots as wide as the existing canopy shall not be disturbed. | **N/A.** | *Not regulated, per State Code* |
| If preservation is not possible, the required number of trees shall be increased by double the number of such trees removed. | **N/A.** | *Not regulated, per State Code* |
| The replacement trees for evergreen trees shall be evergreens, and for deciduous shall be deciduous. | **N/A.** | *Not regulated, per State Code* |

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| Deciduous trees smaller than four inches in caliper, or mature ornamental trees, that are removed shall be replaced on a one to one ratio. | **N/A.** | *Not regulated, per State Code* |
| Replacement trees shall be in addition to the minimum tree requirements of this Chapter, and shall comply with minimum sizes as outlined in the Chapter. | **N/A.** | *Not regulated, per State Code* |
| **Planter Beds** | | |
| **Weed Barrier:** A high quality weed barrier or pre-emergent shall be used. | **N/A.** | *Not regulated, per State Code* |
| **Materials:** High quality materials such as wood chips, wood mulch, ground cover, decorative rock, landscaping rocks, or similar materials shall be used, and materials must be heavy enough to not blow away in the wind. | **N/A.** | *Not regulated, per State Code* |
| **Edging:** Concrete edging must be used to separate planter and turf areas in all non-residential zones. | **N/A.** | *Not regulated, per State Code* |
| **Drip Lines:** Drip lines must be used in planter beds. | **N/A.** | *Not regulated, per State Code* |
| **Fencing and Screening** | | |
| **Front Yards:** Fences exceeding 3' in height shall not be erected in any front yard space of any residential lot. | **N/A.** | *Not regulated, per State Code* |
| **Clear Sight Triangle:** All landscaping and fencing shall be limited to a height of not more than 3' and the grade at such intersections shall not be bermed or raised and comply with AASHTO Standards. | **N/A.** | *Not regulated, per State Code* |
| **Street side yards:** fencing in street side yards adjacent to a driveway shall not exceed three feet for a distance of fifteen feet back from the intersection of driveway and sidewalk, or driveway and property line where no sidewalk exists as shown in the drawing below. Fencing shall also comply with all other clear sight triangle requirements as stated in 19.06. | **N/A.** | *Not regulated, per State Code* |
| **Retaining walls:** for construction of retaining walls four feet or taller in height of unbalanced fill or for any wall supporting surcharge loads, a building permit must be obtained. Prior to construction of retaining walls, Chapter 18 of the City Code shall be consulted to determine if a grading permit is also required. Where there is a difference in elevation on opposite sides of the fence, the height of the fence shall be measured from the ground level on the highest side of the wall when the fence is placed on top of the wall. If the fence is placed at the bottom of the wall, the fence height shall be measured from the ground it is placed upon and there shall be at least two feet to access and maintain the retaining wall. **Retaining walls shall follow all applicable regulations outlined in Chapter 19.10 of the City Code, regardless of slope.** | **Complies.** | *Retaining wall details to be provided with deferred submittal* |
| **Height:** Approval of fences over six feet in height will be determined on a case-by-case basis by the City Council for all new developments if fencing is proposed during the subdivision review process, or by the Planning Director for all developments that have received final approval; however, in no case will a fence be allowed to exceed eight feet in height. The following criteria shall be applied in making this determination:<br>a. compatibility with fences of surrounding uses;<br>b. quality of proposed materials;<br>c. aesthetics of proposed materials;<br>d. requirements of applicable development agreements;<br>e. intensity of existing surrounding uses; and<br>f. applicable conditions of approval. | **N/A.** | *Not regulated, per State Code* |

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| **Prohibited fencing:**<br>a. No barbed wire, chain link, razor, or wire (agricultural, electric, chicken wire, mesh wire, hog fencing, etc.) fences shall be allowed. This does not apply to chain link or wire fences if the fence: (1) is not being used to delineate lot boundaries; and (2) is being used for Agricultural uses or otherwise for the keeping of animals; and (3) does not occupy more than 50% of any residential yard; or (4) is for back stops, sports fields, or sport court fencing within a public or private park.<br>b. No fencing that parallels existing fencing shall be permitted within an existing fenced yard. Exceptions: interior fencing to enclose chickens, bees, or other livestock as otherwise specifically permitted under this Code, and any fencing of three feet or less in height within an existing fenced yard. | **N/A.** | *Not regulated, per State Code* |
| **Double frontages:** where lots have frontages onto more than one street, that area designated by the property owner as the rear yard may have a solid or view obstructing fence, wall, or hedge not exceeding six feet in height. Where the double frontage lot is also a corner lot (three frontages), clear sight across corner property shall be required and enforced. See Section 19.06.11, Clear Sight Triangles. | **N/A.** | *Not regulated, per State Code* |
| **Non-residential and Multi-family:** fencing and other screening materials for multifamily, residential, commercial, or industrial projects must receive approval by the Land Use Authority through the Site Plan review process. See Chapter 19.13 for Site Plan review requirements. In addition, the following criteria shall be applied:<br>a. compatibility with fences of surrounding uses;<br>b. quality of proposed materials;<br>c. aesthetics of proposed materials;<br>d. requirements of applicable development agreements;<br>e. intensity of existing surrounding uses; and<br>f. applicable conditions of approval. | **N/A.** | |
| **Required Residential Fencing:** Fencing in residential development shall be placed along property lines abutting open space, parks, canals, and trails. In addition, fencing may also be required adjacent to undeveloped properties. | **N/A.** | *Not regulated, per State Code* |
| Fences along open space, parks, canals, and trails shall be semi-private. Exception: privacy fencing is permitted for property lines abutting trail corridors that are not City maintained and are both adjacent to and visible from an arterial. | **N/A.** | *Not regulated, per State Code* |
| Fencing along arterial roads shall be of a consistent material and color within each development. | **N/A.** | *Not regulated, per State Code* |
| Fencing along open space, parks, and trails may be less than 6’ in height but shall not be less than 3’ in height, at the discretion of the property owner or HOA as applicable. | **N/A.** | *Not regulated, per State Code* |
| **Screening at Boundaries of Residential Zones:** For residential developments, abutting active agricultural property or operations, a solid fence or wall shall be installed and maintained along the abutting property line. | **N/A.** | *Not regulated, per State Code* |
| **Amount of Required Landscaping** | | |
| Portions of the property that are not developed with structures, rights of ways, or parking areas shall be required to be landscaped per the definition of Landscaping in Section 19.02 in all land use zones. | **N/A.** | *Not regulated, per State Code* |
| Multi-family, common space not including parks and nonresidential development in all zones shall be required to adhere to the minimum landscaped standards in 19.06.07 of the Land Development Code. | **N/A.** | *Not regulated, per State Code* |

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| At least 50% of the landscaped area shall be covered with live vegetation at maturity, including shrubs, grasses, flowers, tree and shrub canopies and other live vegetation. The percentage may be reduced to 40% in areas where bark mulch, wood or plant fiber mulch, or rubber mulch is used instead of rock mulch. | **N/A.** | *Not regulated, per State Code* |

# 19.09 Off Street Parking

## General Provisions

| Regulation | Compliance | Findings |
|---|---|---|
| **Materials:** Parking areas shall consist of concrete, asphalt, or other impervious materials approved in the City's adopted construction standards | **Complies.** | *Asphalt – refer to sheet CS230* |
| **Parking Area Access:** Common Access: Parking areas for one or more structures may have a common access so long as the requirements of all City ordinances, regulations, and standards are met. The determination of the locations for a common access shall be based upon the geometry, road alignment, and traffic volumes of the accessed road per the Standard Technical Specifications and Drawings. | **Complies.** | *Refer to sheet CS230* |
| Sidewalk Crossing: All non-residential structures are required to provide parking areas where automobiles will not back across a sidewalk to gain access onto a public or private street. | **Complies.** | *Refer to sheet CS230* |
| Cross Access: Adjacent non-residential development shall stub for cross-access. Developers must provide the City with documentation of cross-access easements with adjacent development. | **Complies.** | *Refer to sheet CS230* |
| **Lighting:** Parking areas shall have adequate lighting to ensure the safe circulation of automobiles and pedestrians. Lighting shall be shielded and directed downward. | **N/A.** | *Not regulated, per State Code* |
| **Location of Parking Areas:** Required off-street parking areas for non-residential uses shall be placed walking path of travel distance to the nearest customer entrance from the correlating non-residential use and individual tenant space as outlined in the table below. Unenclosed parking for residential areas shall not be provided in rear yards, unless said yard abuts an alley-type access or is fenced with privacy fencing.<br>**Exception:** To promote walkability, Mixed Use and Mixed Waterfront zones, and the Town Center Overlay (identified in the General Plan), shall be allowed to place parking garages and parking lots on the edge of shopping areas.<br>i. The walking path travel distance from a business' main entrance shall not apply to these areas. | **Complies.** | *All stalls are within 600' of the nearest entrance* |
| **Curb Cuts and Shared Parking:** In most cases, shared parking areas shall share ingress and egress. This requirement may be waived when the City Engineer believes that shared accesses are not feasible. In reviewing the site plans for the shared parking areas, the City Engineer shall evaluate the need for limited access, appropriate number of curb cuts, shared driveways, or other facilities that will result in a safer, more efficient parking and circulation pattern. | **Complies.** | *Refer to plans on file* |

| Size of Non-Residential Use and Individual Tenant Space | Walking Path of Travel Distance to the Nearest Customer Entrances |
|---|---|
| Up to 1,500 square feet | 150' |
| 1,501 to 5,000 square feet | 200' |
| 5,001 to 10,000 square feet | 250' |
| 10,001 to 25,000 square feet | 300' |
| 25,001 to 50,000 square feet | 350' |
| 50,001 to 75,000 square feet | 400' |
| 75,001 to 100,000 square feet | 450' |
| 100,001 to 125,000 square feet | 500' |
| Over 125,000 square feet | 600' |

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| **Parking plans shall show the following:** the required number of stalls and aisles scaled to the correct dimensions; the correct number of ADA accessible parking spaces; storm water drainage capabilities; lighting; landscaping and irrigation; and pedestrian walkways. | **Complies.** | *Refer to plans on file* |
| Provide accessible parking as required by Americans with Disabilities Act, see https://www.ada.gov/topics/parking/ https://adata.org/factsheet/parking | **Complies.** | *Refer to plans on file* |
| Certain types of medical facilities need more accessible stalls, see link. | **N/A.** | |
| Accessible stalls shall be as close to the primary entrance as possible. | **Complies.** | *Refer to plans on file* |
| **Parking Requirements and Shared Parking** | | |
| Available on-street parking shall not be counted towards meeting the required parking stalls. | **Complies.** | *Refer to plans on file* |
| When a parking requirement is based upon square footage, the assessed parking shall be based upon gross square footage of the building or use unless otherwise specified in the requirement. | **N/A.** | |
| When parking requirements are based upon the number of employees, parking calculations shall use the largest number of employees who work at any one shift. Where shift changes may cause substantial overcrowding of parking facilities, additional stalls may be required. | **N/A.** | |
| When a development contains multiple uses, more than one parking requirement may be applied. | **N/A.** | |
| Any fraction obtained when calculating the parking requirement shall be rounded up to the next whole number to determine the required number of parking stalls. | **N/A.** | |
| Where no comparative land use standard for parking is found in Section 19.09.10, Required Minimum Parking, the Land Use Authority for the related development shall determine an appropriate requirement using the following criteria: (see code) | **Shall Comply.** | *As determined by the Land Use Authority* |
| Any information provided by the developer relative to trip generation, hours of operation, shared parking, peak demands, or other information relative to parking shall be considered when evaluating parking needs. | **Shall Comply.** | *As determined by the Land Use Authority* |
| Parking Deviations. Parking requirements may deviate from the standards contained in Section 19.09.10, Required Minimum Parking, when the Land Use Authority determines that the deviation meets the intent of this Chapter. Reductions may not exceed 25% of the parking requirements and shall be based on the following criteria:<br>1. the intensity of the proposed use;<br>2. times of operation and use;<br>3. whether the hours or days of operation are staggered thereby reducing the need for the full amount of required parking;<br>4. whether there is shared parking agreement in accordance with Section 19.09.05.10 below;<br>5. the number of employees;<br>6. the number of customers and patrons;<br>7. trip generation; and<br>8. peak demands. | **N/A.** | |
| Shared Parking. Up to 25% of required parking may be shared with an adjacent use upon approval by the Land Use Authority. The developer must provide:<br>a. an agreement granting shared parking or mutual access to the entire parking lot; and | **N/A.** | |

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| b. b. peak demand data by a professional traffic engineer showing that shared parking will accommodate the uses. | | |
| Guest Parking. Two-Family dwellings, Three-Family dwellings, Multi-Family dwellings, and dwellings above commercial.<br>a. Guest parking shall be provided at a ratio of 0.25 stalls per unit.<br>i. When a rear-load product is allowed in a village plan or neighborhood plan, and is accessed with aprons rather than driveways, guest parking shall be provided at a ratio of one stall per unit.<br>b. Driveways shall not count towards the guest parking requirement.<br>c. Guest parking shall be located within two-hundred feet of the dwelling unit. | **N/A.** | |
| Pedestrian Walkways and Accesses.<br>Parking lots larger than 75,000 square feet shall provide raised or delineated pedestrian walkways. Walkways shall be a minimum of 10' wide and shall be placed through the center of the parking area and extend to the entrance of the building. Landscaped islands along the center walkway shall be placed at a minimum interval of every 30'. Landscaped islands are encouraged to be offset from one another to create a feeling of greater coverage. Pedestrian covered walkways may be substituted for tree-lined walkways. Where the developer desires to have a driveway access at the center of the parking area, a pedestrian access shall be placed on either side of the driveway. | **Complies.** | *Pedestrian walkway shown on Sheet CS230* |
| **Landscaping in Parking Areas** | | |
| All parking areas (not including a driveway for an individual dwelling) for non-residential or multi-family residential uses that are adjacent to public streets shall have landscaped strips of not less than 10' in width placed between the sidewalk and the parking areas, containing a berm, hedge, or screen wall with a minimum height of 3' to minimize intrusion of lighting from headlights and other lighting on surrounding property. Trees, both deciduous and evergreen, shall be placed in the strip with spacing of no more than 30' between trees except in the clear sight triangle, and except where located beneath powerlines. The standards of section 19.06.06, Planting Standards and Design Requirements, shall apply for the minimum size of vegetation. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees or shrubs may be clustered in the planter beds where necessary to shield light spillage. | **N/A.** | *Not regulated, per State Code* |
| All landscaped areas abutting any paved surface shall be curbed (not including a driveway for an individual dwelling). Boundary landscaping around the perimeter of the parking areas shall be separated by a concrete curb 6" higher than the parking surface. | **N/A.** | *Not regulated, per State Code* |
| Clear Sight Triangles must be followed. | **N/A.** | *Not regulated, per State Code* |
| All landscaped parking areas shall consist of trees, shrubs, and groundcover. Areas not occupied by structures, hard surfaces, vehicular driveways, or pedestrian walkways shall be landscaped and maintained. All landscaped areas shall have an irrigation system. | **N/A.** | *Not regulated, per State Code* |
| On doubled rows of parking stalls, there shall be one 36' x 9' landscaped island on each end of the parking rows, plus one 36' x 9' landscaped island to be placed at a minimum of every twenty parking stalls. Each island on doubled parking rows shall include a minimum of two trees per planter. | **N/A.** | *Not regulated, per State Code* |

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| On single rows of parking or where parking abuts a sidewalk, there shall be one 18’ x 9’ foot landscaped island a minimum of every ten stalls. Islands on a single parking row shall have a minimum of one tree per island.<br>i. Exception: Landscaped islands are not required in single rows of parking that abut or are no farther than 6’ from a landscaped area containing an equal or greater number of trees as would have been provided in islands, in addition to trees required for the landscaped area. Such trees shall be located within 9’ of the edge of parking area, and shall have a canopy width that, at maturity, will extend into the parking area. | **N/A.** | *Not regulated, per State Code* |
| Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area. | **N/A.** | *Not regulated, per State Code* |
| **Required Minimum Parking** | | |
| *See table in 19.09* | **Shall Comply.** | *Minimum parking requirement determined by Land Use Authority.* |

| Dimensions for Parking Stalls & Aisle | | | | |
|---|---|---|---|---|
| | Stall Width | Stall Length | Aisle Width (one-way traffic) | Aisle Width (two-way traffic) |
| **90° Parking** | | | | |
| Required | 9' | 18' | 24' | 24' |
| Provided | 9’ | 20’ | 26’ | 26’ |

| 19.11 Lighting | | |
|---|---|---|
| **General Standards** | | |
| **Regulation** | **Compliance** | **Findings** |
| **Material:** All Lighting Fixtures and assemblies shall be metal. | **N/A.** | *Not regulated, per State Code* |
| **Base:** All lighting poles shall have a 16” decorative base. | **N/A.** | *Not regulated, per State Code* |
| **Type:** All lighting fixtures shall be of the full cutoff variety. Shoebox fixtures are prohibited. | **N/A.** | *Not regulated, per State Code* |
| **Angle:** Shall be directed downward. | **N/A.** | *Not regulated, per State Code* |
| **Lamp:** Bulbs may not exceed 4000k. | **N/A.** | *Not regulated, per State Code* |
| **Drawings:** Design and location of fixtures shall be specified on the plans. | **N/A.** | *Not regulated, per State Code* |
| **Flags:** The Unites States flag and the state flag shall be permitted to be illuminated from dusk till dawn. All other flags shall not be illuminated past 11:00 p.m. Flag lighting sources shall not exceed 10,000 lumens per flagpole. The light source shall have a beam spread no greater than necessary to illuminate the flag. | **N/A.** | *Not regulated, per State Code* |
| **Prohibited Lighting:** Searchlights, strobe lights and any laser source light or any similar high intensity light. | **N/A.** | *Not regulated, per State Code* |
| **Descriptions:** Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers’ specifications, drawings, and sections. | **N/A.** | *Not regulated, per State Code* |
| **Nonresidential Lighting** | | |

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| All wall-mounted fixtures shall not be mounted above 16'. The exception shall be those instances where there is a second story access directly from the outdoors, and under-eave lighting. Wall-mounted lighting shall be only for the illumination of vertical surfaces such as building facades and signs, and shall not cast illumination beyond the surface being illuminated. | **N/A.** | *Not regulated, per State Code* |
| Intermittent lighting must be of the "motion sensor" type that stays on for a period of time not to exceed 10 minutes and has a sensitivity setting that allows the lighting fixture to be activated only when motion is detected on the site. | **N/A.** | *Not regulated, per State Code* |
| All trespass lighting shall not exceed 1.0 foot-candles measured at the property line, except that trespass lighting into residential development shall not exceed 0.1 foot-candles measured at the property line. | **Complies.** | *Refer to Sheet ES100* |
| Service station canopies must utilize canopy lights that are fully recessed into the canopy or are fully shielded by the canopy. | **N/A.** | |
| All freestanding lighting fixtures and assemblies shall be black. Regional Parks may include theme lighting fixtures in colors other than black. The color shall enhance the theme of the park and shall be approved during the site plan review process. | **N/A.** | *Not regulated, per State Code* |
| Pole design shall include an arm and bell shade. Regional Parks may include theme lighting fixtures that do not include an arm and bell shade. The design shall enhance the theme of the park and shall be approved during the site plan review process. | **N/A.** | *Not regulated, per State Code* |
| Parking lot poles shall be limited to a height of 16' when in or within 200' of a residential zone; all other locations shall have a height limit of 20'. | **N/A.** | *Not regulated, per State Code* |
| All lighting fixtures in surface parking lots and on the top decks of parking structures shall be fitted to render them full cutoff. | **N/A.** | *Not regulated, per State Code* |
| One hour after closing or by 11:00 pm, whichever is earlier, businesses must turn off at least 50% of building lighting and lighting fixtures in surface parking lots and on top decks of parking structures; however, those lighting fixtures turned off may be set to function utilizing a motion detector system. Lights may be turned back on one half hour prior to the first employee shift. | **N/A.** | *Not regulated, per State Code* |
| Business open for 24 hours must turn off 50% of their outdoor and parking lot lighting by 11:00 pm and must keep them off until one half hour before sunrise, however, those lighting fixtures turned off may be set to function utilizing a motion detector system. | **N/A.** | *Not regulated, per State Code* |
| **Walkway Lighting** | | |
| Lighting of all pedestrian pathways is recommended. | **N/A.** | *Not regulated, per State Code* |
| All pathway, walkway, and sidewalk lighting fixtures shall be mounted at a height not to exceed 10'.<br>i. Themed walkway lighting within Regional Parks shall not exceed a height of 25'. Such lighting within 200' of residential development shall not exceed 16'. | **N/A.** | *Not regulated, per State Code* |
| Bollard lighting shall be limited to a height of 4'. | **N/A.** | *Not regulated, per State Code* |
| **Lighting Plan** | | |
| Plans indicating the location and types of illuminating devices on the premises. | **N/A.** | *Not regulated, per State Code* |
| Descriptions of the illuminating devices, fixtures, lamp supports, and other devices. This description may include, but is not limited to, manufacturers' specifications, drawings, and sections. | **N/A.** | *Not regulated, per State Code* |
| Photometric sheet showing measurement of light intensity across the site and onto adjacent property in terms of candela, lumens, and foot-candles. | **Complies.** | *Refer to Sheet ES100* |

| 19.12 Subdivision | | |
|---|---|---|
| **Preliminary Plat Requirements** | | |
| **Regulation** | **Compliance** | **Findings** |
| Standard Plat Format followed. | **Shall Comply.** | *Refer to redlines on Plans* |
| Name and address of property owner and developer. | **Complies.** | *Refer to plat* |
| Name of land surveyor. | **Complies.** | *Refer to plat* |
| The location of proposed subdivision with respect to surrounding property and street. | **Complies.** | *Refer to plat* |
| The name of all adjoining property owners of record, or names of adjoining developments. | **Complies.** | *Refer to plat* |
| The names and location of ROW widths of adjoining streets and all facilities within 100' of the platted property. | **Shall Comply.** | *Refer to redlines on Plans* |
| Street and road layout with centerline bearing and distance labels, dimensions, and names of existing and future streets and roads, (with all new names cleared through the City GIS Department). | **Shall Comply.** | *Refer to redlines on Plans* |
| Subdivision name cleared with Utah County. | **Complies.** | *Refer to plat* |
| North arrow. | **Complies.** | *Refer to plat* |
| A tie to a permanent survey monument at a section corner. | **Complies.** | *Refer to plat* |
| The boundary lines of the project with bearings and distances and a legal description. | **Complies.** | *Refer to plat* |
| Layout and dimensions of proposed lots with lot area in square feet. | **Complies.** | *Refer to plat* |
| Location, dimensions, and labeling of roads, structures, irrigation features, drainage, parks, open space, trails, and recreational amenities. | **Complies.** | *Refer to plat* |
| Location of prominent natural features such as rock outcroppings, woodlands, steep slopes, etc. | **Complies.** | *Refer to plat* |
| Proposed road cross sections. | **Complies.** | *Refer to plat* |
| Proposed fencing. | **Complies.** | *Refer to plat* |
| Vicinity map. | **Complies.** | *Refer to plat* |
| All required signature blocks are on the plat. | **Complies.** | *Refer to plat* |
| Prepared by a professional engineer licensed in Utah. | **Complies.** | *Refer to plat* |
| Proposed methods for the protection or preservation of sensitive lands. | **Complies.** | *Refer to plat* |
| Location of any flood plains, wetlands, and other sensitive lands. | **Complies.** | *Refer to plat* |
| Location of 100-year high water marks of all lakes, rivers, and streams. | **Complies.** | *Refer to plat* |
| Projected Established Grade of all building lots. | **Complies.** | *Refer to plat* |
| A data table.<br>1. total project area;<br>2. total number of lots, dwellings, and buildings;<br>3. where buildings are included, square footage of proposed building footprints and, if multiple stories, square footage by floor;<br>4. for multi-family developments, the number of proposed garage parking spaces and number of proposed total parking spaces;<br>5. percentage of buildable land;<br>6. acreage of sensitive lands and percentage sensitive lands comprise of total project area and open space area;<br>7. area and percentage of open space or landscaping;<br>8. area to be dedicated as right-of-way (public and private);<br>9. net density of dwellings by acre (sensitive lands must be subtracted from base acreage). | **Complies.** | *Refer to plat* |
| **Phasing Plan:** Including a data table with the following Information for each phase:<br>i. Subtotal area in square feet and acres; | **Complies.** | *Refer to plat* |

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| ii. number of lots or dwelling units;<br>iii. open space area and percentage;<br>iv. utility phasing plan;<br>v. number of parking spaces;<br>vi. recreational facilities to be provided;<br>vii. overall plan showing existing, proposed, and remaining phases. | | |
| **Final Plat Requirements** | | |
| Subdivision name and location. | **Complies.** | *Refer to plat* |
| Standard Plat Format followed. | **Shall Comply.** | *Refer to redlines on Plans* |
| Name and address of property owner and developer. | **Complies.** | *Refer to plat* |
| Name of land surveyor. | **Complies.** | *Refer to plat* |
| The location of proposed subdivision with respect to surrounding property and street. | **Complies.** | *Refer to plat* |
| The name of all adjoining property owners of record, or names of adjoining developments. | **Complies.** | *Refer to plat* |
| The names and location of ROW widths of adjoining streets and all facilities within 100' of the platted property. | **Shall Comply.** | *Refer to redlines on Plans* |
| North arrow. | **Complies.** | *Refer to plat* |
| A tie to a permanent survey monument at a section corner. | **Complies.** | *Refer to plat* |
| The boundary lines of the project with bearings and distances and a legal description with total project area in SF and acres. | **Complies.** | *Refer to plat* |
| Layout and dimensions of proposed lots with lot area in square feet and acres. Lot boundaries shall include dimensions and bearings. | **Complies.** | *Refer to plat* |
| Lot Numbers. | **Complies.** | *Refer to plat* |
| Location, dimensions, and labeling of roads, structures, irrigation features, drainage, parks, open space, trails, and recreational amenities. | **Complies.** | *Refer to plat* |
| Location of prominent natural features such as rock outcroppings, woodlands, steep slopes, etc. | **Complies.** | *Refer to plat* |
| Proposed road ROW widths. | **Shall Comply.** | *Refer to redlines on Plans* |
| Vicinity map. | **Complies.** | *Refer to plat* |
| All required signature blocks are on the plat. | **Complies.** | *Refer to plat* |
| Prepared by a professional engineer licensed in Utah. | **Complies.** | *Refer to plat* |
| Proposed methods for the protection or preservation of sensitive lands. | **Complies.** | *Refer to plat* |
| Fencing plans. | **Complies.** | *Refer to plat* |
| Location of any flood plains, wetlands, and other sensitive lands. | **Complies.** | *Refer to plat* |
| Flood plain boundaries as indicated by the Federal Emergency Management Agency as well as the location of 100-year high water marks of all lakes, rivers, and streams. | **Complies.** | *Refer to plat* |
| Existing and Proposed easements. | **Shall Comply.** | *Refer to redlines on Plans* |
| Street monument locations. | **Complies.** | *Refer to plat* |
| Lot and road addresses and addresses for each intersection. Road names shall be approved by the City GIS department before being added to the subdivision plat. | **Complies.** | *Refer to plat* |
| A data table.<br>1. total project area;<br>2. total number of lots, dwellings, and buildings;<br>3. where buildings are included, square footage of proposed building footprints and, if multiple stories, square footage by floor;<br>4. for multi-family developments, the number of proposed garage parking spaces and number of proposed total parking spaces; | **Complies.** | *Refer to plat* |

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| 5. percentage of buildable land;<br>6. acreage of sensitive lands and percentage sensitive lands comprise of total project area and open space area;<br>7. area and percentage of open space or landscaping;<br>8. area to be dedicated as right-of-way (public and private);<br>9. net density of dwellings by acre (sensitive lands must be subtracted from base acreage). | | |
| **Phasing Plan:** Including a data table with the following Information for each phase:<br>i. Subtotal area in square feet and acres;<br>ii. number of lots or dwelling units;<br>iii. open space area and percentage;<br>iv. utility phasing plan;<br>v. number of parking spaces;<br>vi. recreational facilities to be provided;<br>vii. overall plan showing existing, proposed, and remaining phases. | **Complies.** | *Refer to plat* |
| Check that all open space areas note who owners it, who improves it, who maintains it, and who maintains any regional trail surfaces. And specifies public access easements over regional trails. | **N/A.** | |
| Check that all living space pop-outs are in the building footprint area on the plat (applies to footprint development and multi-family) (example: a townhome with an upper floor pop-out that extends out over a garage needs to be in the lot area on the plat) | **N/A.** | |
| **Developer shall ensure all rollback taxes are paid prior to recordation.** | **Shall Comply.** | *Rollback taxes must be paid prior to recordation* |
| **Subdivision Layout** | | |
| **Layout:** The subdivision layout should be generally consistent with the City's adopted Land Use Element of the General Plan, and shall conform to any land use ordinance, any capital facilities plan, any impact fee facilities plan, and the transportation master plan. | **Shall Comply.** | *TBD with Development Agreement* |
| **Trails Master Plan:** Shows required trails | **Shall Comply.** | *Refer to redlines on Plans* |
| **Block Length:** The maximum length of blocks shall be 1,000'. In blocks over 800' in length, a dedicated public walkway through the block at approximately the center of the block will be required. | **Complies.** | *Refer to plans on file* |
| Such a walkway shall not be less than 15' in width unless otherwise approved by the City in accordance with other applicable standards approved by the City Council. | **Complies.** | *Refer to plans on file* |
| **Connectivity:** The City shall require the use of connecting streets, pedestrian walkways, trails, and other methods for providing logical connections and linkages between neighborhoods. | **Shall Comply.** | *TBD with Development Agreement* |
| **Mailboxes:** Group mailboxes shall be accessed only from a local street, and shall not be placed on a collector or arterial street, unless a bulbout is provided with space for a minimum of three vehicles to park outside the lane of travel and shoulder. | **N/A.** | |
| **Private Roads:** Private roads may be constructed as approved as part of the Preliminary Plat approval and so long as such roads meet the same standards identified in the Saratoga Springs Standard Street Improvement Details. | **Complies.** | *Refer to plans on file* |
| **Access:** Where the vehicular access into a subdivision intersects an arterial road as defined in the Transportation Master Plan, driveways shall not be placed on the intersecting road within 100' of the arterial connection. | **Complies.** | *Refer to plans on file* |

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| **Two separate means** of vehicular access onto a collector or arterial road shall be required to be constructed to City road standards when the total number of equivalent residential units (including adjacent developments and neighborhoods) served by a single means of access will exceed thirty.<br>**Exception:** Where no point of second access is available within 500' and where all units are provided with an approved sprinkler system, a second access shall not be required until the number of units reaches double the above limits. | **Complies.** | *Refer to plans on file* |
| Where two means of access are required, the points of access shall be placed a minimum of 500' apart, measured along the center of the driving lane from center of right-of-way to center of right-of-way.<br>The City Fire Chief may require a greater distance than 500 feet if:<br>1. an essential link exists between a legitimate governmental interest and the requirement; and<br>2. the requirement is roughly proportionate, both in nature and extent, to the impact of the proposed development. | **Complies.** | *Refer to plans on file* |
| **Driveway and Driveway Approaches:**<br>**Construction:** single driveways in the A, RA, and RR zones that are constructed of road base or gravel shall include a concrete apron at the entrance to the garage and at the intersection with the street, each a minimum of five feet in depth. Single driveways in all other zones, and shared driveways in all zones, shall be constructed of concrete or asphalt. | **N/A.** | |
| **Shared Driveways:** Shared driveways shall be a minimum of 26' in width and shall direct all runoff to a public or private drainage system. All dwellings on shared driveways shall provide enclosed garages or other covered parking. Shared driveways accessing more than four dwellings shall also provide a minimum of 25' of parking space between the garage and shared driveway. Shared driveways with four or fewer dwellings, if not providing a minimum of 20' of parking space, shall install a remote garage door opener prior to issuance of Certificate of Occupancy. All requirements of the Fire Code shall also be met. | **N/A.** | |
| 1. Shared Driveways may be used for clustered single-family lots.<br>a. When there are more than two units sharing a driveway, the maximum length shall be 150 feet.<br>b. The maximum amount of units accessing a shared driveway shall be six.<br>2. Shared driveways may be used for two-family, three-family, and multi-family units.<br>a. The maximum length shall be 150 feet.<br>b. The maximum amount of units accessing a shared driveway shall be ten.<br>3. Number of Driveway Approaches: Only one driveway approach is allowed per property frontage. A circular driveway is considered one driveway approach if installed in accordance with the provisions of this section.<br>a. Corner lots may have one driveway approach per street frontage.<br>b. Circular driveways must have at least 15' between the two closest edges of the driveway approach at the property line and meet all other conditions of this code.<br>4. Driveway Approach widths: Residential driveway aprons shall not exceed 30 feet in width, except as follows. | **N/A.** | |

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| a. Driveway aprons may be increased up to 45-ft in width if the home has a 3 car garage and/or parking pad and the combined width of all drive approaches on a single frontage does not consume more than 60% of the total property frontage and all other conditions of the section are met. | | |
| iii. Driveway Widths:<br>1. Driveways shall be a minimum of twenty feet deep and eight feet wide for a single-wide driveway and sixteen feet wide for a double-wide driveway.<br>2. Rear-load alley product, as approved as part of a Community Plan, Village Plan, or Neighborhood Plan, may have an apron in lieu of a driveway approach for access to the garage from the alley. The apron shall be a minimum of five feet deep and shall not count towards required parking. | **N/A.** | |
| iv. Driveway Approach Locations: Driveway approaches shall be a minimum of 5' from any property line where water meters are located, except for corner lots as specified below.<br>1. For corner lots, or where the vehicular access into a subdivision intersects a collector or arterial road as defined in the Transportation Master Plan, the minimum driveway approach distance, as measured from the edge of the right of way to the nearest edge or driveway surface shall be as follows: Local = 15 feet; Collector = 40 feet, Arterials = 100 feet.<br>2. Residential lots or parcels shall not be allowed to have access ways onto arterial roads such as Redwood Road, Crossroads Boulevard, Pioneer Crossing, and Pony Express. Exceptions may be made for large lots (at least 1 acre in size) or for lots where the home is set back over 150 feet from the arterial roadway. Approval by UDOT may be required. | **N/A.** | |
| v. The City may reject any permit or proposal for a driveway approach where staff has determined the proposed location would be dangerous or where it conflicts with any permanent improvements, existing or master planned utilities, or waterways. | **N/A.** | |
| **Lot Design** | | |
| All subdivisions shall result in the creation of lots that are developable and capable of being built upon. A subdivision shall not create lots that would make improvement impractical due to size, shape, steepness of terrain, location of watercourses, sanitary sewer problems, driveway grades, or other physical constraints and considerations. | **Complies.** | *Refer to plans on file* |
| All lots or parcels created by the subdivision shall have frontage on a street or road that meets the City's ordinances, regulations, and standards for public roads. | **Complies.** | *Refer to plans on file* |
| Flag lots may be approved with less frontage when the Planning Commission determines that the creation of such a lot would result in an improved design or better physical layout for the lot based on the following criteria:<br>i. For subdivisions with 20 or less lots: no more than 10% (rounding down) of the total lots are allowed to be flag lots;<br>ii. For subdivisions with 50 or less lots: no more than 7.5% (rounding down) of the total lots are allowed to be flag lots; and<br>iii. For subdivision with more than 50 lots: no more than 5% (rounding down) of the total lots are allowed to be flag lots. | **N/A.** | |
| Land dedicated as public roads and rights-of-way shall be separate and distinct from land included in lots adjacent to public roads and rights- | **Complies.** | *Refer to plans on file* |

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| of-way. In no case may land dedicated for public roads and rights-of-way be included in the area calculation of any lots, except for non-conforming lots. | | |
| Side property lines shall be at approximately right angles to the street line or radial to the street line. | **Complies.** | *Refer to plans on file* |
| Corner lots for residential use shall be 10% larger than the required minimum lot. Corner lots in the R1-10, R1-9, R2-8, R3-6, MR-10, MF-14, and MF-18 zones shall be ten percent larger than the minimum required of the zone. | **N/A.** | |
| No lot shall be created that is divided by a municipal or county boundary line. | **N/A.** | |
| Remnants of property shall not be left in the subdivision that do not conform to lot requirements or are not required or suitable for common open space, private utilities, public purposes, or other purpose approved by the Land Use Authority. | **Complies.** | *Refer to plans on file* |
| Double access lots are not permitted with the exception of corner lots. | **Complies.** | *Refer to plans on file* |
| Driveways for residential lots or parcels shall not be allowed to have access on major arterials.<br>**Exception:** Exceptions may be made for large lots (at least 1 acre in size) or for lots where the home is set back over 150' from the arterial roadway. Approval by UDOT may be required. | **Complies.** | *Refer to plans on file* |
| All subdivisions along arterial roadways shall conform to the City's requirements and adopted street cross-section including pedestrian walkways, park strips, landscaping, and fencing. | **Shall Comply.** | *TBD with Development Agreement* |
| **Street Connectivity** | | |
| **Connectivity Standards.** All new subdivisions shall provide connectivity with adjacent developed and undeveloped properties and with adjacent open space, amenities, parks, and natural areas. All new subdivisions are required to:<br>Extend streets, sidewalks, and trails at least once in each direction to adjacent properties; and | **Complies.** | *Refer to plans on file* |
| Connect to all existing vehicular and pedestrian access points on adjacent developed properties; and | **Complies.** | *Refer to plans on file* |
| Install and connect public trails into all adjacent public open space, parks, and trails, which includes but is not limited to connections to trail corridors with public access easements; and | **Complies.** | *Refer to plans on file* |
| Stub public streets at least every 1,000 feet into all adjacent sides of undeveloped properties; and | **Complies.** | *Refer to plans on file* |
| Connect or stub into all adjacent master-planned rights-of-way, sidewalks, trails, and public transportation stops, stations, and facilities. | **Complies.** | *Refer to plans on file* |
| **Exceptions:** Connectivity Standards may be reduced by the Land Use Authority for Preliminary Plats, Final Plats, or Site Plans, as applicable, if the applicant provides clear and convincing evidence that it is impracticable to achieve due to the following:<br>a. Right-of-way, intersection, or access spacing cannot meet the Standard Technical Specifications and Drawings for City of Saratoga Springs; or | **N/A.** | |
| ii. The property is adjacent to the Jordan River, Utah Lake, delineated wetlands, slopes exceeding 30%, drainage channels, natural features, open space, or waterways that do not allow for a crossing or an access; or | **N/A.** | |
| iii. The property is adjacent to fully developed property that does not have any vehicular or pedestrian access points. | **N/A.** | |
| iv. Exceptions shall be construed narrowly by the Land Use Authority. | **N/A.** | |

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| v. These exceptions shall not apply to trail connections. | **N/A.** | |
| **Arrangement of Streets.** The arrangement of streets in new developments shall make provision for the continuation of the existing streets in adjoining areas (or their proper projection where adjoining land is not subdivided) at the same or greater width (but in no case less than the required minimum width per the City's Standard Technical Specifications and Drawings). Exceptions below shall be construed narrowly and only granted if the developer provides clear and convincing evidence to the Land Use Authority that the exception is met. | **Shall Comply.** | *TBD with Development Agreement* |
| In order to develop a public street grid throughout the City, public right-of-way connections through and between developments shall be made at a minimum of every 1000 feet and in a manner that will provide safe and convenient access to existing or planned arterial/collector streets, schools, public parks, public trails, private parks or trails with public access easements, employment centers, commercial areas, or similar neighborhood activity centers. The connections may be completed over time in phases as part of a circulation plan. This requirement does not apply to commercial development; however, all streets and trails on the Transportation Master Plan and Parks, Recreation, Trails, and Open Space Master Plan shall be included and shall be public streets. | **Shall Comply.** | *TBD with Development Agreement* |
| A public street connection shall be provided to any existing or approved public street right-of-way stub abutting the development, unless it is demonstrated that a connection cannot be made because of the existence of one of the following conditions:<br>i. Physical conditions that preclude development of a public street meeting the City's Standard Technical Specifications and Drawings. Such conditions may include, but are not limited to, topography, natural resource areas, such as wetlands, ponds, streams, channels, rivers or lakes, or slopes exceeding 30%. | **Shall Comply.** | *TBD with Development Agreement* |
| ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, which obstruct a connection now and in the future. | **Shall Comply.** | *TBD with Development Agreement* |
| **Circulation Plan.** A circulation plan shall be provided as part of a preliminary subdivision plat or site plan application. | **Shall Comply.** | *TBD with Development Agreement* |
| The circulation plan shall include connections to adjacent parcels and shall address street, sidewalk, and trail connectivity and shall include facilities shown on the City's adopted Master Plans. | **Shall Comply.** | *TBD with Development Agreement* |
| The circulation plan shall show the connectivity, block length dimensions, cul-de-sac length dimensions, bike and pedestrian trails, and any proposed traffic calming features. | **Shall Comply.** | *TBD with Development Agreement* |
| The circulation plan shall include proposed connections to and across adjacent properties. | **Shall Comply.** | *TBD with Development Agreement* |

| **19.13 Process** | |
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| **Regulation** | **Findings** |
| **Neighborhood Meeting.** Required before Planning Commission for any multi-family or non-residential development proposal adjacent to developed property in a residential zone. **Inform the applicant when this is required.** | *The applicant held a neighborhood meeting on May 23, 2025* |
| Notice/Land Use Authority. | *City Council* |

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| **Master Development Agreement.** A Master Development Agreement shall be required of any development that is in excess of twenty acres in size if non-residential or mixed-use or developments in excess of 160 acres in size if residential. A Master Development Agreement may also be required pursuant to this Title 19 including Chapter 19.26 or may be desirable or necessary pursuant to the exercise of the City Council's legislative discretion in the fact scenarios listed in Section 19.13.08. | *Development Agreement in progress* |
| Phasing Improvements. | *N/A* |
| Payment of Lieu of Open Space. | *N/A* |
| Piping of Canals | For residential projects, piping of canals per canal company specifications if a canal or canal easement that area is adjacent to or within the area of the proposed residential project, unless the canal company or Bureau of Reclamation does not allow piping. Non-residential projects shall install secure fencing adjacent to canal easements or canals per canal company specifications to prevent entry from the non-residential project onto the canal or canal easement. |
| Burial of Overhead Utility Lines | See Section 19.13.10 |

| 19.14 Site Plan Review | | |
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| **Regulation** | **Compliance** | **Findings** |
| **Approval Required:** Site Plan approval shall be required for all developments which contain the following uses, together with any others for which it is required elsewhere in these Ordinances:<br>1. Any industrial use;<br>2. Any commercial use;<br>3. Any institutional use;<br>4. Two-Family Structures and Three-Family Structures; and<br>5. A multi-family residential development. | **Shall Comply.** | *City Council is the Land Use Authority for Site Plans* |
| **Site Plan Standards:** The entire parcel area shall be built upon, landscaped, or paved in accordance with the zone's open space and parking requirements. | **Complies.** | *Refer to plans on file* |
| **Utilities:** All utility lines shall be underground in designated easements. No pipe, conduit, cable, water line, gas, sewage, drainage, steam, electrical, or any other energy or service shall be installed or maintained upon any lot outside of any building above the surface of the ground except during construction.<br>a. Transformers shall be grouped with other utility meters where possible and screened with vegetation or fencing.<br>b. Each contractor and owner or developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility.<br>c. Prior to construction, contact must be made with Blue Stakes and any other utility company, public or private, not participating in Blue Stakes in the area to identify underground utility lines.<br>d. Exception: electric power transmission lines of 46kV or above are not required to be placed underground. | **Shall Comply.** | *TBD with Development Agreement* |
| **Grading and Drainage:** Drainage from any lot must follow current City requirements to show on site retention and a maximum allowable discharge of 0.2 cubic feet per second (cfs) per acre. Drainage shall not be allowed to flow upon adjoining lots unless the owner of the lot upon | **Complies.** | *Refer to plans on file* |

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| which the water flows has granted an easement for such purpose. The Planning Commission must approve a Site Plan with grading, drainage, and clearing plans before any such activities may begin. Lot grading shall be kept to a minimum. Roads and development shall be designed for preservation of natural grade except as otherwise approved by the City Engineer based on standards and specifications. | | |
| **Secondary Water System and Dedication of Water Shares:** The applicant shall comply with the City's adopted Water Utility Ordinance and other adopted standards, regulations, and ordinances and shall dedicate to the City the amount of water specified in those adopted standards, regulations, and ordinances upon approval of the Site Plan. | **Shall Comply.** | *TBD with Development Agreement* |
| **Piping of Irrigation Ditches:** All existing irrigation canals and ditches which are located on the site or straddle a site property line shall be piped with a sufficient size pipe and shall be approved by the City Engineer. | **N/A.** | |
| **Preliminary Plat With Attached Units:** When the proposed Site Plan includes attached units, the Site Plan submittal shall include a preliminary subdivision plat. Said plat shall include an ALTA survey of the property recorded with the Utah County Surveyor pursuant to the Utah Code, the proposed building locations, proposed floor plans and proposed elevations identifying each building in the development. Approval of the proposed Site Plan may occur simultaneously with the approval of the proposed preliminary plat. | **N/A.** | |
| **Nuisances:** All commercial uses shall be free from objectionable odors, noises, hazards, or other nuisances. | **Complies.** | *Refer to plans on file* |
| **Residential Conversions:** No existing residential dwelling or residential lot in any commercial or residential zone may be used or converted into a commercial use unless all of the standards set forth herein are met, including parking regulations, setbacks, landscaping, and architectural design. | **N/A.** | |
| **Ownership Affidavit:** A statement of ownership and control of the subject property and a statement describing the nature of the intended use. | **Complies.** | *Refer to plans on file* |
| **Vicinity Map:** A general location map indicating the approximate location of the subject parcel. | **Complies.** | *Refer to plans on file* |
| **Context plan:** A context plan shall include the existing features within 200 feet of the proposed Site Plan property line. Existing features include, but are not limited to, buildings, ingress and egress points, landscaping areas, pedestrian paths, and property names. | **Complies.** | *Refer to plans on file* |
| **Site Analysis:** A site analysis is a plan view drawing demonstrating land constraints and existing features. Existing features may consist of the presence of boulders, existing man-made features, significant trees, canals or ditches, access points or public rights-of-way, and existing conditions within 200 feet of the property line. | **Complies.** | *Refer to plans on file* |
| **Survey:** A survey prepared and stamped by a Utah registered land surveyor listing the metes and bounds legal description and the gross acreage within the subject parcel. | **Complies.** | *Refer to plans on file* |
| **Compliance statement:** A statement indicating how the proposed development complies with the City's adopted Land Use Element of the General Plan. | **Complies.** | *Refer to plans on file* |
| Final Construction Drawings containing, at a minimum, all items specified in the City's "Standard Technical Specification and Drawings" manual. Applicant shall provide three full-size 24" x 36" copies and five 11 x 17 inch reductions as required on the application form, along with digital copies as outlined below. | **Shall Comply.** | *Refer to redlines on plans* |

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| Additional copies may be required prior to adding the application to the Planning Commission agenda. Final Construction Drawings for a Site Plan is hereby required and shall be prepared and stamped by licensed or certified professionals including architects, landscape architects, land planners, engineers, surveyors, transportation engineers, or other professionals deemed necessary by the Planning Director. The City may require plans prepared by any or all of the above-noted professionals. A Site Plan application shall also contain the following :<br>i. locations, dimensions, floor plans, uses and heights of all proposed buildings and structures, including overhangs, porches, stairwells, and balconies, and the locations of all structures on adjoining properties;<br>ii. access points, provisions for vehicular and pedestrian circulation on and off site, interconnection to adjacent sites, dimensions of such access and circulation, and pedestrian paths within 200 feet of the property boundary;<br>iii. acceleration and deceleration lanes, and dimensions thereof, if required;<br>iv. off-street parking and loading areas complying with the City's off-street parking requirements contained in Chapter 19.09 of this Title;<br>v. proposed outdoor display areas;<br>vi. screening and buffering provisions, including types and heights of existing and proposed buffering and fencing elements;<br>vii. location and treatment of refuse collection areas, storage areas, mechanical equipment, and external structures;<br>viii. location, type, and size of all business and on-site circulation signage;<br>ix. tabulation of square footage devoted to various land uses, ground coverage by structures, and other impervious surfaces;<br>x. type of construction of all structures, presence or absence of fire sprinkling, and location of existing and proposed fire hydrants;<br>xi. Established Grade of building area. | | |
| Final Hydraulic and Hydrological storm drainage report and calculations. location of all existing and proposed secondary irrigation systems, both on site and on adjacent properties, including ditches, pipes, and culverts; | **Shall Comply.** | *Refer to redlines on plans* |
| **Final Traffic report:** Said report shall comply with the standards outlined in the City's adopted Transportation Master Plan and shall include, but not be limited to, the following:<br>i. an analysis of the average daily trips generated by the proposed project;<br>ii. an analysis of the distribution of trips on City street systems;<br>iii. a description of the type of traffic generated; and<br>iv. recommendations on what mitigation measures should be implemented with the project to maintain a level of service for existing and proposed residents acceptable to the City. | **Complies.** | *Refer to plans on file*<br><br>*TBD with Development Agreement* |
| **Data table including:**<br>i. total project area<br>ii. total number of lots, dwellings, and buildings<br>iii. square footage of proposed building footprints and, if multiple stories, square footage by floor<br>iv. number of proposed garage parking spaces<br>v. number of proposed surface parking spaces | **Complies.** | *Refer to plans on file* |

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| vi. percentage of buildable land<br>vii. acreage of sensitive lands and what percent sensitive lands comprise of total project area and of open space area<br>viii. area and percentage of open space or landscaping<br>ix. area to be dedicated as right-of-way (public and private)<br>x. net density of dwellings by acre (sensitive lands must be subtracted from base acreage).<br>xi. number of off-street parking spaces (e.g., number of proposed garage parking spaces, number of proposed surface parking spaces, etc.) | | |
| **Landscaping Plan:** A landscaping plan, prepared and stamped by a licensed landscape architect, indicating the location, spacing, types, and sizes of landscaping elements and existing trees, and showing compliance with the City's off-street parking requirements, the City's design guidelines and policies, and the requirements of the appropriate zone. | **Complies.** | *Landscaping plans provided* |
| **Lighting Plan:** A lighting plan indicating the illumination of all interior areas and immediately adjoining streets showing the location, candle power, and type of lighting proposed, and in conformance with the City's lighting standards. An individual photometric plan is also required. | **Complies.** | *Lighting plans provided* |
| **Elevations:** The elevations of all proposed buildings, fences, and other structures viewed from all sides indicating height of structures, the average finished grade of the site at the foundation area of all structures, percentage of building materials proposed, and color of all materials. A board showing building colors and materials is required. | **Complies.** | *Elevations provided* |
| **Signage Plan:** An overall signage plan shall be approved during the Site Plan approval process. All information to be provided for the sign approval shall be submitted concurrent with Site Plan application materials, consistent with the requirements in Section 19.18. | **Complies.** | *Refer to plans on file* |
| **Fee:** A fee set by resolution of the City Council shall accompany the application for any Site Plan review. | **Complies.** | *Refer to plans on file* |
| **Public Notice and Hearing:** All site plans shall comply with the noticing and public hearing requirements of Section 19.13, and applicants shall pay the cost to post and mail required notice to property owners. | **Complies.** | *Refer to plans on file* |
| **Development or Bond Agreement:** A development agreement and bond agreement shall be required based on the conditions, requirements, findings, and recommendations made by the City Council. The development agreement and bond agreement shall also be based on requirements of the City Code and legal requirements as specified by the City Attorney. The City Council may determine that a development agreement is not required, but in all cases a bond agreement shall be required. A development agreement is not required when conditions, requirements, findings, and recommendations are all consistent with Title 19 requirements unless the City Council, in exercising its legislative authority pursuant to Utah Code § 10-9a-102, determines that a development agreement is necessary to further the public health, safety, or welfare or any other legitimate purpose outlined in Utah Code § 10-9a-102(1). | **Shall Comply.** | *Development Agreement in progress* |
| **Considerations Relating to Traffic Safety and Traffic Congestion:**<br>i. the effect of the site development plan on traffic conditions on adjacent street systems;<br>ii. the layout of site with respect to location and dimensions of vehicular and pedestrian entrances, exits, driveways, and walkways; | **Shall Comply.** | *TBD with Development Agreement* |

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| iii. the arrangement and adequacy of off-street parking facilities to prevent traffic congestion and compliance with the provisions of Chapter 19.09, off-street parking requirements;<br>iv. the location, arrangement, and dimensions of truck loading and unloading facilities;<br>v. the circulation patterns within the boundaries of the development; and<br>vi. the surfacing and lighting of off-street parking facilities. | | |
| **Considerations Relating to Outdoor Advertising:** Outdoor advertising shall comply with the provisions of Chapter 19.18. | **N/A.** | |
| **Consideration Relating to Landscaping:**<br>i. the location, height, and materials of walls, fences, hedges, and screen plantings to ensure harmony with adjacent development, to provide buffer areas, or to conceal storage areas, utility installations, or other unsightly development;<br>ii. the requirements of Chapter 19.06;<br>iii. the planting of ground cover or other surfaces to prevent dust and erosion; and<br>iv. the unnecessary destruction of existing healthy trees. | **N/A.** | *Not regulated, per State Code*<br><br>*Landscaping plans provided for reference.* |
| **Considerations Relating to Buildings and Site Layout:**<br>i. the general silhouette and mass, including location on the site, elevations, and relation to natural plan coverage, all in relationship to the character of the neighborhood;<br>ii. the exterior design in relation to adjoining structures in height, bulk, and area openings, breaks in facade facing the street, line and pitch of roofs, and the arrangement of structures on the parcel;<br>iii. compliance with the City's Architectural design standards. | **Complies.** | *Refer to plans on file* |
| The effect of the site development plan on the adequacy of the storm and surface water drainage. | **Complies.** | *Refer to plans on file* |
| Adequate water pressure and fire flow must be provided on the site as required by the applicable fire code. | **Complies.** | *Refer to plans on file* |
| The proposed project shall comply with the City's adopted Land Use Element of the General Plan, Land Use Ordinance, land development regulations, architectural guidelines, and all other adopted ordinances, regulations, policies, and standards. | **Complies.** | *Refer to plans on file* |
| **Trails Master Plan:** Shows required trails | **Shall Comply.** | *Refer to redlines on plans* |

## 19.16 Site and Architectural Design Standards

### General Site Design Standards

| Regulation | Compliance | Findings |
|---|---|---|
| **Pedestrian Connectivity:** All buildings and sites shall be designed to be pedestrian friendly by the use of connecting walkways. | **Complies.** | *Refer to plans on file* |
| Safe pedestrian connections shall be made between buildings within a development, to any streets adjacent to the property, to any pedestrian facilities that connect with the property, when feasible between developments, and from buildings to the public sidewalk to minimize the need to walk within the parking lot among cars. | **Complies.** | *Refer to plans on file* |
| Non-residential and residential developments shall provide pedestrian connections that lead to the building entrances of adjacent non-residential and residential sites and shall stub to adjacent undeveloped property to allow for future connections. | **Complies.** | *Refer to plans on file* |
| All pedestrian connections shall be shown on the related site plan or plat. | **Complies.** | *Refer to plans on file* |

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| **Parking Areas:** On-site parking shall be located primarily to the sides or rear of the building. Variations may be approved by the Land Use Authority, subject to the following criteria:<br>i. The use is a big box with outparcels helping to screen parking, or<br>ii. At least 50% of the parking is located to the side or rear of the building, or<br>iii. A safety issue is created by locating parking to the side or rear as verified and documented by the Saratoga Springs Police Department. For example, the parking will be entirely concealed from view by existing walls or buildings, or<br>iv. That portion of development that lies within the Waterfront Buffer Overlay, or<br>v. The development is Office, Warehouse/Flex space and when loading docks are not adjacent to a public right-of-way. Exception: when a lot with Office, Warehouse/Flex space is adjacent to more than one public street, loading docks may face the lower classification of the streets. | **N/A.** | *Not regulated, per State Code* |
| Parking lots shall be designed with a hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces. | **Complies.** | *Refer to plans on file* |
| Parking lots adjacent to, and visible from, public streets shall be screened from view through the use of earth berms, screen walls, landscape hedges or combinations thereof with a minimum height of 3' as measured from the parking surface. Within regional parks this requirement may be met through the use of intermittent planter beds rather than a berm, hedge, or screen wall; trees and shrubs may be clustered in the planter beds where necessary to avoid light spillage. | **Complies.** | *Refer to plans on file* |
| **Acceleration and Deceleration Lanes:** Acceleration and deceleration lanes shall be required on major arterials when deemed necessary by the City Engineer. | **Complies.** | *Refer to plans on file* |
| **Parking Structures:** Parking structures shall be architecturally consistent with the project buildings, including the use of the same primary finish materials as the exterior of the adjacent or adjoining buildings. | **N/A.** | |
| When placement of parking structures along site frontages is necessary, visual mitigation such as landscape buffers, upper-level setbacks, or additional architectural treatment shall be used. | **N/A.** | |
| The view of a parking structure from a public street shall be minimized by placing its shortest dimension along the street edge. | **N/A.** | |
| The top deck of parking structures shall include screen walls, periphery landscape islands, or similar features where visible from public view in order to soften the appearance of the top of the parking structure and screen the view of cars on the top deck of the structure. | **N/A.** | |
| All top deck lighting shall be screened and directed downward to avoid light spill onto the street below and shall consist of only bollards or building lighting. Light poles are prohibited. | **N/A.** | |
| **Trash Enclosures, Storage Areas, and External Structures:** Landscaping, fencing, berms, or other devices integral to overall site and building design shall screen trash enclosures, storage areas, and other external structures. | **N/A.** | *Not regulated, per State Code* |
| Service yards, refuse and waste-removal areas, loading docks, truck parking areas and other utility areas shall be screened from view by the use of a combination of walls, fences, and dense planting. Screening shall block views to these areas from on-site as well as from public | **N/A.** | *Not regulated, per State Code* |

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| rights of way and adjacent properties. This does not apply to Municipal Buildings. | | |
| All trash dumpsters shall be provided with solid enclosures.<br>b. Enclosures shall be composed of 6' high solid masonry or decorative precast concrete walls, with opaque gates and self-latching mechanisms to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles. Gates shall be made of opaque metal for durability. Chain-link gates with or without opaque slats are not acceptable. Colors and materials shall be consistent with the main building or use. | **N/A.** | *Not regulated, per State Code* |
| Where trash enclosures, storage areas, or other external structures are adjacent to parking areas, a 3' landscaped buffer shall be provided that does not impede access into and out of vehicles. | **N/A.** | *Not regulated, per State Code* |
| These areas shall be well maintained and oriented away from public view. The consolidation of trash areas between buildings is encouraged. The use of modern disposal and recycling techniques is encouraged. This section shall not apply to community or public recycling bins or drop boxes; however, the location shall be determined by city Staff in accordance with the standards herein. | **N/A.** | *Not regulated, per State Code* |
| **Utility Boxes:** Dense vegetative buffers which include an evergreen variety of plant materials shall be placed where appropriate to screen all utility boxes and pedestals in order to remain attractive during the winter months. | **N/A.** | *Not regulated, per State Code* |
| **Interconnection.** Interconnection shall occur via pedestrian and vehicular connections. All parking and other vehicular use areas shall be interconnected with, or stubbed to, all adjacent non-residential developed and undeveloped properties, as designated on the land use map or the zoning map, in order to allow maximum off-street vehicular circulation. Walkways and trails shall be connected to adjacent sites and stubbed for future development. All residential site plans shall meet 19.12 Connectivity Standards. | **Shall Comply.** | *TBD with Development Agreement* |
| **Site Design Standards: Non-Residential Development** | | |
| **Shopping Cart Corrals:** Shopping cart corrals are required for big box or mid box retail uses. Roof covers are recommended as the local climate includes wind, rain, and winter snow conditions. If roof covers are utilized they shall blend in with the established building design. | **N/A.** | |
| The shopping cart corral rail finish shall match or compliment the exterior finishes of the main building through the use of two out of three of the same exterior colors and finishes. | **N/A.** | |
| **Uses Within Buildings:** All uses established in any commercial, office warehouse, business park, or industrial zone shall be conducted entirely within a fully enclosed approved building except those uses deemed by the City Council to be customarily and appropriately conducted in the open. Uses which qualify for this exception include vegetation nurseries, home improvement centers with lumber, outdoor cafes, outdoor retail display, car wash vacuums, auto dealerships, and similar uses. | **Complies.** | *Refer to plans on file* |
| **Outdoor Display:** All retail product displays shall be located under the buildings' permanent roof structure or on designated display pads within front landscape areas. | **N/A.** | *Not regulated, per State Code* |
| All display areas shall be clearly defined on the approved Site Plan and designated on the site with a contrasting colored, painted, or striped surface. | **N/A.** | *Not regulated, per State Code* |

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| Display areas shall not block building entries or exits, pedestrian walks, or parking spaces in front of the building. Outdoor display areas shall not spill into walkways or any drive aisle adjacent to a building. | **N/A.** | *Not regulated, per State Code* |
| Seasonal uses outside of these areas may be approved through the Temporary Use process. | **N/A.** | *Not regulated, per State Code* |
| **Outdoor Storage Standards:** Outdoor storage areas shall be located to minimize views from adjacent public rights-of-way, residential development or zones, and adjacent developments. They shall be located behind or to the side of buildings. | **N/A.** | *Not regulated, per State Code* |
| Outdoor storage shall be screened from public view. Screening shall consist of a solid wall, excluding CMU blocks. Screening shall be a minimum of 6 feet high and may reach a maximum height of 20 feet subject to approval by the Land Use Authority. A building permit is required for all fencing or walls higher than 7 feet. Chain link fencing is prohibited. | **N/A.** | *Not regulated, per State Code* |
| The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors. | **N/A.** | *Not regulated, per State Code* |
| A landscape strip with a minimum width of five feet shall be installed next to the screening fence or wall when the storage area is adjacent to or visible from a public right-of-way. | **N/A.** | *Not regulated, per State Code* |
| Outdoor storage materials must be stored in an orderly manner such that fire codes are met and access to all areas of the yard is possible (e.g. access lanes). | **N/A.** | *Not regulated, per State Code* |
| The outdoor storage materials may not extend above the height of the fence or wall. | **N/A.** | *Not regulated, per State Code* |
| **Access Requirements:**<br>a. Each roadway shall not be more than 40' in width, measured at right angles to the center line of the driveway except as increased by permissible curb return radii; and<br>b. the entire flare of any return radii shall fall within the right-of-way. | **Complies.** | *Refer to plans on file* |
| **Off-Street Truck Loading Space:** Every structure involving the receipt or distribution by vehicles of materials or merchandise shall provide and maintain on the building's lot adequate space for standing, loading, and unloading of the vehicles in order to avoid undue interference with public use of streets, alleys, required parking stalls, or accessible stalls. | **N/A.** | *Not regulated, per State Code* |
| **Screening of Storage & Loading Areas:** To alleviate the unsightly appearance of loading facilities, these areas shall not be located on the side(s) of the building facing the public street(s). Such facilities shall be located interior to the site. This does not apply to Municipal Buildings | **N/A.** | *Not regulated, per State Code* |
| Screening for storage and loading areas shall be composed of 6' high solid masonry or architectural precast concrete walls with opaque gates and self-latching mechanisms, to keep gates closed when not in use. Bollards are required at the front of the masonry walls to protect the enclosure from trash collection vehicles. | **N/A.** | *Not regulated, per State Code* |
| Gates shall be made of opaque metal for durability. Chain-link gates with opaque slats are prohibited. | **N/A.** | *Not regulated, per State Code* |
| The method of screening shall be architecturally integrated with the adjacent building in terms of materials and colors. | **N/A.** | *Not regulated, per State Code* |
| Trash areas shall be designed to include the screening of large items (e.g. skids and pallets) as well as the trash bin(s) that are needed for the business (unless storage is otherwise accommodated behind required screened storage areas). | **N/A.** | *Not regulated, per State Code* |
| **Buffers:** A wall and landscaping, fencing, or landscaping of acceptable design shall effectively screen the borders of any commercial or | **N/A.** | *Not regulated, per State Code* |

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| industrial lot which abuts an existing agricultural or platted residential use. Such a wall, fence, or landscaping shall be at least 6' in height, unless a wall or fence of a different height is required by the Land Use Authority as part of a site Plan review. | | |
| No chain-link or wood fences are permitted as buffering or screening between commercial and residential. Masonry and solid vinyl are suggested types of fences, and as circumstances require, one or the other may be required. | **N/A.** | *Not regulated, per State Code* |
| Unless otherwise required by this Title, walls or fences used as a buffer or screen shall not be less than 6' in height. | **N/A.** | *Not regulated, per State Code* |
| **Parking Lot Buffers:** There shall be a minimum of 10' of landscaping between parking areas and side and rear property lines adjacent to agricultural and residential land uses. | **N/A.** | *Not regulated, per State Code* |
| **Building Buffer:** No building shall be closer than 5' from any private road, driveway, or parking space. The intent of this requirement is to provide for building foundation landscaping and to provide protection to the building. Exceptions may be made for any part of the building that may contain an approved drive-up window. | **Complies.** | *Refer to plans on file* |
| **General Architectural Design Standards** | | |
| **General standards do not apply one-family and two-family dwellings unless governed under a DA.** | | |
| **Building Articulation:** Building elevations exceeding 40' in length shall incorporate a minimum of one horizontal elevation shift or combination of vertical and horizontal elevation shifts, stepping portions of the elevation to create shadow lines and changes in volumetric spaces of at least five feet, and a minimum of two of the following, all spaced at intervals of 20' to 50' of horizontal width:<br>i. A combination of vertical and horizontal elevation shifts that together equal at least 5'.<br>ii. Addition of horizontal and vertical divisions by use of textures or materials.<br>iii. Primary material change.<br>iv. Addition of projections such as balconies, cornices, covered entrances, porte-cocheres, trellis', pergolas, arcades, and colonnades. Such trellis' and awnings extend outward from the underlying wall surface at least 36".<br>v. Variation in the rooflines by use of dormer windows, overhangs, arches, stepped roofs, gables or other similar devices. | **N/A.** | *Not regulated, per State Code* |
| **Roof Treatment:** Sloped roofs shall provide articulation and variations in order to break up the massiveness of the roof. Sloped roofs shall include eaves which are proportional to the roofs slope and scale of the building. | **N/A.** | *Not regulated, per State Code* |
| Flat roofs shall be screened with parapets on all sides of the building. If no roof top equipment exists or is proposed, the parapet shall be a minimum of 12" in height above the roof. | **N/A.** | *Not regulated, per State Code* |
| All roofs on three-family and multi-family dwellings shall have a minimum pitch of 3/12 (25% slope). To provide architectural enhancement, residential structures are encouraged to have multiple pitch variations. | **N/A.** | *Not regulated, per State Code* |
| Roof mounted equipment shall not be visible from adjacent public and private streets as well as from adjacent properties, unless grade differences make visibility unavoidable. | **N/A.** | *Not regulated, per State Code* |
| Screening shall be solid and shall be consistent with the material and color of exterior finishes of the building through the use of at least two out of three of the exterior finishes of the building. | **N/A.** | *Not regulated, per State Code* |

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| **Windows:** Windows, other than rectangular windows, may be used as accents and trim. Untreated aluminum or metal window frames are prohibited. | **N/A.** | *Not regulated, per State Code* |
| **Awnings, Canopies, Trellises, Pergolas, and Similar Features:** All such features must be attached to a vertical wall. | **N/A.** | *Not regulated, per State Code* |
| All such features shall project at least 4' from the building when located over a pedestrian traffic area and no less than 2' otherwise. | **N/A.** | *Not regulated, per State Code* |
| All such features shall maintain a minimum clearance above sidewalk grade of 8' to the bottom of the framework when located over a pedestrian traffic area. | **N/A.** | *Not regulated, per State Code* |
| Backlighting is not permitted. | **N/A.** | *Not regulated, per State Code* |
| **Mechanical Equipment:** All mechanical equipment shall be located or screened and other measures shall be taken so as to shield visibility of such equipment from any public or private streets. | **N/A.** | *Not regulated, per State Code* |
| Wing walls, screens, or other enclosures shall be shall be integrated into the building and landscaping of the site, whether located on the ground or roof. | **N/A.** | *Not regulated, per State Code* |
| Rooftops of buildings shall be free of any mechanical equipment unless completely screened from all horizontal points of view. | **N/A.** | *Not regulated, per State Code* |
| Screening materials shall conform to the color scheme and materials of the primary building. | **N/A.** | *Not regulated, per State Code* |
| **Non-Residential Architectural Design Standards** | | |
| **Four Sided Architecture:** All sides of a building that are open to public view (including views from adjacent residential dwellings or probable location of residential dwellings) shall receive equal architectural design consideration as the building front. | **N/A.** | *Not regulated, per State Code* |
| **Color and Materials:** Exterior Building Materials shall be considered any materials that make up the exterior envelope of the building and shall be limited to no more than four and no less than two types of materials per building, window and door openings excluded. | **N/A.** | *Not regulated, per State Code* |
| Color of exterior building materials (excluding accent colors) shall be limited to no more than four and no less than two major colors per development. | **N/A.** | *Not regulated, per State Code* |
| Bright colors, such as neon or fluorescent colors, bright orange or yellow, and primary colors, are only permitted as accent colors. | **N/A.** | *Not regulated, per State Code* |
| No more than 75% of any building elevation shall consist of any one material or color.<br>i. No more than 50% of any building elevation shall consist of CMU, except in the Office Warehouse and Industrial zones, or<br>ii. Office, Warehouse, Flex buildings in approved zones that utilize concrete tilt up construction are exempt from the maximum 75% of one material per elevation requirement but must follow all other architectural standards. | **N/A.** | *Not regulated, per State Code* |
| **Prohibited Materials:** Tiles. Full veneer brick and tiles exceeding ½" in thickness is permitted, however veneer tile is prohibited. Stucco stone patterns and stucco brick patterns. Wood as a primary exterior finish material. Plain, grey, unfinished CMU block except as an accent material. | **N/A.** | *Not regulated, per State Code* |
| **Stairways:** All stairways to upper levels shall be located within the building unless otherwise approved by the Land Use Authority for secondary access to outdoor patio decks or other usable outdoor area. | **N/A.** | *Not regulated, per State Code* |
| **Roof Drains:** All roof drains, conduit and piping, maintenance stairs and ladders, and other related services shall be located on the interior of the building. | **N/A.** | *Not regulated, per State Code* |

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| **Electrical Panels:** To the extent possible, all electric panels and communication equipment should be located in an interior equipment room. | **N/A.** | *Not regulated, per State Code* |
| **Street Orientation:** All Retail or Commercial buildings shall have expansive windows, balconies, terraces, or other design features oriented to the street or adjacent public spaces. | **N/A.** | *Not regulated, per State Code* |
| At least 35 percent of the first-floor elevation(s) of a building that is viewed from a public street shall include windows, and/or glass doors to minimize the expanse of blank walls and encourage a pedestrian friendly atmosphere. For purposes of determining the glass area, the first floor shall be the first 10 feet from the finished floor.<br>This standard does not apply to a single-story retail building of 50,000 square feet or greater provided a single primary tenant occupies the entire building square footage and additional architectural elements are used in place of windows and/or glass doors to include awnings or canopies, and must include roof line changes and horizontal articulation. | **N/A.** | *Not regulated, per State Code* |
| **Metal Buildings:** Metal buildings are only permitted in the Agricultural, Residential Agricultural, Rural Residential, Office Warehouse and Industrial Zones. | **N/A.** | *Not regulated, per State Code* |
| All metal buildings shall be designed to have an exterior appearance of conventionally built structures. Stock, "off the shelf" metal buildings are prohibited. | **N/A.** | *Not regulated, per State Code* |
| Metal buildings in the Agricultural, Residential Agricultural, and Rural Residential zones shall only be used for agriculture as defined in Section 19.02.02 of the City Code. | **N/A.** | *Not regulated, per State Code* |

| **19.18 Signs** | | |
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| **Regulation** | **Compliance** | **Findings** |
| Site Plans require signage information (if tenant known, show location potential location size) | **N/A.** | *Signage plan provided*<br><br>*Not regulated, per State Code* |
| Monument sign location meets code and sign details provided | **N/A.** | *Signage plan provided*<br><br>*Not regulated, per State Code* |
| Wall signs and potential locations and details | **N/A.** | *Signage plan provided*<br><br>*Not regulated, per State Code* |

| **19.21 Agricultural Protection Overlay** | | |
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| **19.21.09. Removing Land from an Agriculture Protection Area** | | |
| **Regulation** | **Compliance** | **Findings** |
| Is the property located in an Agricultural Protection Area in the map located at Utah Agricultural Protection Areas \| Utah Agricultural Protection Areas \| Utah's State Geographic Information Database (AGRC)? | **Complies.** | *This property is located within an Agricultural Protection Area.*<br><br>*The original property owner is responsible for the removal of the property from the Agricultural Protection Area.* |
| Any owner may remove land from an agriculture protection area within the incorporated area of the City of Saratoga Springs by filing a petition for removal of the land from the agriculture protection area with the City Council. | | |

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| The City Council shall:<br>a. grant the petition for removing land from an agriculture protection area even if removal of the land would result in an agriculture protection area of less than the number of acres established by the City as the minimum under Section 19.21.03 (see next section in checklist); | **Complies.** | *This property is located within an Agricultural Protection Area.*<br><br>*The original property owner is responsible for the removal of the property from the Agricultural Protection Area.* |
| b. in order to give constructive notice of the removal to all persons who have, may acquire, or may seek to acquire an interest in land in or adjacent to the agriculture protection area and the land removed from the agriculture protection area, file a legal description of the revised boundaries of agriculture protection area with the City of Saratoga Springs, the County Recorder, and the Planning Commission. | **Complies.** | *This property is located within an Agricultural Protection Area.*<br><br>*The original property owner is responsible for the removal of the property from the Agricultural Protection Area.* |
| The remaining land in the agriculture protection area is still an agriculture protection area. | **Complies.** | *Refer to plans on file* |
| **19.21.03. Area Requirements** | | |
| In accordance with Utah Code § 17-41-301, the minimum number of continuous acres that must be included in an agricultural protection area within the City of Saratoga Springs is hereby established at forty acres. | **Complies.** | *This property is located within an Agricultural Protection Area.* |
| A variance to the minimum acreage requirement may be given for land which is used in intensive livestock operations or in fruit production. A variance may also be given if the acreage is continuous to an existing agriculture protection area or contiguous to an existing or proposed agriculture protection area that is not within the City of Saratoga Springs. | **Complies.** | *This property is located within an Agricultural Protection Area.* |
| Creation of an agriculture protection area shall not impair the ability of land within the area to obtain benefits of Utah Code § 59-2-501 -515, Farmland Assessment Act. The eligibility of land for the benefits of the Farmland Assessment Act shall be determined exclusively by the provisions of that act, notwithstanding the land's location within an agriculture protection area. | **Complies.** | *This property is located within an Agricultural Protection Area.* |

| **19.27 Addressing and Street Naming** | | |
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| **Double Check all Addresses after GIS Assigns Them** | | |
| **Regulation** | **Compliance** | **Findings** |
| **WebApp to Review Addresses assigned by GIS:** https://ssgis.maps.arcgis.com/apps/webappviewer/index.html?id=b4786008c6dd420ab06445cd8d5e5fe0 | | |
| **Lot Numbers:** Are they correct and sequential. Lot numbers shall not be duplicated in separate phases/plats in the same development. i.e. Phase 1 and Phase 2 shall not have Lot 101. | **Complies.** | *Addresses shown on plat* |
| **Address Numbers:** is it accurate and sequential and does it fit between the intersection coordinates | **Complies.** | *Addresses shown on plat* |
| **Compare Surrounding Addresses:** do the addresses work with surrounding addresses? Are there any repetitions in address numbers? Do the street names match and line up with streets in other plats and across intersections? | **Complies.** | *Addresses shown on plat* |
| **Double Access Lots and Corner Lots.** These types of lots should have an address on each road frontage, unless front door access is not allowed. If a front door is allowed, but not a driveway, this should be clear on the plat. | **Complies.** | *Addresses shown on plat* |
| **No Access on Double Frontage of Lots:** The plat should state what this means. No driveway and no front door, or just no driveway | **Complies.** | *Addresses shown on plat* |

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| **Alternate Addresses:** are they in the right location on the lot and do they make sense concerning lots that have no access. What does "no access mean"? | **Complies.** | *Addresses shown on plat* |
| **New Address:** street names shall be proposed by the developer and approved by City staff. Street coordinates and house numbers shall be approved by City staff and placed on the final subdivision platy by the developer before plat recordation. | **Complies.** | *Street names are consistent with existing street names* |
| **Duplicate Street Names:** No duplication of street names or numbers shall be used. No phonetic duplications shall be used (same name, spelled differently).<br>If a street is terminated by unimproved land and continues on the same bearing beyond the unimproved land, it should continue with the same name. | **Complies.** | *Street names are consistent with existing street names* |
| **Continuity.** Proposed street names are encouraged to have the following characteristics:<br>Historic significance, local sense of places, overall theme, compatibility with adjacent streets | **Complies.** | *Street names are consistent with existing street names* |
| **Compass Directions.** The four compass directions shall not be used as part of the street name. | **Complies.** | *Street names are consistent with existing street names* |
| **Name Length.** Street names shall not be longer than thirteen letters, including spaces between letters. (this does not include the street type designator) | **Complies.** | *Street names are consistent with existing street names* |
| Street Type Designations. Proposed street names and types shall be matched as follows:<br>a. **Boulevard (Blvd), Parkway (Pkwy):** This name may only be used for arterials and collectors..<br>b. **Drive (Dr), Way (Wy):** Meandering, curvilinear, or diagonal street usually longer than 1000 feet.<br>c. **Road (Rd):** Limited streets that may run in a direction and are most always longer than 1000 feet.<br>d. **Streets (St), Avenues (Ave):** Straight directional streets.<br>e. **Lanes (Ln), Row:** Short collector or minor streets which are usually less than 1000 feet in length. May be used in names for private rights-of way.<br>f. **Circle (Cir), Court (Ct), Place (Pl), Cove (Cv):** Permanent dead end streets or cul-de-sac streets usually less than 600 feet in length and containing three or more lots or separate dwelling structures.<br>g. **Center (Cntr) and Mall:** Designations reserved for high density commercial developments with multiple structures and occupancies that can be substituted for the street type designator in an assigned address. | **Complies.** | *Street names are consistent with existing street names* |
| **Street and Property Numbering.** Each street, lot, unit, dwellings, or parcel in the site plan or plat shall be addressed according to the following standards: | **Complies.** | *Addresses shown on plat* |
| 1. All street intersections shall be addressed numerically. Street intersection numbers shall end with a "0" or a "5" and with "North," "South," "East," or "West". | **Complies.** | *Addresses shown on plat* |
| 2. Where possible, property addresses shall be odd on the south and west sides of a street. | **Complies.** | *Addresses shown on plat* |
| 3. Where possible, property addresses shall be even on the north and east sides of a street. | **Complies.** | *Addresses shown on plat* |
| 4. Property addresses for IADUs (see Chapter 19.20), ADUs, stacked multi-family, dwelling above commercial, commercial/retail, or office building that have multiple users shall be identified by a single address, and the individual units shall have a unique identifier such as suite, apartment, dwelling, or unit number. | **N/A.** | |

| | | |
|---|---|---|
| 5. Dual addresses on corner lots will be assigned at plat recordation. At Building Permit issuance, one address shall be permanently assigned. | **Complies.** | *Addresses shown on plat* |
| 6. Buildings that are hidden behind other buildings or do not have public frontage, shall be numbered from the centerline of the principal access or driveway. | **N/A.** | |
| 7. City Staff shall assign numbers to site plans before final site plan approval, based on the above standards. | **Complies.** | *Addresses shown on plat* |
| 8. If a unit faces a street, it shall be numbered on that street. If a unit faces open space, it shall be numbered to the alley way. | **N/A.** | |

| **Fiscal Impact** | |
|---|---|
| **Regulation** | **Findings** |
| Is there any City maintained open space? | *No* |
| What is the anticipated cost to the City? | *None* |
| When will City maintenance begin? | *N/A* |

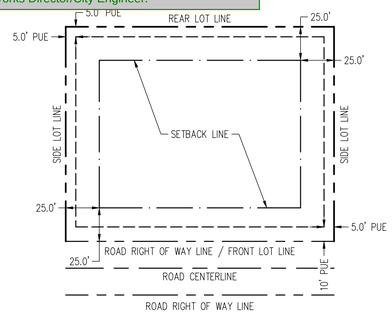
**Exhibit 4. Preliminary Plat**

Please address the purple repeat comments that were provided by the Public Works Director/City Engineer.

# SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION

**SITUATED IN THE NORTHEAST 1/4 OF SECTION 33 & THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH**

PRELIMINARY - NOT TO BE RECORDED

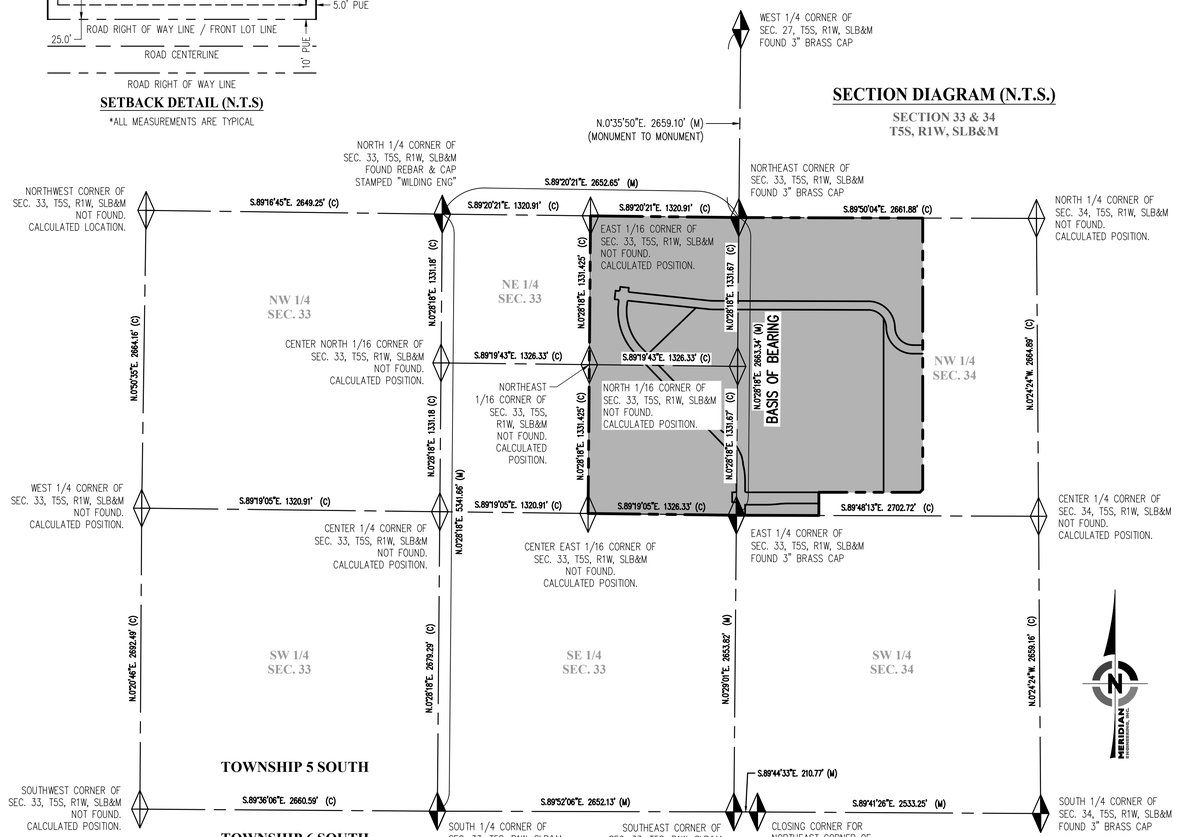



**SETBACK DETAIL (N.T.S)**

*ALL MEASUREMENTS ARE TYPICAL

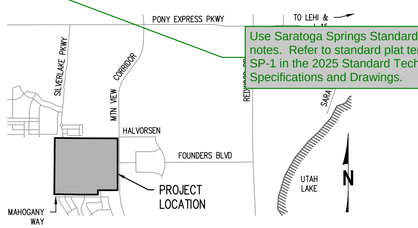
**SECTION DIAGRAM (N.T.S.)**

SECTION 33 & 34
T5S, R1W, SLB&M




13-TRAILS WITHIN PRIVATE OPEN SPACE OR COMMON SPACE ARE PUBLIC ACCESS EASEMENTS AND TRAIL SURFACE SHALL BE MAINTAINED BY (INSERT NAME OF HOA OR CITY)

Use Saratoga Springs Standard plat notes. Refer to standard plat template SP-1 in the 2025 Standard Technical Specifications and Drawings.




VICINITY MAP (NTS)

| DATA TABLE | | | | | |
|---|---|---|---|---|---|
| INFORMATION | ACRES | SQ. FEET | % TOTAL | NUMBER | NOTES |
| TOTAL PROJECT AREA | 177.87 | 7,748,082 | 100% | – | – |
| SENSITIVE LANDS | – | – | – | – | – |
| OPEN SPACE | – | – | – | – | – |
| BUILDABLE AREA | 76.51 | 3,332,608 | 43% | – | LOT 1, LOT 2, ROADWAY |
| R.O.W. AREA | 11.17 | 486,430 | 6% | – | – |
| LANDSCAPING AREA | – | – | – | – | – |
| LOTS | 165.75 | 7,261,652 | 94% | – | 2 LOTS, 3 PARCELS |
| NET DENSITY DWELLINGS | – | – | – | – | – |

FLOOD ZONE NOTE:
CURRENT FLOOD ZONE CLASSIFICATION AS PER FEMA FLOOD INSURANCE RATE MAP NO. 49049C0300F (THIS LOCATION HAS STATUS OF "NOT PRINTED", THE FLOOD ZONE DATA IS VIEWABLE ON THE FEMA WEBSITE):
ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. AREA OF MINIMAL FLOOD HAZARD.

## ACKNOWLEDGMENT
(BOARD OF EDUCATION OF ALPINE SCHOOL DISTRICT)

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THIS _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME

PRINT NAME _____ TITLE _____ ENTITY _____

WHO BEING BY ME DULY SWORN, DID PROVE TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN ENTRUSTMENT, AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/ THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THIS PLAT WITH FULL AUTHORITY OF THE OWNER(S).

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF UTAH THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND SEAL.

NOTARY PUBLIC SIGNATURE COMMISSION NUMBER

PRINT NAME AS COMMISSIONED A NOTARY PUBLIC COMMISSIONED IN UTAH MY COMMISSION EXPIRES

## ACKNOWLEDGMENT
(THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS)

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THIS _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME

PRINT NAME _____ TITLE _____ ENTITY _____

WHO BEING BY ME DULY SWORN, DID PROVE TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN ENTRUSTMENT, AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/ THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THIS PLAT WITH FULL AUTHORITY OF THE OWNER(S).

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF UTAH THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND SEAL.

NOTARY PUBLIC SIGNATURE COMMISSION NUMBER

PRINT NAME AS COMMISSIONED A NOTARY PUBLIC COMMISSIONED IN UTAH MY COMMISSION EXPIRES

## REQUIRED PLAT NOTES:

1–PLAT MUST BE RECORDED WITHIN 24 MONTHS OF FINAL PLAT APPROVAL, OR FOR PHASED DEVELOPMENTS, WITHIN 24 MONTHS OF RECORDATION OF MOST RECENT PHASE. THE FIRST FINAL PLAT APPROVAL WAS GRANTED ON THE _____ DAY OF _____, 2025.
2–PRIOR TO BUILDING PERMITS BEING ISSUED, SOIL AND/OR GEOTECHNICAL TESTING STUDIES MAY BE REQUIRED ON EACH LOT AS DETERMINED BY THE CITY BUILDING OFFICIAL.
3–THIS PLAT MAY BE SUBJECT TO A DEVELOPMENT AGREEMENT THAT SPECIFIES THE CONDITIONS OF DEVELOPING, BUILDING, AND USING PROPERTY WITHIN THIS PLAT. SEE CITY RECORDER FOR DETAILS.
4–PLAT IS SUBJECT TO "INSTALLATION OF IMPROVEMENTS AND BOND AGREEMENT NO._____." WHICH REQUIRES THE CONSTRUCTION AND WARRANTY OF IMPROVEMENTS IN THIS SUBDIVISION. THESE OBLIGATIONS RUN WITH THE LAND AND ARE BINDING ON SUCCESSORS, AGENTS, AND ASSIGNS OF DEVELOPER. THERE ARE NO THIRD–PARTY RIGHTS OR BENEFICIARIES UNDER THIS AGREEMENT.
5–BUILDING PERMITS WILL NOT BE ISSUED UNTIL ALL REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED PER CITY STANDARDS AND ALL FEES INCLUDING IMPACT AND CONNECTION FEES ARE PAID.
6–AS PART OF THIS PROJECT, ANY TRAILS BUILT HAVE PUBLIC ACCESS EASEMENT(S). CITY OF SARATOGA SPRINGS WILL BE RESPONSIBLE FOR IMPROVING AND MAINTAINING PUBLIC TRAIL.
7–REFERENCES HEREIN TO DEVELOPER OR OWNER SHALL APPLY TO BOTH, AND ANY SUCH REFERENCE SHALL ALSO APPLY TO SUCCESSORS, AGENTS, AND ASSIGNS.
8–NO CITY MAINTENANCE SHALL BE PROVIDED FOR STREETS AND IMPROVEMENTS DESIGNATED AS "PRIVATE" ON THIS PLAT.
9–LOTS/UNITS MAY BE SUBJECT TO ASSOCIATION BYLAWS, ARTICLES OF INCORPORATION AND CC&R'S.
10–A GEOTECHNICAL REPORT HAS BEEN COMPLETED BY EARTHTEC ENGINEERING (GEOTECHNICAL ENGINEER), WHICH ADDRESSES SOIL AND GROUNDWATER CONDITIONS, PROVIDED ENGINEERING DESIGN CRITERIA, AND RECOMMENDS MITIGATION MEASURES IF PROBLEMATIC CONDITIONS WERE ENCOUNTERED. THE CITY ASSUMES NO LIABILITY OR RESPONSIBILITY FOR ANY RELIANCE ON THE INFORMATION OR LACK THEREOF IN THE REPORT.
11–AGRICULTURAL USES, OPERATIONS, AND RIGHTS ARE ADJACENT TO OR NEAR THE PLAT AND LOTS. THE LOTS IN THIS PLAT ARE SUBJECT TO THE SIGHTS, SOUNDS, ODORS, NUISANCES, AND ASPECTS ASSOCIATED WITH AGRICULTURAL OPERATIONS, USES, AND RIGHTS. THESE USES AND OPERATIONS MAY OCCUR AT ALL TIMES OF THE DAY AND NIGHT INCLUDING WEEKENDS AND HOLIDAYS. THE CITY IS NOT RESPONSIBLE OR LIABLE FOR THESE USES AND IMPACTS AND WILL NOT RESTRICT ANY GRANDFATHERED AGRICULTURAL USE FROM CONTINUING TO OCCUR LAWFULLY.
12–DRAINAGE ACROSS PROPERTY LINES SHALL NOT EXCEED THAT WHICH EXISTED PRIOR TO GRADING. EXCESS OR CONCENTRATED DRAINAGE SHALL BE CONTAINED ON SITE OR DIRECTED TO AN APPROVED DRAINAGE FACILITY. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS. THE GRADE SHALL FALL A MINIMUM OF 6 INCHES WITHIN THE FIRST 10 FEET.
13–PARKSTRIPS SHALL BE LANDSCAPED AND MAINTAINED BY THE PROPERTY OWNER WHO ABUTS THE PARKSTRIP, UNLESS OTHERWISE NOTED ON AN APPROVED AND RECORDED SUBDIVISION PLAT.
14–PARCEL A, PARCEL B AND PARCEL C WILL BE OWNED AND MAINTAINED BY THE CHURCH OF JESUS CHRIST OF LATTER–DAY SAINTS. SAID PARCELS ARE CONSIDERED "NOT BUILDABLE". THESE PARCELS ARE THE REMAINDER AREAS OUTSIDE OF THE DEVELOPMENT AREA. IF THESE PARCELS ARE TO BE DEVELOPED IN THE FUTURE AN AMENDED PLAT WILL BE REQUIRED.

## SURVEYOR'S CERTIFICATE

I, TRAVIS R. WILLIAMS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD A LICENSE NO. 13941945 IN ACCORDANCE WITH THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT FOUND IN TITLE 58, CHAPTER 22 OF THE UTAH CODE. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, PARCELS, STREETS, AND EASEMENTS, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH THE UTAH CODE SECTION 17–73–504, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT EVERY EXISTING RIGHT–OF–WAY AND EASEMENT GRANT OF RECORD FOR UNDERGROUND FACILITIES, AS DEFINED IN UTAH CODE SECTION 54–8a–2, AND FOR OTHER UTILITY FACILITIES, IS ACCURATELY DESCRIBED ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE. I ALSO CERTIFY THAT I HAVE FILED, OR WILL FILE WITHIN 90 DAYS OF THE RECORDATION OF THIS PLAT, A MAP OF THE SURVEY I HAVE COMPLETED WITH THE UTAH COUNTY SURVEYOR.




TRAVIS R. WILLIAMS
PLS NO. 13941945
DATE OF PLAT: DECEMBER 22, 2025

## BOUNDARY DESCRIPTION

A PARCEL OF LAND, SITUATE IN THE NORTHWEST QUARTER OF SECTION 34 AND THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, UTAH COUNTY, UTAH. THE BOUNDARIES OF SAID ENTIRE TRACT OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 34 (BASIS OF BEARING IS S.00°28'18"W. ALONG THE SECTION LINE BETWEEN THE NORTHWEST CORNER AND THE WEST QUARTER CORNER OF SAID SECTION 34); AND RUNNING THENCE ALONG THE NORTHERLY SECTION LINE OF SAID SECTION 34 S.89°50'04"E. 1644.93 FEET TO A POINT IN THE WESTERLY RIGHT OF WAY LINE OF MOUNTAIN VIEW CORRIDOR AS DESCRIBED AS PARCEL 1 IN SPECIAL WARRANTY DEED IN FAVOR OF THE CITY OF SARATOGA SPRINGS RECORDED AS ENTRY NO. 57757:2022 IN THE OFFICE OF THE UTAH COUNTY RECORDER; THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE SOUTH 2428.24 FEET TO THE INTERSECTION OF SAID WESTERLY RIGHT OF WAY LINE OF MOUNTAIN VIEW CORRIDOR AND THE NORTHERLY RIGHT OF WAY LINE OF ENSIGN DRIVE AS DESCRIBED AS PARCEL 13 IN SAID SPECIAL WARRANTY IN FAVOR OF THE CITY OF SARATOGA SPRINGS; THENCE ALONG SAID PARCEL 13 THE FOLLOWING THREE (3) COURSES: 1) S.44°59'58"W. 35.36 FEET, 2) S.89°59'55"W. 904.11 FEET AND 3) S.00°00'02"E. 207.76 FEET (207.28 FEET BY RECORD) TO A POINT IN THE EAST/WEST QUARTER SECTION LINE OF SAID SECTION 34; THENCE ALONG SAID EAST/WEST QUARTER SECTION LINE N.89°48'13"W. 737.74 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 34; THENCE ALONG THE EAST/WEST QUARTER SECTION LINE OF SAID SECTION 33 N.89°19'05"W. 1326.33 FEET TO THE CENTER EAST SIXTEENTH CORNER OF SAID SECTION 33; THENCE ALONG THE NORTH/SOUTH SIXTEENTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33 N.00°28'18"E. 2662.85 FEET TO THE EAST SIXTEENTH CORNER OF SAID SECTION 33; THENCE ALONG THE NORTHERLY SECTION LINE OF SAID SECTION 33 S.89°20'21"E. 1326.32 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 7,748,082 SQUARE FEET OR 177.87 ACRES IN AREA, MORE OR LESS.
2 LOTS & 3 PARCELS.

## SURVEYOR'S NARRATIVE

IT IS THE INTENT OF THIS PLAT AND THE SURVEY ON WHICH IT IS BASED TO CORRECTLY REPRESENT THE BOUNDARY LINES AND PROPERTY CORNERS OF THE SURVEYED PARCEL DESCRIBED HEREON. THE BASIS OF BEARING IS N.00°35'50"E. ALONG THE SECTION LINE BETWEEN THE FOUND MONUMENTS REPRESENTING THE NORTHEAST COAT THE NORTH QUARTER AND THE SOUTH QUARTER OF SAID SECTION 19, TOWNSHIP 6 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN. THE FIELD DATA FOR THIS SURVEY WAS COLLECTED IN APRIL OF 2020.

AS PART OF THIS SURVEY, MERIDIAN HAS CONDUCTED FIELD SEARCHES FOR EVIDENCE AND MONUMENTATION. FOUND EVIDENCE AND MONUMENTATION IS REPRESENTED HEREON. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS PART OF THIS SURVEY IS SHOWN HEREON. THERE MAY EXIST OTHER EVIDENCE, MONUMENTATION AND DOCUMENTS THAT COULD AFFECT THIS SURVEY. ANY NEW EVIDENCE, MONUMENTATION OR DOCUMENTS CONTRADICTORY TO THIS SURVEY SHOULD BE PRESENTED TO THE SURVEYOR FOR HIS REVIEW AND CONSIDERATION.

## OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, PARCELS, AND STREETS, TOGETHER WITH EASEMENTS AND RIGHTS–OF–WAY, TO BE HEREAFTER KNOWN AS:

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC AND CITY ALL PARCELS, LOTS, STREETS, EASEMENTS, RIGHTS–OF–WAY, AND PUBLIC AMENITIES SHOWN ON THIS PLAT AS INTENDED FOR THE PUBLIC OR CITY USE. THE OWNER(S) AND ALL AGENTS, SUCCESSORS, AND ASSIGNS VOLUNTARILY DEFEND, INDEMNIFY, AND SAVE HARMLESS THE CITY AGAINST ANY EASEMENTS OR OTHER ENCUMBRANCE ON A DEDICATED STREET, EASEMENT, OR RIGHT–OF–WAY THAT WILL INTERFERE WITH THE CITY'S USE, MAINTENANCE, AND OPERATION OF THE STREET OR UTILITIES. THE OWNER(S) AND ALL AGENTS, SUCCESSORS, AND ASSIGNS ASSUME ALL LIABILITY WITH RESPECT TO THE CREATION OF THIS SUBDIVISION, THE ALTERATION OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUB–SURFACE WATER FLOWS WITHIN THIS SUBDIVISION, AND THE DEVELOPMENT ACTIVITY WITHIN THIS SUBDIVISION BY THE OWNERS AND ALL AGENTS, SUCCESSORS, AND ASSIGNS.

IN WITNESS WHEREOF I HAVE SET FORTH MY HAND THIS _____ DAY OF _____, A.D. 20_____.

OWNER: ALPINE SCHOOL DISTRICT

SIGNATURE PRINT NAME TITLE

OWNER: THE CHURCH OF JESUS CHRIST OF LATTER–DAY SAINTS

SIGNATURE PRINT NAME TITLE

## APPROVAL BY LEGISLATIVE BODY

THE CITY COUNCIL OF THE CITY OF SARATOGA SPRINGS, COUNTY OF UTAH, APPROVES THIS SUBDIVISION SUBJECT TO THE CONDITIONS AND RESTRICTIONS STATED HEREON, AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR THE PUBLIC PURPOSE OF THE PERPETUAL USE OF THE PUBLIC.

THIS _____ DAY OF _____, A.D. 20_____.

CITY MAYOR ATTEST _____ CITY RECORDER (SEE SEAL BELOW)

BY SIGNING THIS PLAT, THE FOLLOWING UTILITY COMPANIES Remove HE: (A) BOUNDARY, COURSE, DIMENSIONS, AND INTENDED USE OF THE RIGHT–OF–WAY AND EASEMENT GRANTS OF RECORD; (B) LOCATION OF EXISTING UNDERGROUND AND UTILITY FACILITIES; (C) CONDITIONS OR RESTRICTIONS GOVERNING THE LOCATION OF THE FACILITIES WITHIN THE RIGHT–OF–WAY, AND EASEMENT GRANTS OF RECORD, AND UTILITY FACILITIES WITHIN THE SUBDIVISION. "APPROVING" SHALL HAVE THE MEANING IN UTAH CODE SECTION 10–20–803(6)(c)(ii). THE FOLLOWING NOTES ARE NOT ENDORSED OR ADOPTED BY SARATOGA SPRINGS AND DO NOT SUPERSEDE CONFLICTING PLAT NOTES OR SARATOGA SPRINGS POLICIES.

**LEHI CITY POST OFFICE**
APPROVED BY THE POST OFFICE REPRESENTATIVE ON THIS _____ DAY OF _____, A.D. 20_____
LEHI CITY POST OFFICE REPRESENTATIVE

**COMCAST CABLE TELEVISION**
APPROVED THIS _____ DAY OF _____, A.D. 2025.
COMCAST CABLE TELEVISION

**CENTURY LINK**
APPROVED THIS _____ DAY OF _____, A.D. 2025.
CENTURY LINK

OWNER:
**ALPINE SCHOOL DISTRICT**
575 NORTH 100 EAST
AMERICAN FORK, UT 84003

OWNER:
**THE CHURCH OF JESUS CHRIST OF LATTER–DAY SAINTS**
51 S. MAIN STREET, SUITE 300
SALT LAKE CITY, UTAH 84111

PREPARED BY:
MERIDIAN ENGINEERING, INC.
1628 WEST 11010 SOUTH, SUITE 102
SOUTH JORDAN, UTAH 84095
PHONE (801) 569-1315 FAX (801) 569-1319

**LAND USE AUTHORITY**
APPROVED BY THE LAND USE AUTHORITY ON THIS _____ DAY OF _____, A.D. 20_____
LAND USE AUTHORITY

**PLANNING DIRECTOR**
APPROVED BY THE PLANNING DIRECTOR ON THIS _____ DAY OF _____, A.D. 20_____
PLANNING DIRECTOR

**FIRE CHIEF**
APPROVED BY THE FIRE CHIEF ON THIS _____ DAY OF _____, A.D. 20_____
CITY FIRE CHIEF

**CITY ENGINEER**
APPROVED BY THE CITY ENGINEER ON THIS _____ DAY OF _____, A.D. 20_____
CITY ENGINEER

**SARATOGA SPRINGS ATTORNEY**
APPROVED BY SARATOGA SPRINGS ATTORNEY ON THIS _____ DAY OF _____, A.D. 20_____
SARATOGA SPRINGS CITY ATTORNEY

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**
**SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH**

| SURVEYORS SEAL | CITY ENGINEER SEAL | CLERK–RECORDER SEAL | COMP. FILE PRELIMINARY |
|---|---|---|---|
| | | | PROJECT NO. 24138 |
| | | | SHEET NO. 1 OF 8 |

I:\Projects\2024\24138-NLL-LRD Saratoga Springs HS Design\24138\dwg\24138_Preliminary Plat.dwg Dec 22, 2025 - 12:53pm

This should be an easement in favor of the City, the HS connection was made to the City SS line in Hallmark, the line is therefore public and the easement needs to provide access for maintenance to the City.

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SERIAL NO. 58:039:0002

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SERIAL NO. 58:039:0040

HALVORSEN PARKWAY (PUBLIC)

S89°20'21"E 1326.32'

S89°50'04"E 1644.93'

EAST 1/16 CORNER OF SEC. 33, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

NORTHEAST CORNER OF SEC. 33, T5S, R1W, SLB&M FOUND 3" BRASS CAP

POINT OF BEGINNING

130' WIDE TRANSMISSION LINE EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY. ENTRY NO. 11487196

PARCEL A
3,895,536 SQ. FT. OR 89.43 ACRES
IN AREA, MORE OR LESS

20' TEMPORARY SEWER EASEMENT AGREEMENT BETWEEN ALPINE SCHOOL DISTRICT AND THE CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ENTRY NO.

(SEE SHEET 3)

(SEE SHEET 6)

you already have a Parcel A, make each parcel a unique label

To Public Works Department, this is the same parcel. It is a large parcel that wraps around.

show parcel for MVC

0 150 300
SCALE 1"=150'

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SERIAL NO. 58:041:0187

925 S 1365 W

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

HALLMARK DRIVE (PUBLIC)

LOT 2
164,703 SQ. FT. OR 3.78 ACRES
IN AREA, MORE OR LESS
946 S. BONNEVILLE DRIVE
1319 W. HALLMARK DRIVE

N00°28'18"E 2662.85'

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

NORTH 1/16 CORNER OF SEC. 34, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

LOT 1
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS
1000 S. BONNEVILLE DRIVE

SOUTH 2428.24'

NORTHEAST 1/16 CORNER OF SEC. 33, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

BONNEVILLE DRIVE (PUBLIC)

(SEE SHEET 4)

(SEE SHEET 7)

10' WATERLINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS (SEE SHEETS 3-8 FOR MORE DETAIL)

10' WATERLINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS (SEE SHEETS 3-8 FOR MORE DETAIL)

PARCEL B
452,798 SQ. FT. OR 10.39 ACRES
IN AREA, MORE OR LESS

MOUNTAIN VIEW CORRIDOR (PUBLIC)

identify that this is to be part of the future MVC

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SERIAL NO. 58:041:0005

130' WIDE TRANSMISSION LINE EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY. ENTRY NO. 91491963

(SEE SHEET 5)

(SEE SHEET 8)

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

add note that this is a non-buildable lot

PARCEL A
3,895,536 SQ. FT. OR 89.43 ACRES
IN AREA, MORE OR LESS

1175 S 1220 W

ENSIGN DRIVE (PUBLIC)

S89°59'55"W 904.11'

S00°00'02"E 207.76'

S44°59'58"W 35.36'

CENTER EAST 1/16 CORNER OF SEC. 33, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

EAST 1/4 CORNER OF SEC. 33, T5S, R1W, SLB&M FOUND 3" BRASS CAP

PARCEL C
67,140 SQ. FT. OR 1.54 ACRES
IN AREA, MORE OR LESS

PRINCE DRIVE (PUBLIC)

N89°19'05"W 1326.33'

N89°48'13"W 737.74'

why do these not match - existing MVC ROW and future?

MAHOGANY STREET (PUBLIC)

BONNEVILLE DRIVE (PUBLIC)

The radius at the ROW line shall be 21 feet. This comes from the standard 35' radius at TBD minus the 9' park strip and 5' sidewalk to get 21'.

LEGEND

- SUBDIVISION BOUNDARY
- SUBDIVISION LOT/PARCEL LINE
- ADJOINER BOUNDARY LINE
- SECTION LINE
- ROAD CENTER LINE / EASEMENT CENTER LINE
- EASEMENT LINE
- EXISTING VINYL FENCE LINE
- EXISTING CHAIN LINK FENCE LINE
- EXISTING WIRE FENCE LINE
- DEDICATED ROADWAY AS SHOWN HEREON
- UNLESS OTHERWISE NOTED, SET 5/8" BY 24" REBAR WITH ORANGE PLASTIC CAP. CAP IS STAMPED "MERIDIAN PLS 4938744"
- EXISTING PROPERTY CORNER AS NOTED
- STREET MONUMENT TO BE SET PER UTAH COUNTY SURVEYOR STANDARDS
- FOUND SECTION CORNER
- NOT FOUND SECTION CORNER

**OGA SPRINGS HIGH OOL SUBDIVISION**

SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

PREPARED BY:
MERIDIAN ENGINEERING, INC.
1628 WEST 11010 SOUTH, SUITE 102
SOUTH JORDAN, UTAH 84095
PHONE (801) 569-1315 FAX (801) 569-1319

SURVEYORS SEAL

CITY ENGINEER SEAL

CLERK-RECORDER SEAL

COMP. FILE
PRELIMINARY

PROJECT NO.
24138

SHEET NO.
2 OF 8

PRELIMINARY - NOT TO BE RECORDED

LAKEFIELD DRIVE

SILVERLAKE SUBDIVISION PLAT "24" ENTRY NO. 154987:2020 MAP NO. 17309

SILVERLAKE SUBDIVISION PLAT "31" ENTRY NO. 364941:2023 MAP NO. 18787

SILVERLAKE SUBDIVISION PLAT "32" ENTRY NO. 109127:2022 MAP NO. 18531

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
SERIAL NO. 58:039:0002

EAST 1/16 CORNER OF SEC. 33, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

S89°20'21"E 1326.32'

NORTHEAST CORNER OF SEC. 33, T5S, R1W, SLB&M FOUND 3" BRASS CAP

POINT OF BEGINNING

N00°28'18"E 2662.85'

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C3 | 510.00' | 05°52'53" | 52.35' | N86°53'38"W | 52.33' |
| C9 | 548.50' | 05°52'53" | 56.30' | N86°53'58"W | 56.28' |
| C10 | 12.00' | 90°00'00" | 18.85' | S51°02'49"W | 16.97' |
| C23 | 12.00' | 90°00'00" | 18.85' | N38°57'11"W | 16.97' |
| C24 | 12.00' | 90°00'00" | 18.85' | N51°02'49"E | 16.97' |
| C25 | 12.00' | 90°00'00" | 18.85' | S38°57'11"E | 16.97' |
| C26 | 471.50' | 05°52'53" | 48.50' | S86°53'38" | 48.38' |

130' WIDE TRANSMISSION LINE EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY. ENTRY NO. 114871964

10' WIDE WATER LINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS ENTRY NO. 97549:2005

PARCEL A
2,681,475 SQ. FT. OR 61.56 ACRES IN AREA, MORE OR LESS

(SEE SHEET 6)

N06°02'49"E 26.50' S83°57'11"E 77.00'
S83°57'11"E 26.50' C24 S06°02'49"W 26.50'
C25
77.00' N06°02'49"E 77.00' S83°57'11"E 77.00' N06°02'49"E 38.50'
N06°02'49"E 81.65'
N83°57'11"W 26.50' C23 38.50' 38.50' C10
N06°02'49"E 31.15' S06°02'49"W 31.15'

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES IN AREA, MORE OR LESS

S83°57'11"E 711.32'
S83°57'11"E 761.82'
N83°57'11"W 711.32'
603.95'

HALLMARK DRIVE (PUBLIC)

missing PUE

Missing PUE

BONNEVILLE DRIVE (PUBLIC)

LOT 2
164,703 SQ.FT. OR 3.78 ACRES IN AREA, MORE OR LESS

10' PUBLIC UTILITY EASEMENT (TYP.)

C26 38.50' 38.50'
C3 38.50' 38.50' 214.16'
C9 107.37' 348.74'

label these easements

N45°09'55"E 63.58'
S89°50'05"E 180.00'
N00°09'55"E 24.00'
N45°09'55"E 14.14'

MERIDIAN ENGINEERING, INC

0 50 100
SCALE 1"=50'

(SEE SHEET 4)

PRELIMINARY - NOT TO BE RECORDED

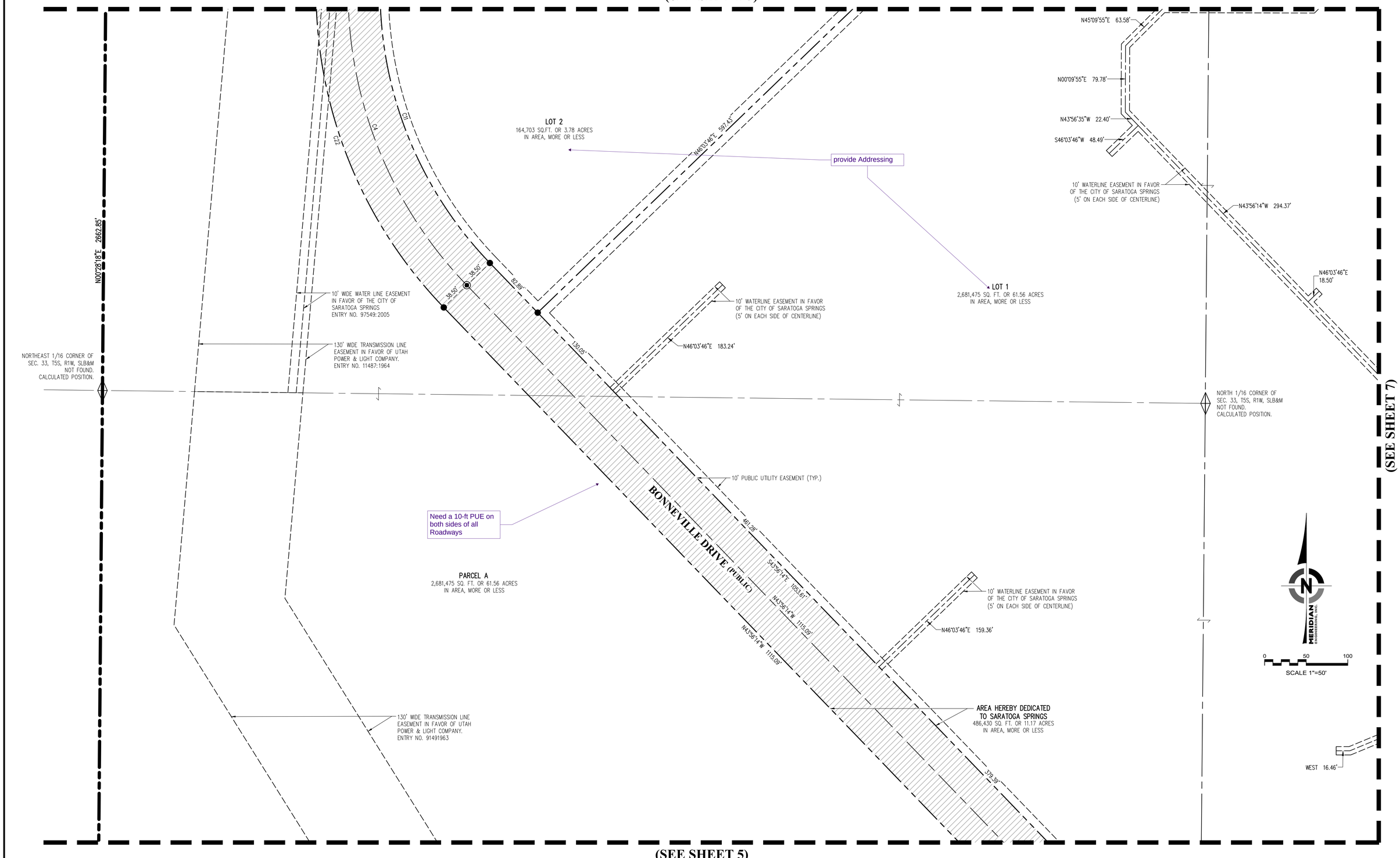
**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**
SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

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1628 WEST 11010 SOUTH, SUITE 102
SOUTH JORDAN, UTAH 84095
PHONE (801) 569-1315 FAX (801) 569-1319

SURVEYORS SEAL | CITY ENGINEER SEAL | CLERK-RECORDER SEAL

COMP. FILE
PRELIMINARY
PROJECT NO. 24138
SHEET NO. 3 OF 8

(SEE SHEET 3)




(SEE SHEET 7)

(SEE SHEET 5)

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C4 | 510.00' | 49°59'03" | 444.92' | S18°56'43"E | 430.94' |
| C11 | 471.50' | 49°59'03" | 411.33' | S18°56'43" | 398.41' |
| C22 | 548.50' | 49°59'03" | 478.51' | N18°56'43"W | 463.48' |

PRELIMINARY - NOT TO BE RECORDED

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**

SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

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SURVEYORS SEAL

CITY ENGINEER SEAL

CLERK-RECORDER SEAL

COMP. FILE PRELIMINARY

PROJECT NO. 24138

SHEET NO. 4 OF 8

(SEE SHEET 4)

(SEE SHEET 8)

MERIDIAN ENGINEERING, INC.

0 50 100

SCALE 1"=50'

N00°28'18"E 2662.85'

130' WIDE TRANSMISSION LINE EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY. ENTRY NO. 91491963

**PARCEL A**
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

**BONNEVILLE DRIVE (PUBLIC)**

S89°05'15"E 15.52'

S43°56'14"E 50.54'

**LOT 1**
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

10' PUBLIC UTILITY EASEMENT (TYP.)

Dimension the ROW

missing PUE on the west side

**AREA HEREBY DEDICATED TO SARATOGA SPRINGS**
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

this needs to be the 111-ft ROW width per to match to east leg of the intersection

why is this corner not radius?

**ENSIGN DRIVE (PUBLIC)**

**PARCEL C**
67,140 SQ.FT. OR 1.54 ACRES
IN AREA, MORE OR LESS

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C5 | 510.00' | 43°56'14" | 391.09' | N21°58'07"W | 381.58' |
| C12 | 559.50' | 21°51'05" | 213.38' | S33°00'42"E | 212.09' |
| C13 | 154.50' | 20°42'12" | 55.83' | S11°44'03"E | 55.52' |
| C14 | 135.50' | 12°04'58" | 28.58' | S07°25'26"E | 28.52' |
| C15 | 548.50' | 13°27'56" | 128.91' | S06°43'58"E | 128.61' |
| C16 | 12.00' | 90°00'05" | 18.85' | S45°00'02"E | 16.97' |
| C19 | 12.00' | 90°00'05" | 18.85' | N45°00'02"W | 16.97' |
| C21 | 12.00' | 89°59'55" | 18.85 | N44°59'58"E | 16.97 |
| C22 | 548.50' | 49°59'03" | 478.51' | N18°56'43"W | 463.48' |

CENTER EAST 1/16 CORNER OF SEC. 33, T5S, R1W, SLB&M NOT FOUND. CALCULATED POSITION.

N89°19'05"W 1326.33'

EAST 1/4 CORNER OF SEC. 33, T5S, R1W, SLB&M FOUND 3" BRASS CAP

LOT 1 LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7

BRIXTON PARK PLAT B PHASE 3
ENTRY NO. 65725:2025
MAP NO. 19597

**CARNABY STREET (PUBLIC)**

LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 PARCEL A LOT 13 LOT 14 LOT 15 LOT 16 LOT 17 LOT 18

BRIXTON PARK PLAT B PHASE 2
ENTRY NO. 65742:2025
MAP NO. 19596

**MAHOGANY STREET (PUBLIC)**

**BONNEVILLE DRIVE (PUBLIC)**

LOT 19

BRIXTON PARK PLAT B PHASE 4
ENTRY NO. 65812:2025
MAP NO. 19598

PRELIMINARY - NOT TO BE RECORDED

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**
SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

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SURVEYORS SEAL | CITY ENGINEER SEAL | CLERK-RECORDER SEAL

COMP. FILE PRELIMINARY
PROJECT NO. 24138
SHEET NO. 5 OF 8

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS
SERIAL NO. 58:039:0002

THE CHURCH OF JESUS CHRIST
OF LATTER-DAY SAINTS
SERIAL NO. 58:039:0040

S89°50'04"E 1644.93'

20' TEMPORARY SEWER EASEMENT AGREEMENT BETWEEN ALPINE SCHOOL DISTRICT AND THE CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ENTRY NO. _____

Refer to comment on sheet 2 of this Plat submittal

(SEE SHEET 3)

PARCEL A
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

SOUTH 2428.24'

1136.44'

**MOUNTAIN VIEW CORRIDOR (PUBLIC)**

missing PUE on this side of the roadway

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

S89°50'04"E 1378.87'

S89°50'04"E 1378.87'

1164.71'

N89°50'04"W 1378.87'

1030.13'

**HALLMARK DRIVE (PUBLIC)**

38.50'

38.50'

C27

C2

C8

C20

10' PUBLIC UTILITY EASEMENT (TYP.)

Label the proposed easement

N

MERIDIAN ENGINEERING, INC.

0 50 100
SCALE 1"=50'

(SEE SHEET 7)

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C2 | 200.00' | 88°40'13" | 309.52' | N45°29'58"W | 279.54' |
| C8 | 161.50' | 58°01'44" | 163.57' | N60°49'12"W | 156.66' |
| C27 | 238.50' | 88°40'13" | 369.10' | S45°29'58"E | 333.35' |

PRELIMINARY - NOT TO BE RECORDED

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**
**SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH**

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SURVEYORS SEAL

CITY ENGINEER SEAL

CLERK-RECORDER SEAL

COMP. FILE PRELIMINARY

PROJECT NO. 24138

SHEET NO. 6 OF 8

(SEE SHEET 6)

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C1 | 200.00' | 88°50'14" | 310.10' | N45°34'58"W | 279.96' |
| C6 | 238.50' | 88°50'14" | 369.79' | N45°34'58"W | 333.85' |
| C7 | 161.50' | 30°38'29" | 86.37' | N16°29'06"W | 85.34' |
| C20 | 161.50' | 88°40'13" | 249.94' | N45°29'58"W | 225.73' |
| C28 | 161.50' | 88°50'14" | 250.41' | S45°34'58"E | 226.07' |

0 50 100
SCALE 1"=50'

(SEE SHEET 4)

N43°56'14"W 278.27'
N46°03'46"E 18.50'
N43°55'00"W 171.25'
10' WATERLINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS (5' ON EACH SIDE OF CENTERLINE)
S46°03'46"W 272.07'
10' WATERLINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS (5' ON EACH SIDE OF CENTERLINE)
N43°56'40"W 488.60'
S67°30'00"W 71.23'

LOT 1
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

C20
C7
C28
C1
C6
HALLMARK DRIVE (PUBLIC)

10' PUBLIC UTILITY EASEMENT (TYP.)
15' PERMANENT CITY ROW & OPEN SPACE
22' PUBLIC ACCESS EASEMENT

PARCEL A
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

38.50' 38.50'
S89°59'55"W 87.33'
38.50' 38.50'
S89°59'55"W 87.33'
38.50' 38.50'
S89°59'55"W 87.33'
SOUTH 2428.24'

10-ft PUE required along the roadway

10.0'
15.0'
22.0'
SOUTH 1433.67'
1469.99'
SOUTH 1555.30'

PARCEL B
452,798 SQ .FT. OR 10.39 ACRES
IN AREA, MORE OR LESS

1214.80'

MOUNTAIN VIEW CORRIDOR (PUBLIC)

(SEE SHEET 8)

PRELIMINARY - NOT TO BE RECORDED

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**
SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

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SURVEYORS SEAL | CITY ENGINEER SEAL | CLERK-RECORDER SEAL

COMP. FILE PRELIMINARY
PROJECT NO. 24138
SHEET NO. 7 OF 8

(SEE SHEET 7)

(SEE SHEET 5)

N22°27'50"W 17.62'

N67°32'10"E 30.10'

N22°27'50"W 81.05'

10' WATERLINE EASEMENT IN FAVOR OF THE CITY OF SARATOGA SPRINGS (5' ON EACH SIDE OF CENTERLINE)

LOT 1
2,681,475 SQ. FT. OR 61.56 ACRES
IN AREA, MORE OR LESS

N00°02'10"E 481.78'

10' PUBLIC UTILITY EASEMENT (TYP.)

15' PERMANENT CITY ROW & OPEN SPACE

22' PUBLIC ACCESS EASEMENT

10.0'

15.0'

22.0'

SOUTH 1433.67'

SOUTH 1469.99'

SOUTH 1555.30'

PARCEL B
452,798 SQ .FT. OR 10.39 ACRES
IN AREA, MORE OR LESS

1214.80'

SOUTH 2428.24'

MOUNTAIN VIEW CORRIDOR (PUBLIC)

the centerline needs to follow the center of the ROW

AREA HEREBY DEDICATED TO SARATOGA SPRINGS
486,430 SQ. FT. OR 11.17 ACRES
IN AREA, MORE OR LESS

Δ=45°00'00"
L=82.47'
R=105.00'
CB=S22°30'00"E
CH=80.36'

22.0'

15.0'

Δ=46°18'34"
L=76.78'
R=95.00'
CB=S23°09'17"E
CH=74.71'

10' PUBLIC UTILITY EASEMENT (TYP.)

N89°59'55"E 647.97'

84.92'

494.19'

39.85'

SOUTH 5.03'

285.15'

S89°59'55"W 904.11'

S44°59'58"W 35.36'

Dimension the ROW

S89°59'55"W 698.47'

659.97'

ENSIGN DRIVE (PUBLIC)

ENSIGN DRIVE (PUBLIC)

44.00'

56.00'

207.76'

C17

S89°59'55"W 275.29'

Dim existing ROW

all of these parcel should be clarified to be non-buildable until applicable plat or site plan applications are processed and approved

PARCEL C
67,140 SQ.FT. OR 1.54 ACRES
IN AREA, MORE OR LESS

10' PUBLIC UTILITY EASEMENT (TYP.)

S00°00'02"E

107.76'

CITY OF SARATOGA SPRINGS
TAX ID NO. 58:041:0300

PRINCE DRIVE (PUBLIC)

LOT 248

BRIXTON PARK PLAT B PHASE 1
ENTRY NO. 53405:2024
MAP NO. 19329

PARCEL "B"

CITY OF SARATOGA SPRINGS
TAX ID NO. 58:041:0301

5' PUBLIC UTILITY EASEMENT (TYP.)

659.97'

N89°48'13"W 737.74'

LOT 20 | LOT 21 | LOT 22 | LOT 23 | LOT 24 | LOT 25 | LOT 26 | LOT 27

BRIXTON PARK PLAT B PHASE 4
ENTRY NO. 6581:2025
MAP NO. 19598

BRIXTON PARK PLAT A PHASE 1
ENTRY NO. 57186:2023
MAP NO. 18899

MAHOGANY STREET (PUBLIC)

N

MERIDIAN ENGINEERING, INC.

0 50 100

SCALE 1"=50'

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| CURVE | RADIUS | DELTA | LENGTH | CHORD BEARING | CHORD LENGTH |
| C17 | 762.00' | 06°53'17" | 91.61' | S86°33'16"W | 91.55' |
| C18 | 762.00' | 06°53'17" | 91.61' | S86°33'16"W | 91.55' |

PRELIMINARY - NOT TO BE RECORDED

**SARATOGA SPRINGS HIGH SCHOOL SUBDIVISION**

SITUATED IN THE NORTHEAST QUARTER OF SECTION 33 AND THE NORTHWEST QUARTER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN, SARATOGA SPRINGS, UTAH COUNTY, UTAH

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CITY ENGINEER SEAL

CLERK-RECORDER SEAL

COMP. FILE PRELIMINARY

PROJECT NO. 24138

SHEET NO. 8 OF 8

# Exhibit 5. Site Plan

## PARKING COUNTS

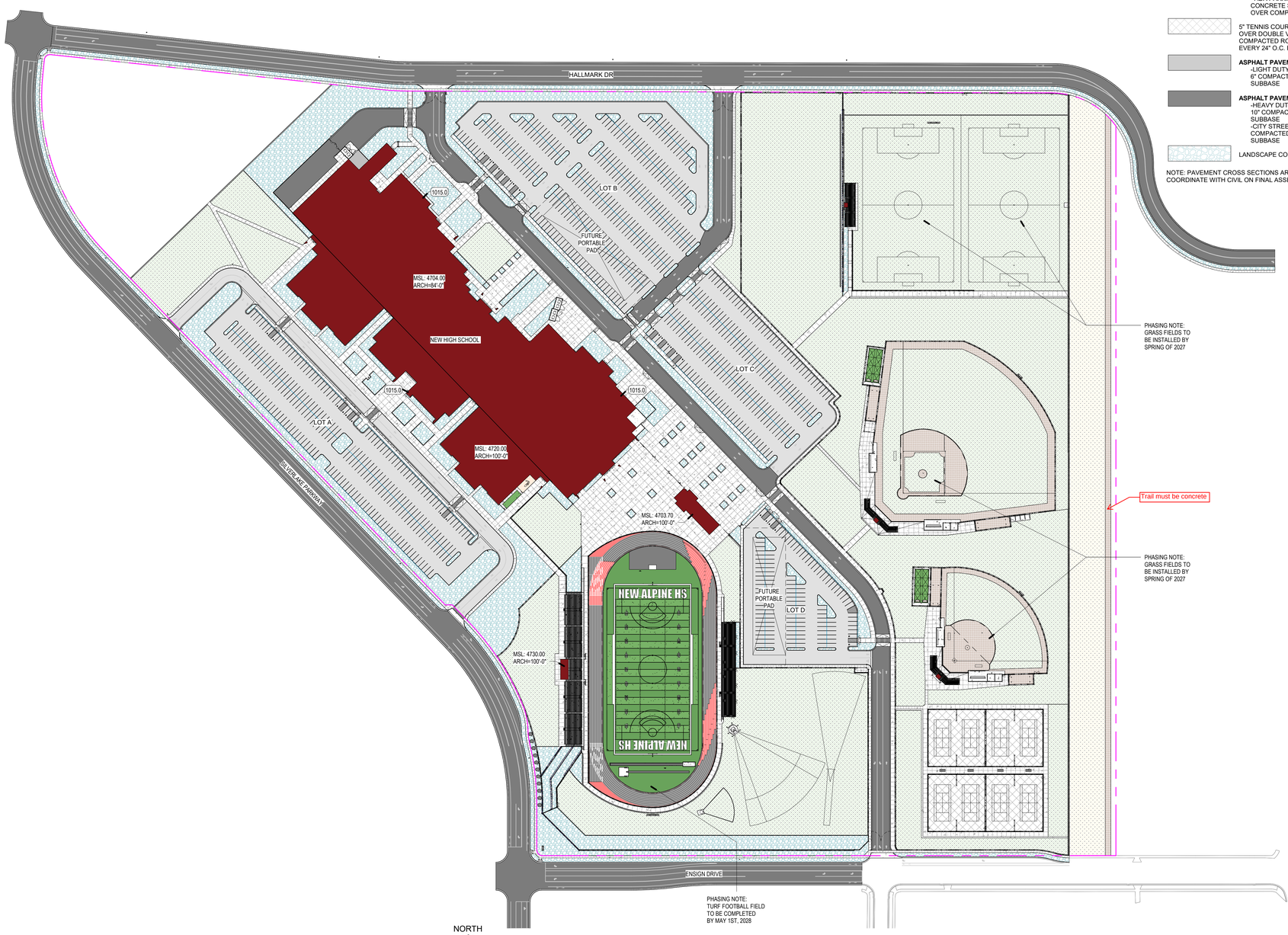
| | STANDARD | ADA | TOTAL |
|---|---|---|---|
| LOT - A | 276 | 8 | 284 |
| LOT - B | 382 | 8 | 390 |
| LOT - C | 241 | 7 | 248 |
| LOT - D | 128 | 6 | 134 |
| ALT#01-LOT | 219 | 1 | 220 |
| TOTAL | 1,246 | 30 | 1,276 |

19

## SITE PLAN AREAS

| | AREA SF | AREA ACRES | PERCENTAGE |
|---|---|---|---|
| TOTAL IMPACTED AREA | 3,339,610 SF | 76.67 ACRES | 100.0% |
| TOTAL SCHOOL PROPERTY | 2,681,610 SF | 61.56 ACRES | 80.3% |
| IMPERVIOUS AREA (SCHOOL) | 1,483,535 SF | 34.06 ACRES | 55.3% |
| LANDSCAPE AREA (SCHOOL) | 1,198,075 SF | 27.5 ACRES | 44.7% |
| TOTAL OFFSITE (SEMINARY+ROADWAYS) | 658,000 SF | 15.11 ACRES | 19.7% |
| IMPERVIOUS AREA (OFFSITE) | 340,840 SF | 7.82 ACRES | 51.8% |
| LANDSCAPE AREA (OFFSITE) | 317,160 SF | 7.29 ACRES | 48.2% |
| BUILDING PAD AREA | 247,734 SF | 5.69 ACRES | 9.2% |

## PROJECTED STUDENT ENROLLMENT: 2000




A1 PLAN - OVERALL - SITE PLAN

SCALE: 1" = 100'-0"

NORTH

## MATERIALS LEGEND

- BUILDING
- LANDSCAPING
- NATIVE SEED
- ARTIFICIAL TURF
- ARTIFICIAL TURF
- SOFTBALL / BASEBALL SURFACING - INFIELD MIX / WARNING TRACK, SEE SPEC
- SAND
- POURED IN PLACE RUBBER
- SNOW MELT SYSTEM (ADDITIVE ALTERNATE)
- **LIGHT DUTY CONCRETE SIDEWALK**
  - SCHOOL SIDEWALKS: 4" CONCRETE SLAB OVER 4" GRAVEL BASE OVER COMPACTED SUBBASE
  - OFF-SITE SIDEWALKS: 6" CONCRETE SLAB OVER 6" GRAVEL BASE OVER COMPACTED SUBBASE
- **HEAVY DUTY CONCRETE PAVEMENT**
  - DUMPSTER PAD - 6" CONCRETE SLAB REINFORCED W/ EPOXY COATED #4 BAR @ 16" O.C. EACH WAY OVER 6" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
  - BASKETBALL PAD - 6" CONCRETE SLAB REINFORCED W/ EPOXY COATED #4 BAR @ 24" O.C. EACH WAY OVER 6" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
  - ADA PARKING & RAISED CROSSWALKS - 6" CONCRETE SLAB OVER 8" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
- 5" TENNIS COURT POST TENSIONED CONCRETE SLAB OVER DOUBLE VAPOR BARRIER SLIP SHEET OVER 6" COMPACTED ROAD BASE WITH TENSION CABLES EVERY 24" O.C. EACH WAY
- **ASPHALT PAVEMENT**
  -LIGHT DUTY (PARKING): 3" FLEX PAVEMENT OVER 6" COMPACTED ROAD BASE OVER 12" COMPACTED SUBBASE
- **ASPHALT PAVEMENT**
  -HEAVY DUTY (DRIVES): 3" FLEX PAVEMENT OVER 10" COMPACTED ROAD BASE OVER 12" COMPACTED SUBBASE
  -CITY STREETS: 3" FLEX PAVEMENT OVER 8" COMPACTED ROAD BASE OVER 19" COMPACTED SUBBASE
- LANDSCAPE COBBLE ROCK - 2" - 4" TYP ANGULAR

NOTE: PAVEMENT CROSS SECTIONS ARE PROVIDED AS A MINIMUM STANDARD. COORDINATE WITH CIVIL ON FINAL ASSEMBLIES.

## GENERAL SITE PLAN NOTES

1. ALL HARDSCAPE TO BE 4" THICK CONCRETE ON 6" MIN. ROAD BASE, U.N.O., & ALL SIDEWALKS SHALL BE NO LESS THAN 5'-0" WIDE, U.N.O.
2. PROVIDE ANSI A117.1-2009 COMPLIANT HANDICAP ACCESSIBLE CURB CUTS WITH TRUNCATED DISK TEXTURE WHEREVER ROADWAYS (PUBLIC OR PRIVATE) INTERSECT SIDEWALKS.
3. ALL CURB AND GUTTER TO BE MONOLITHIC 6" DEEP SLOPED BACK CURB AND 24" DEEP GUTTER, U.N.O.
4. 8" CONCRETE MOW STRIP TO BE PROVIDED BETWEEN LAWN AND ROCK MULCH BEDS EXCEPT WHERE CONCRETE SIDEWALKS OR PLANTERS OCCUR, U.N.O.
5. ALL CHAIN LINK FENCING TO COMPLY W/ DETAILS A6/AS501, & B4/AS501.
6. 24" MOW STRIP TO BE PROVIDED AT ALL LAWN AREAS, U.N.O.
7. ALL TOPSOIL SHALL BE STRIPPED, STOCKPILED, PROTECTED & QUANTIFIED PRIOR TO ANY EXCAVATION PROCEDURES TO ENSURE VIABILITY OF TOPSOIL AND AVOID ANY CONTAMINATION. GENERAL CONTRACTOR IS TO INFORM ARCHITECT PROMPTLY IN WRITING OF THE TOTAL AMOUNT OF TOPSOIL STOCKPILED, AND IF THE AMOUNT OF TOPSOIL AVAILABLE IS SUFFIECIENT FOR THE INTENDED DISTRIBUTION. STOCKPILED TOPSOIL SHALL BE SCREENED AND AMMENDED PRIOR TO DISTRIBUTION AS PER LANDSCAPE ARCHITECT SPECIFICATION.
8. ALL PUBLIC STREETS, CURB, GUTTER AND SIDEWALKS SHOWN DASHED ARE EXCLUDED FROM THIS CONTRACT. ALL CONNECTIONS FROM CITY STREETS TO THE BUILDING ARE TO BE PROVIDED UNDER THIS CONTRACT.
9. ALL PARKING LOT LINES, ARROWS, NO-PARKING AREAS, ETC. TO BE PROVIDED UNDER THIS CONTRACT AS INDICATED ON SITE PLAN. ALL LOCATIONS TO BE APPROVED BY ARCHITECT PRIOR TO APPLICATION.
10. GRADING AT THE BUILDING SHALL HAVE A 5% MINIMUM SLOPE AWAY FROM THE BUILDING FOR A MINIMUM OF 10'-0", UNO. CONCRETE SHALL BE SLOPED 2% AWAY FROM BUILDING. IBC 2021 SECTION 1804.4
11. ALL CONNECTIONS FROM CITY STREETS TO THE BUILDING ARE TO BE PROVIDED UNDER THIS CONTRACT. CONTRACTOR TO VERIFY CITY STANDARDS FOR ROAD, CURB, UTILITY AND SIGNAGE REQUIREMENTS.
12. ALL EXTERIOR SIDEWALKS, STAIRS AND LANDINGS TO HAVE POSITIVE DRAINAGE BUT NO MORE THAN A MAXIMUM OF 1/4" SLOPE PER FOOT TO ALLOW POSITIVE DRAINAGE. ALL STAIRS AND RAMPS TO HAVE A MINIMUM LANDING OF 48 INCHES LONG AT THE TOP AND BOTTOM WITH A MAXIMUM SLOPE OF 1/4" PER FOOT. ALL REBAR IN EXTERIOR APPLICATIONS TO BE EPOXY COATED.
13. FINISH GRADE OF SOFTSCAPE SHALL BE 2" UNIFORMLY BELOW PAVING SURFACES UNLESS NOTED OTHERWISE.
14. LIGHT POLE BASE IN ALL LANDSCAPE LOCATIONS TO BE 12" ABOVE FINISHED GRADE. BE LOCATED AT LEAST 36" FROM FACE OF POLE BASE TO BACK OF CURB AND HAVE A CONCRETE MOW STRIP. VERIFY LOCATION ON SITE WITH ARCHITECT PRIOR TO ANY INSTALLATION.
15. LIGHT POLE BASE IN ALL PAVED LOCATIONS TO BE 30" ABOVE FINISHED GRADE. VERIFY LOCATION ON SITE WITH ARCHITECT PRIOR TO ANY ROUGH IN OR INSTALLATION.
16. COORDINATE ORIENTATION OF FIRE HYDRANT OUTLETS WITH THE FIRE MARSHALL'S OFFICE PRIOR TO THE FINAL INSTALLATION OF THE HYDRANT ASSEMBLY.

## LINE TYPES LEGEND

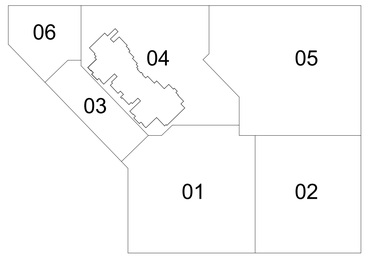
- 4 — 4' - 0" GALVANIZED CHAINLINK FENCE
- 6 — 6' - 0" GALVANIZED CHAINLINK FENCE
- 6D — 6' - 0" DECORATIVE ALUMINUM FENCE
- 8 — 8' - 0" GALVANIZED CHAINLINK FENCE - HIGH WIND RATING
- 8T — 8' - 0" GALVANIZED CHAINLINK FENCE WITH YELLOW TOPPER - HIGH WIND RATING
- 10 — 10' - 0" GALVANIZED CHAINLINK FENCE
- P — PROPERTY LINE
- M1 — 12" WIDE CONCRETE MOW STRIP
- M1.5 — 18" WIDE CONCRETE MOW STRIP
- M2 — 24" WIDE CONCRETE MOW STRIP
- M3 — 36" WIDE CONCRETE MOW STRIP
- CL — CONSTRUCTION LIMIT LINE

## KEY NOTES

1015.0 RECESSED KNOX BOX MONITORED BY BUILDING SECURITY SYSTEM. COORDINATE W/ ELECTRICAL PRIOR TO ROUGH IN. FINAL LOCATION TO BE CONFIRMED W/ SFMO PRIOR TO ROUGH IN

## KEY PLAN

NOT TO SCALE




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435.522.7070

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VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 AUG 11

STATE OF UTAH
WILLIAM HERON NEWMAN
No. 9697223-0301
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 1 | 2025/05/29 | ADD 01 |
| 3 | 2025/06/12 | ADD 03 |
| 4 | 2025/06/20 | SFMO |
| 12 | 2025/10/27 | PR 12 |
| 19 | 2026/01/25 | PR 23 |

# ASD #722 NEW HIGH SCHOOL

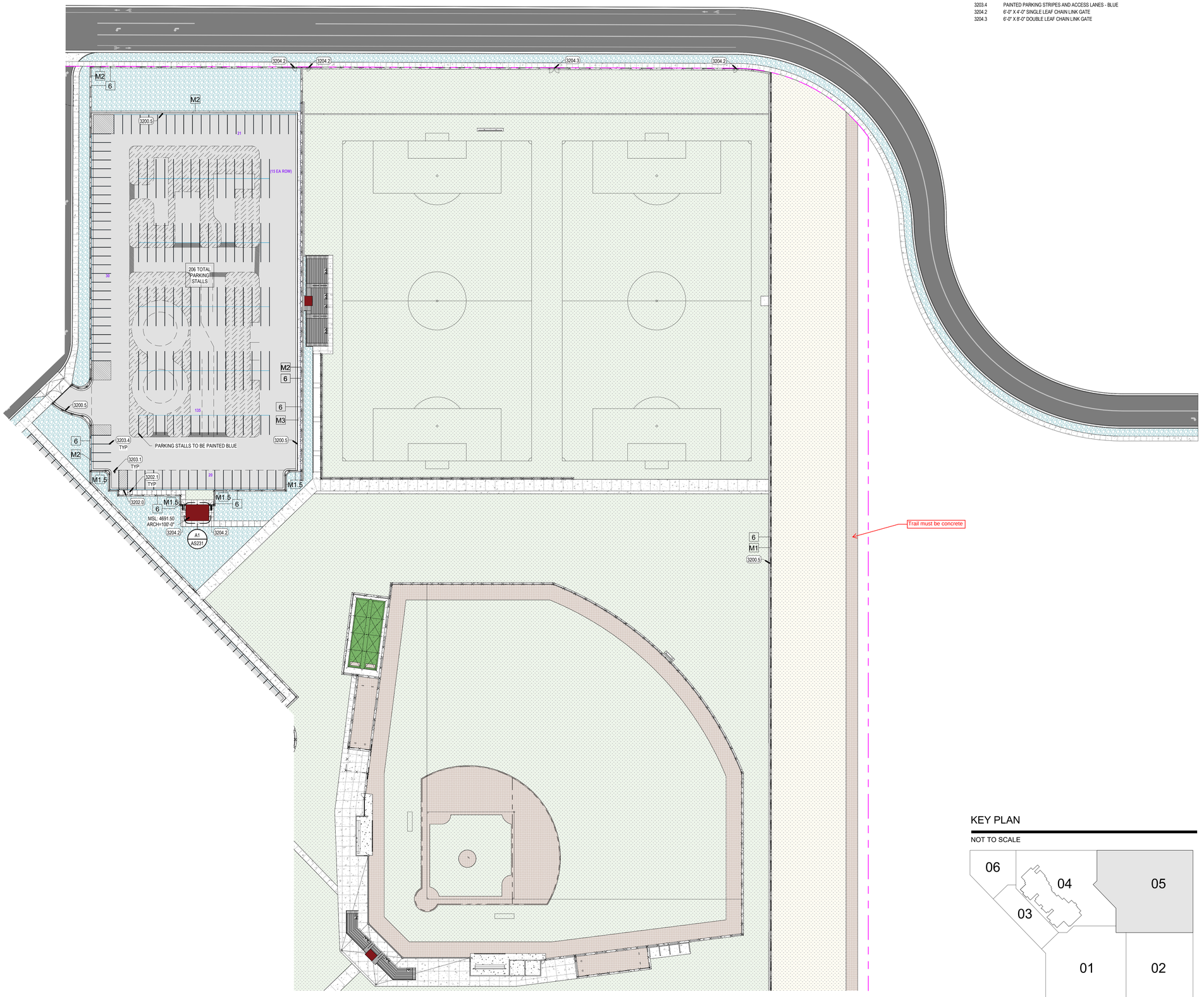
ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT

CONFORMED DOCUMENTS FOR CONSTRUCTION

OVERALL SITE PLAN

**AS100**

1/26/2026 12:00:20 AM




## KEY NOTES

| | |
|---|---|
| 3200.5 | 6" CONCRETE CURB & 18" GUTTER WITH SUBBASE |
| 3202.0 | ACCESSIBLE CURB CUT |
| 3202.1 | ACCESSIBLE RAMP @ 1:12 SLOPE MAX WITH ASSOCIATED GUARDRAIL AND HANDRAIL |
| 3203.1 | HANDICAP PARKING STALLS |
| 3203.4 | PAINTED PARKING STRIPES AND ACCESS LANES - BLUE |
| 3204.2 | 6'-0" X 4'-0" SINGLE LEAF CHAIN LINK GATE |
| 3204.3 | 6'-0" X 8'-0" DOUBLE LEAF CHAIN LINK GATE |

## GENERAL SITE PLAN NOTES

1. ALL HARDSCAPE TO BE 4" THICK CONCRETE ON 6" MIN. ROAD BASE, U.N.O., & ALL SIDEWALKS SHALL BE NO LESS THAN 5'-0" WIDE, U.N.O.
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15. LIGHT POLE BASE IN ALL PAVED LOCATIONS TO BE 30" ABOVE FINISHED GRADE. VERIFY LOCATION ON SITE WITH ARCHITECT PRIOR TO ANY ROUGH IN OR INSTALLATION.
16. COORDINATE ORIENTATION OF FIRE HYDRANT OUTLETS WITH THE FIRE MARSHALL'S OFFICE PRIOR TO THE FINAL INSTALLATION OF THE HYDRANT ASSEMBLY.

## LINE TYPES LEGEND

| | | |
|---|---|---|
| ×—×—×— | 4 | 4' - 0" GALVANIZED CHAINLINK FENCE |
| ×—×—×— | 6 | 6' - 0" GALVANIZED CHAINLINK FENCE |
| ×—×—×— | 6D | 6' - 0" DECORATIVE ALUMINUM FENCE |
| ×—×—×— | 8 | 8' - 0" GALVANIZED CHAINLINK FENCE - HIGH WIND RATING |
| ×—×—×— | 8T | 8' - 0" GALVANIZED CHAINLINK FENCE WITH YELLOW TOPPER - HIGH WIND RATING |
| ×—×—×— | 10 | 10' - 0" GALVANIZED CHAINLINK FENCE |
| —·—·— | P | PROPERTY LINE |
| | M1 | 12" WIDE CONCRETE MOW STRIP |
| | M1.5 | 18" WIDE CONCRETE MOW STRIP |
| | M2 | 24" WIDE CONCRETE MOW STRIP |
| | M3 | 36" WIDE CONCRETE MOW STRIP |
| - - - - - | CL | CONSTRUCTION LIMIT LINE |

## MATERIALS LEGEND

- BUILDING
- LANDSCAPING
- NATIVE SEED
- ARTIFICIAL TURF
- ARTIFICIAL TURF
- SOFTBALL / BASEBALL SURFACING - INFIELD MIX / WARNING TRACK, SEE SPEC
- SAND
- POURED IN PLACE RUBBER
- SNOW MELT SYSTEM (ADDITIVE ALTERNATE)
- **LIGHT DUTY CONCRETE SIDEWALK**
  - SCHOOL SIDEWALKS: 4" CONCRETE SLAB OVER 4" GRAVEL BASE OVER COMPACTED SUBBASE
  - OFF-SITE SIDEWALKS: 6" CONCRETE SLAB OVER 6" GRAVEL BASE OVER COMPACTED SUBBASE
- **HEAVY DUTY CONCRETE PAVEMENT**
  - DUMPSTER PAD - 6" CONCRETE SLAB REINFORCED W/ EPOXY COATED #4 BAR @ 16" O.C. EACH WAY OVER 6" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
  - BASKETBALL PAD - 6" CONCRETE SLAB REINFORCED W/ EPOXY COATED #4 BAR @ 24" O.C. EACH WAY OVER 6" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
  - ADA PARKING & RAISED CROSSWALKS - 6" CONCRETE SLAB OVER 8" COMPACTED ROAD BASE OVER COMPACTED SUBBASE
- 5" TENNIS COURT POST TENSIONED CONCRETE SLAB OVER DOUBLE VAPOR BARRIER SLIP SHEET OVER 6" COMPACTED ROAD BASE WITH TENSION CABLES EVERY 24" O.C. EACH WAY
- **ASPHALT PAVEMENT**
  -LIGHT DUTY (PARKING): 3" FLEX PAVEMENT OVER 6" COMPACTED ROAD BASE OVER 12" COMPACTED SUBBASE
- **ASPHALT PAVEMENT**
  -HEAVY DUTY (DRIVES): 3" FLEX PAVEMENT OVER 10" COMPACTED ROAD BASE OVER 12" COMPACTED SUBBASE
  -CITY STREETS: 3" FLEX PAVEMENT OVER 8" COMPACTED ROAD BASE OVER 19" COMPACTED SUBBASE
- LANDSCAPE COBBLE ROCK - 2" - 4" TYP ANGULAR

NOTE: PAVEMENT CROSS SECTIONS ARE PROVIDED AS A MINIMUM STANDARD. COORDINATE WITH CIVIL ON FINAL ASSEMBLIES.

## KEY PLAN

NOT TO SCALE




A1 ENLARGED SITE PLAN - AREA 05 - ALT. #1

SCALE: 1" = 40'-0"

0' 20' 40' 80'

NORTH

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VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 AUG 11

STATE OF UTAH
WILLIAM VERNON NEWMAN
No. 9687223
0301
8/11/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|

# ASD #722 NEW HIGH SCHOOL

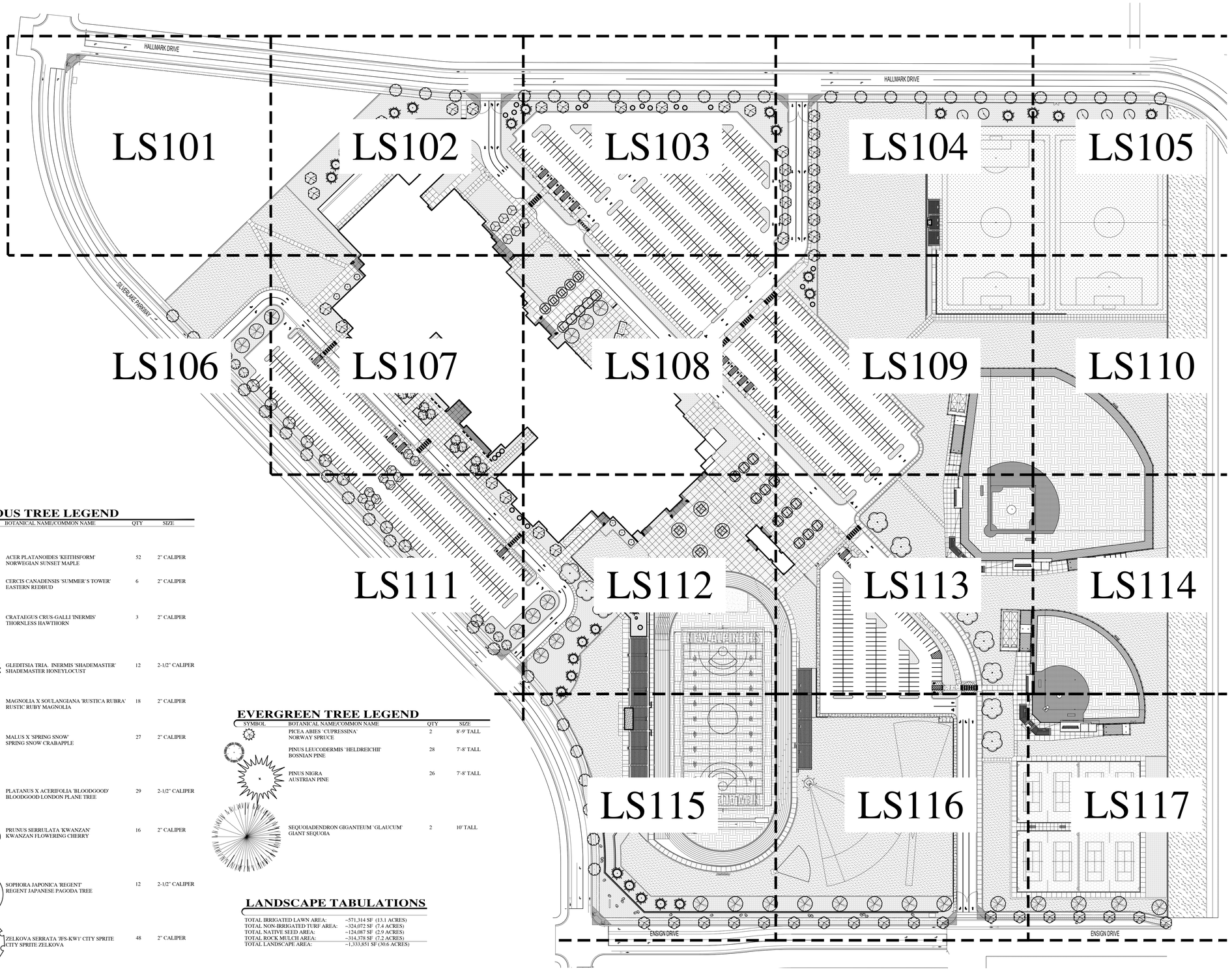
ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
CONFORMED DOCUMENTS FOR CONSTRUCTION

ENLARGED SITE - AREA 05 - ALT. #1

**AS105.1**

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# Exhibit 6. Landscape Plan




## DECIDUOUS TREE LEGEND

| SYMBOL | BOTANICAL NAME/COMMON NAME | QTY | SIZE |
|---|---|---|---|
| | ACER PLATANOIDES 'KEITHSFORM'<br>NORWEGIAN SUNSET MAPLE | 52 | 2" CALIPER |
| | CERCIS CANADENSIS 'SUMMER`S TOWER'<br>EASTERN REDBUD | 6 | 2" CALIPER |
| | CRATAEGUS CRUS-GALLI 'INERMIS'<br>THORNLESS HAWTHORN | 3 | 2" CALIPER |
| | GLEDITSIA TRIA. INERMIS 'SHADEMASTER'<br>SHADEMASTER HONEYLOCUST | 12 | 2-1/2" CALIPER |
| | MAGNOLIA X SOULANGIANA 'RUSTICA RUBRA'<br>RUSTIC RUBY MAGNOLIA | 18 | 2" CALIPER |
| | MALUS X 'SPRING SNOW'<br>SPRING SNOW CRABAPPLE | 27 | 2" CALIPER |
| | PLATANUS X ACERIFOLIA 'BLOODGOOD'<br>BLOODGOOD LONDON PLANE TREE | 29 | 2-1/2" CALIPER |
| | PRUNUS SERRULATA 'KWANZAN'<br>KWANZAN FLOWERING CHERRY | 16 | 2" CALIPER |
| | SOPHORA JAPONICA 'REGENT'<br>REGENT JAPANESE PAGODA TREE | 12 | 2-1/2" CALIPER |
| | ZELKOVA SERRATA 'JFS-KW1' CITY SPRITE<br>CITY SPRITE ZELKOVA | 48 | 2" CALIPER |

## EVERGREEN TREE LEGEND

| SYMBOL | BOTANICAL NAME/COMMON NAME | QTY | SIZE |
|---|---|---|---|
| | PICEA ABIES `CUPRESSINA`<br>NORWAY SPRUCE | 2 | 8'-9' TALL |
| | PINUS LEUCODERMIS `HELDREICHII`<br>BOSNIAN PINE | 28 | 7'-8' TALL |
| | PINUS NIGRA<br>AUSTRIAN PINE | 26 | 7'-8' TALL |
| | SEQUOIADENDRON GIGANTEUM `GLAUCUM`<br>GIANT SEQUOIA | 2 | 10' TALL |

## LANDSCAPE TABULATIONS

| | |
|---|---|
| TOTAL IRRIGATED LAWN AREA: | ~571,314 SF (13.1 ACRES) |
| TOTAL NON-IRRIGATED TURF AREA: | ~324,072 SF (7.4 ACRES) |
| TOTAL NATIVE SEED AREA: | ~124,087 SF (2.9 ACRES) |
| TOTAL ROCK MULCH AREA: | ~314,378 SF (7.2 ACRES) |
| TOTAL LANDSCAPE AREA: | ~1,333,851 SF (30.6 ACRES) |

CALL BEFORE YOU DIG
811 or 1-800-662-4111
BLUE STAKES OF UTAH

80' 0 80' 160' 240'

SCALE: 1"=80'-0" ON 30X42 SHEET


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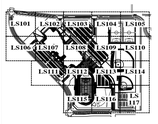
VCBO.COM


VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 MAY 21

LICENSED LANDSCAPE ARCHITECT
# 4884514
Cory B. Whiting
08-11-2025
STATE OF UTAH


InSite DESIGN GROUP
Landscape Architecture Land Planning


| REV | DATE | DESCRIPTION |
|---|---|---|
| | 10/28/2025 | PR12 |
| 3 | 06/12/2025 | ADDENDUM #3 |
| 2 | 06/06/2025 | ADDENDUM #2 |
| 1 | 05/29/2025 | ADDENDUM #1 |




# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
CONFORMED DOCUMENTS FOR CONSTRUCTION

OVERALL
LANDSCAPE PLAN

LS100

# Exhibit 7. Building Elevations

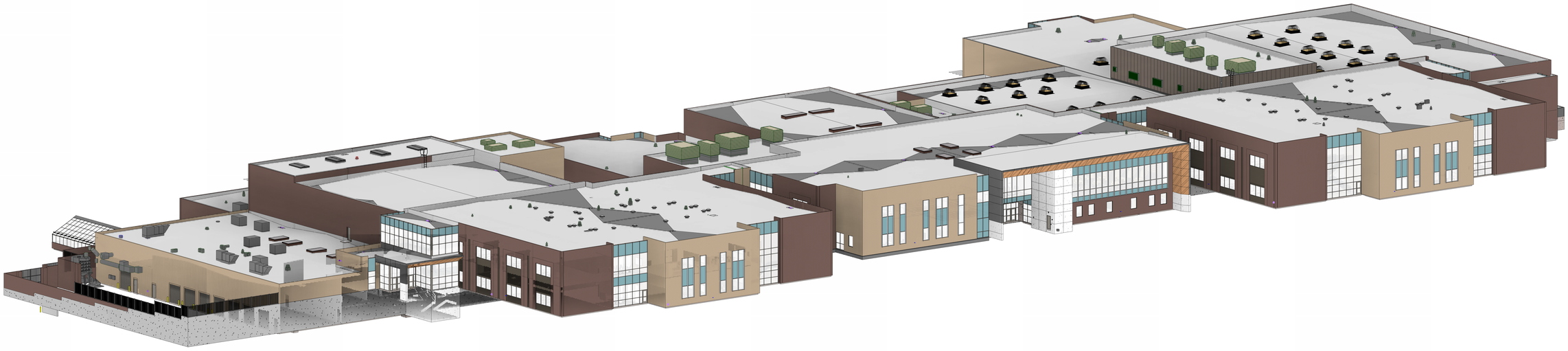
| GROSS BUILDING AREA | |
|---|---|
| Name | Area |
| LOWER LEVEL | 177509 SF |
| MAIN LEVEL | 128172 SF |
| UPPER LEVEL | 85731 SF |
| Grand total: 3 | 391412 SF |

6



D1 AXONOMETRIC - NE - FOR REFERENCE ONLY

SCALE: NOT TO SCALE



A1 AXONOMETRIC - SW - FOR REFERENCE ONLY

SCALE: NOT TO SCALE

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VCBO.COM

VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 MAY 21

STATE OF UTAH
WILLIAM NEIRON NEWMAN
No. 9687223-0301
7/8/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 6 | 2025/07/07 | PR 2 |

# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
ISSUE FOR PERMIT + BID

EXTERIOR 3D AXON VIEWS

A200.1

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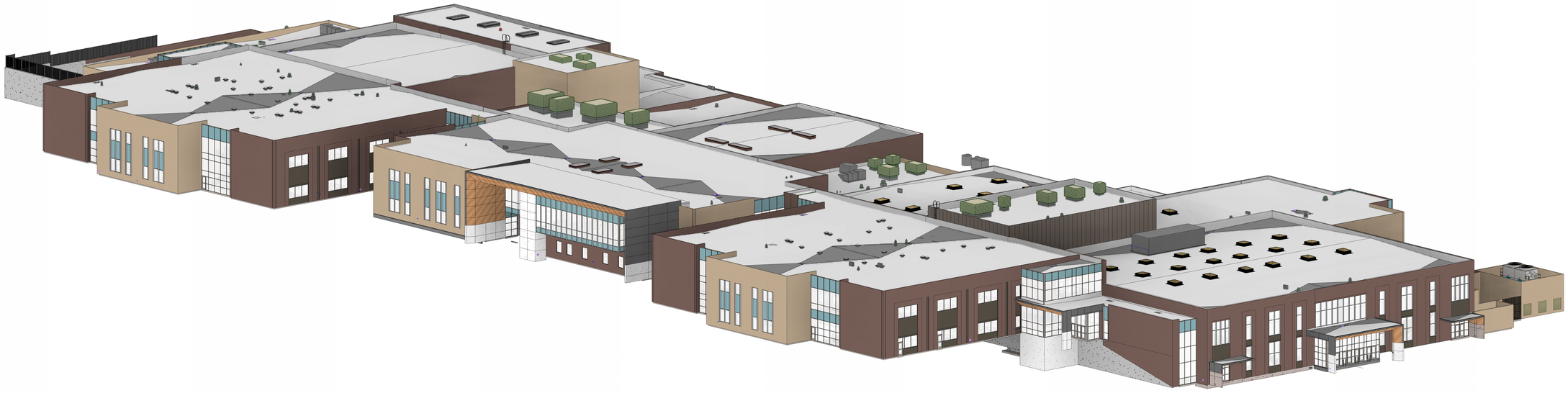
| GROSS BUILDING AREA | |
|---|---|
| Name | Area |
| LOWER LEVEL | 177509 SF |
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6



**D1** AXONOMETRIC - NW - FOR REFERENCE ONLY

SCALE: NOT TO SCALE



**A1** AXONOMETRIC - SE - FOR REFERENCE ONLY

SCALE: NOT TO SCALE

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VCBO NUMBER: 24155
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WILLIAM VERNON NEWMAN
No. 9687223-0301
7/8/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 6 | 2025/07/07 | PR 2 |

# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
ISSUE FOR PERMIT + BID

EXTERIOR 3D AXON VIEWS

**A200.2**

8/6/2025 11:48:12 PM

## KEY NOTES

| | |
|---|---|
| 408.3 | 8" HIGH ATLAS SOLDIER COURSE ABOVE OPENING, MATCH ADJACENT BRICK |
| 408.4 | 4" HIGH ATLAS SOLDIER COURSE ABOVE OPENING, MATCH ADJACENT BRICK |
| 408.7 | STACK BOND ATLAS BRICK |
| 800.0 | DOOR AND FRAME |
| 801.1 | DOOR, ACCESS |
| 801.4 | DOOR, OVERHEAD COILING |
| 802.0 | STOREFRONT SYSTEM |
| 803.0 | CURTAINWALL SYSTEM |
| 1015.0 | RECESSED KNOX BOX MONITORED BY BUILDING SECURITY SYSTEM. COORDINATE W/ ELECTRICAL PRIOR TO ROUGH IN. FINAL LOCATION TO BE CONFIRMED W/ SFMO PRIOR TO ROUGH IN |
| 2219.0 | LAMBS TONGUE; REFERENCE PLUMBING DRAWINGS |
| 2302.0 | FACTORY PRE-PRIMED AND FINISHED MECHANICAL LOUVER AND TRIM KIT. COLOR TO MATCH ADJACENT WALL FINISHES FROM MANUFACTURER'S FULL RANGE OF CUSTOM COLORS, AS SELECTED BY THE ARCHITECT, TYP |
| 2610.0 | LIGHT FIXTURE |

## EXTERIOR FINISH SCHEDULE

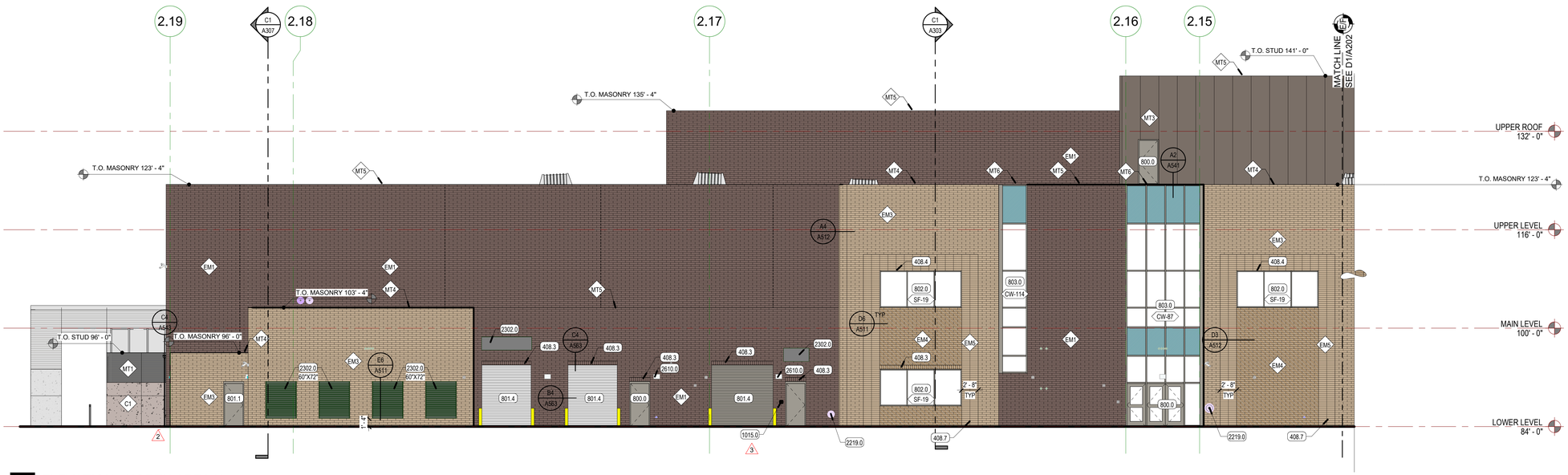
**EXTERIOR FINISHES** - SEE SHEET A400

| | |
|---|---|
| C1 | ARCHITECTURAL GRADE CONCRETE |
| EM1 | SEALED ATLAST BLOCK - IRONSTONE |
| EM2 | SEALED ATLAST BLOCK - MIDNIGHT BLACK |
| EM3 | SEALED ATLAST BLOCK - 65% TUMBLEWEED - 35% SMOKEY MOUNTAIN |
| EM4 | SEALED ATLAST BLOCK - SMOKEY MOUNTAIN |
| EM5 | SEALED ATLAST BLOCK - TUMBLEWEED |
| MT1 | ACM - CHARCOAL |
| MT2 | ACM - NATIVE COPPER MICA |
| MT3 | METAL PANEL - MEDIUM BRONZE |
| MT4 | METAL FLASHING/COPING - BROWNSTONE |
| MT5 | METAL FLASHING/COPING - MEDIUM BRONZE |
| MT6 | METAL FLASHING/COPING - SILVER METALLIC |




## D1 OVERALL BUILDING ELEVATION - NORTH VIEW

SCALE: 1" = 30'-0"

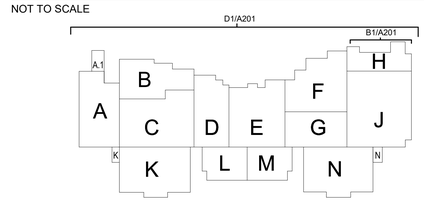



## B1 ELEVATION - NORTH AREA H

SCALE: 1/8" = 1'-0"

## KEY PLAN

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VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 MAY 21

STATE OF UTAH
WILLIAM VERNON NEWMAN
No. 9687223-0301
7/3/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 2 | 2025/06/06 | ADD 02 |
| 3 | 2025/06/12 | ADD 03 |
| 6 | 2025/07/07 | PR 2 |

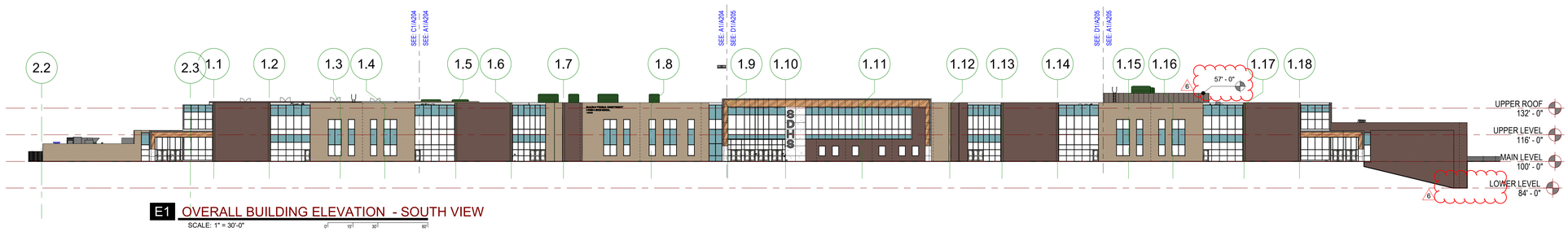
# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
ISSUE FOR PERMIT + BID

EXTERIOR ELEVATIONS

A201

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**E1** OVERALL BUILDING ELEVATION - SOUTH VIEW

SCALE: 1" = 30'-0"

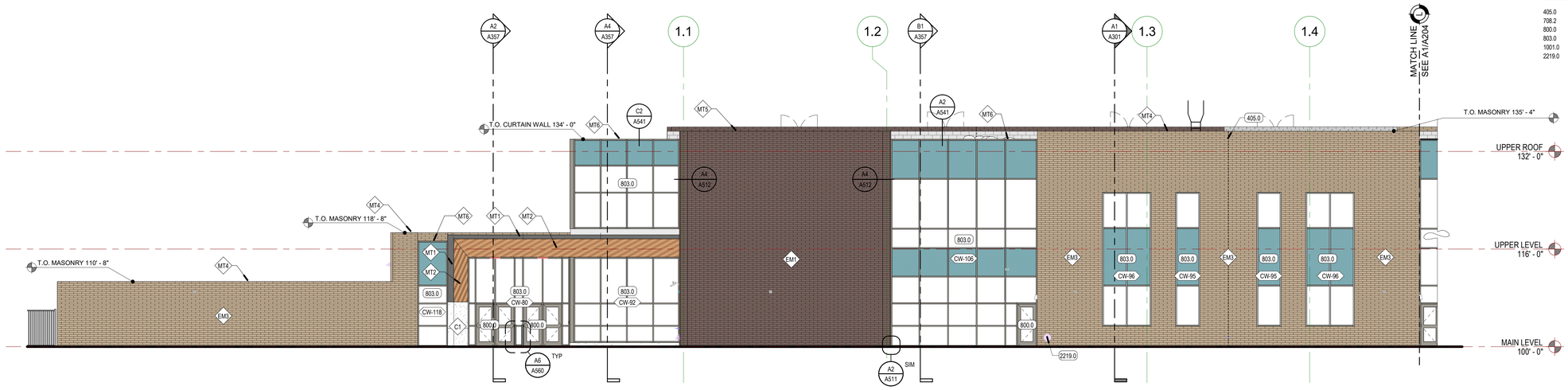
## EXTERIOR FINISH SCHEDULE

**EXTERIOR FINISHES** - SEE SHEET A400

| | |
|---|---|
| C1 | ARCHITECTURAL GRADE CONCRETE |
| EM1 | SEALED ATLAST BLOCK - IRONSTONE |
| EM2 | SEALED ATLAST BLOCK - MIDNIGHT BLACK |
| EM3 | SEALED ATLAST BLOCK - 65% TUMBLEWEED - 35% SMOKEY MOUNTAIN |
| EM4 | SEALED ATLAST BLOCK - SMOKEY MOUNTAIN |
| EM5 | SEALED ATLAST BLOCK - TUMBLEWEED |
| MT1 | ACM - CHARCOAL |
| MT2 | ACM - NATIVE COPPER MICA |
| MT3 | METAL PANEL - MEDIUM BRONZE |
| MT4 | METAL FLASHING/COPING - BROWNSTONE |
| MT5 | METAL FLASHING/COPING - MEDIUM BRONZE |
| MT6 | METAL FLASHING/COPING - SILVER METALLIC |

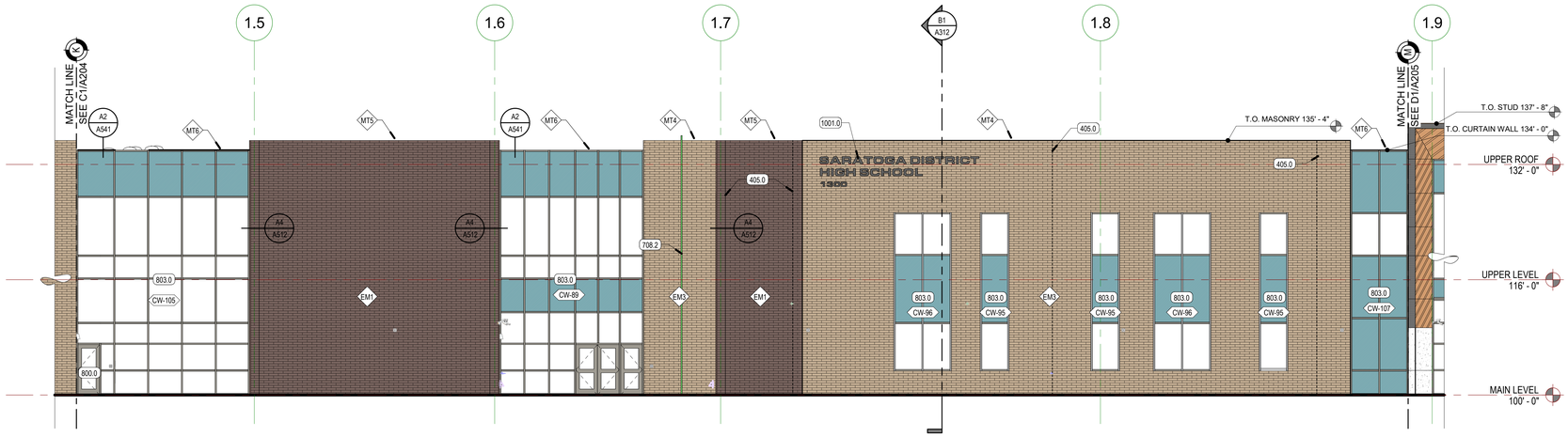
## KEY NOTES

| | |
|---|---|
| 405.0 | MASONRY CONTROL JOINT WITH CONTINUOUS NEOPRENE "TEE" GASKET, TYP |
| 708.2 | MASONRY WALL EXPANSION JOINT SYSTEM |
| 800.0 | DOOR AND FRAME |
| 803.0 | CURTAINWALL SYSTEM |
| 1001.0 | SIGNAGE, SEE SCHEDULE |
| 2219.0 | LAMBS TONGUE; REFERENCE PLUMBING DRAWINGS |




**C1** ELEVATION - SOUTH - AREA K

SCALE: 1/8" = 1'-0"

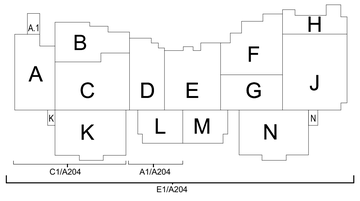



**A1** ELEVATION - SOUTH - AREA L

SCALE: 1/8" = 1'-0"

## KEY PLAN

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VCBO NUMBER: 24155
CLIENT NUMBER: 722
DATE: 2025 MAY 21

STATE OF UTAH
WILLIAM VERNON TAYMAN
No. 9687223-0301
7/8/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 3 | 2025/06/12 | ADD 03 |
| 6 | 2025/07/07 | PR 2 |

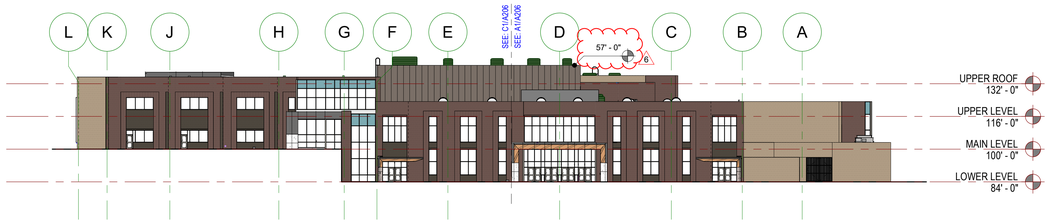
# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
SARATOGA SPRINGS, UT
ISSUE FOR PERMIT + BID

EXTERIOR ELEVATIONS

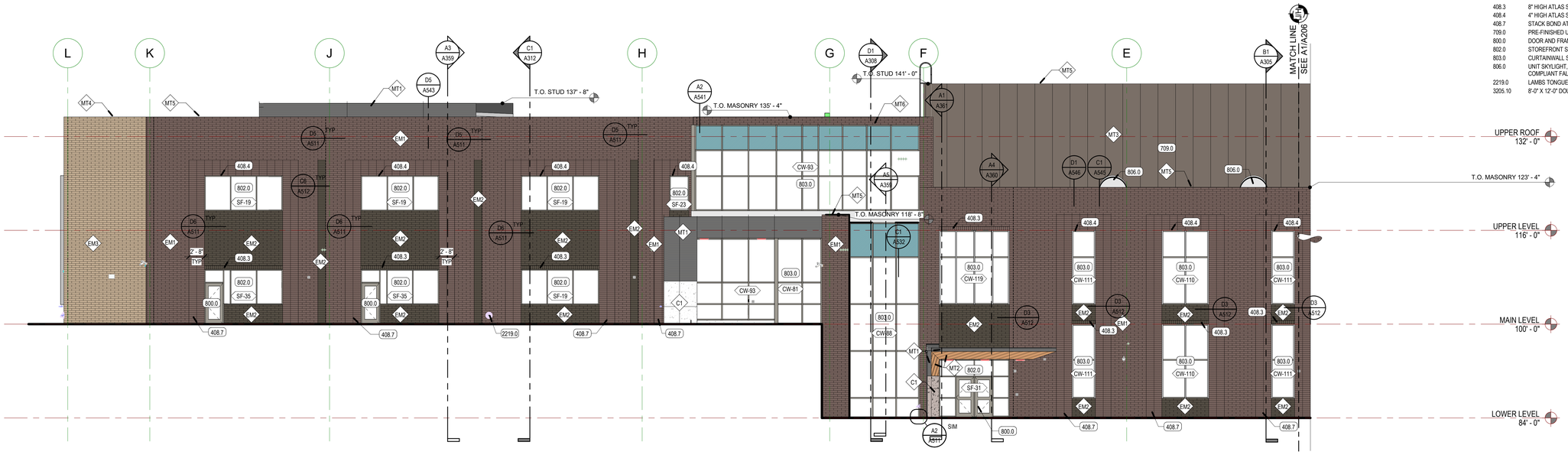
**A204**

9/6/2025 11:48:46 PM




## E1 OVERALL BUILDING ELEVATION - EAST VIEW

SCALE: 1" = 30'-0"




## C1 ELEVATION - EAST - AREA N/J

SCALE: 1/8" = 1'-0"




## A1 ELEVATION - EAST - AREA J/H

SCALE: 1/8" = 1'-0"

## EXTERIOR FINISH SCHEDULE

**EXTERIOR FINISHES** - SEE SHEET A400

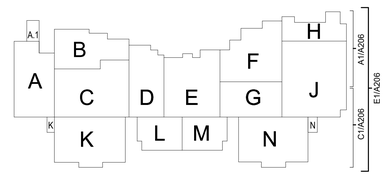
| | |
|---|---|
| C1 | ARCHITECTURAL GRADE CONCRETE |
| EM1 | SEALED ATLAST BLOCK - IRONSTONE |
| EM2 | SEALED ATLAST BLOCK - MIDNIGHT BLACK |
| EM3 | SEALED ATLAST BLOCK - 65% TUMBLEWEED - 35% SMOKEY MOUNTAIN |
| EM4 | SEALED ATLAST BLOCK - SMOKEY MOUNTAIN |
| EM5 | SEALED ATLAST BLOCK - TUMBLEWEED |
| MT1 | ACM - CHARCOAL |
| MT2 | ACM - NATIVE COPPER MICA |
| MT3 | METAL PANEL - MEDIUM BRONZE |
| MT4 | METAL FLASHING/COPING - BROWNSTONE |
| MT5 | METAL FLASHING/COPING - MEDIUM BRONZE |
| MT6 | METAL FLASHING/COPING - SILVER METALLIC |

## KEY NOTES

| | |
|---|---|
| 408.3 | 8" HIGH ATLAS SOLDIER COURSE ABOVE OPENING, MATCH ADJACENT BRICK |
| 408.4 | 4" HIGH ATLAS SOLDIER COURSE ABOVE OPENING, MATCH ADJACENT BRICK |
| 408.7 | STACK BOND ATLAS BRICK |
| 709.0 | PRE-FINISHED UNINSULATED EXTERIOR METAL WALL PANEL |
| 800.0 | DOOR AND FRAME |
| 802.0 | STOREFRONT SYSTEM |
| 803.0 | CURTAINWALL SYSTEM |
| 806.0 | UNIT SKYLIGHT, 5' x 6' UNO. THERMALLY BROKEN ALUMINUM WITH OSHA COMPLIANT FALL PROTECTION BREAKAGE RESISTANT DOME |
| 2219.0 | LAMBS TONGUE; REFERENCE PLUMBING DRAWINGS |
| 3205.10 | 8'-0" X 12'-0" DOUBLE LEAF DECORATIVE METAL FENCE |

## KEY PLAN

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DATE: 2025 MAY 21

STATE OF UTAH
WILLIAM VERNON NEWMAN
No. 9687223-0301
7/3/25
LICENSED ARCHITECT

| REV | DATE | DESCRIPTION |
|---|---|---|
| 6 | 2025/07/07 | PR 2 |

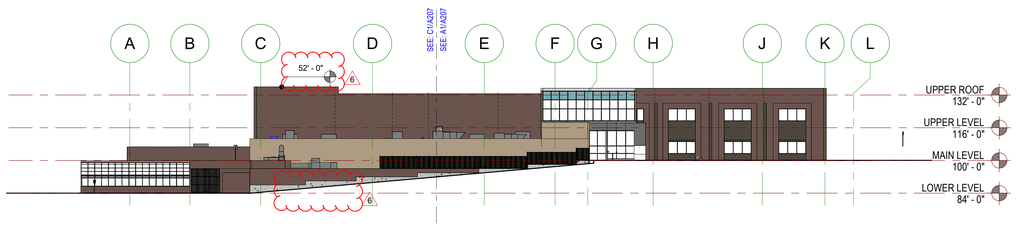
# ASD #722 NEW HIGH SCHOOL

ENSIGN DRIVE & SILVERLAKE PARKWAY
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ISSUE FOR PERMIT + BID

EXTERIOR ELEVATIONS

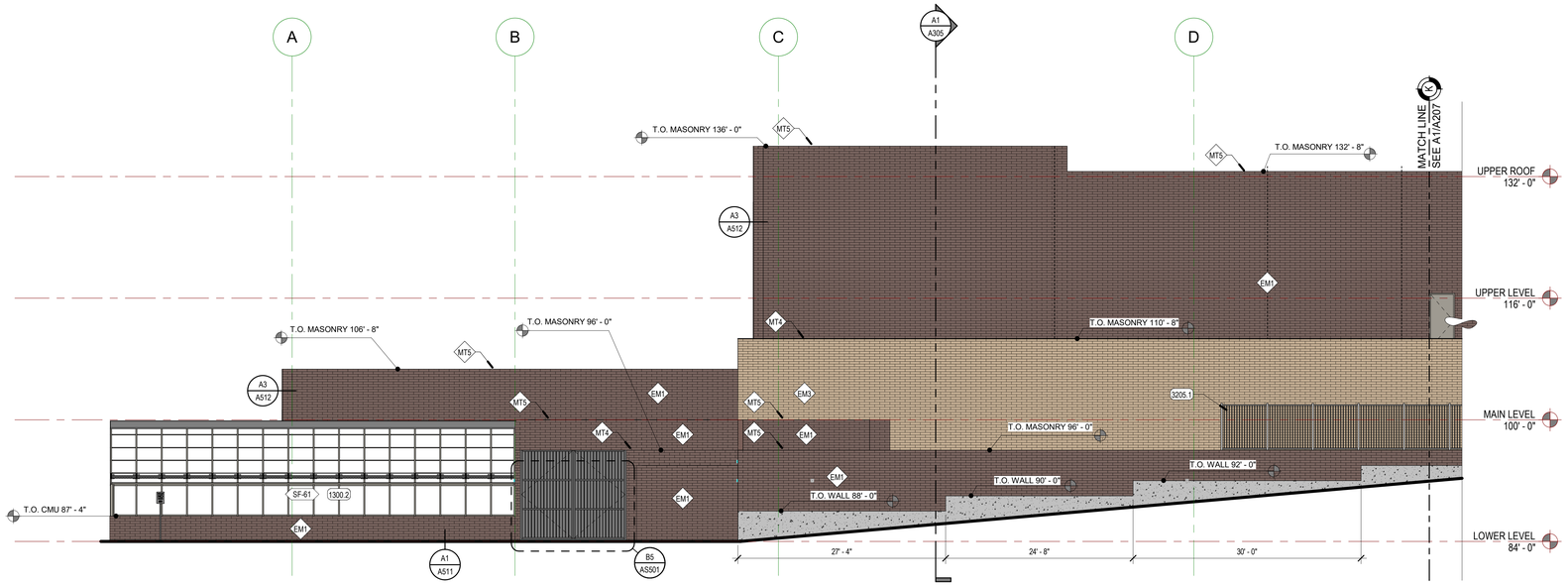
**A206**

8/6/2025 11:49:08 PM



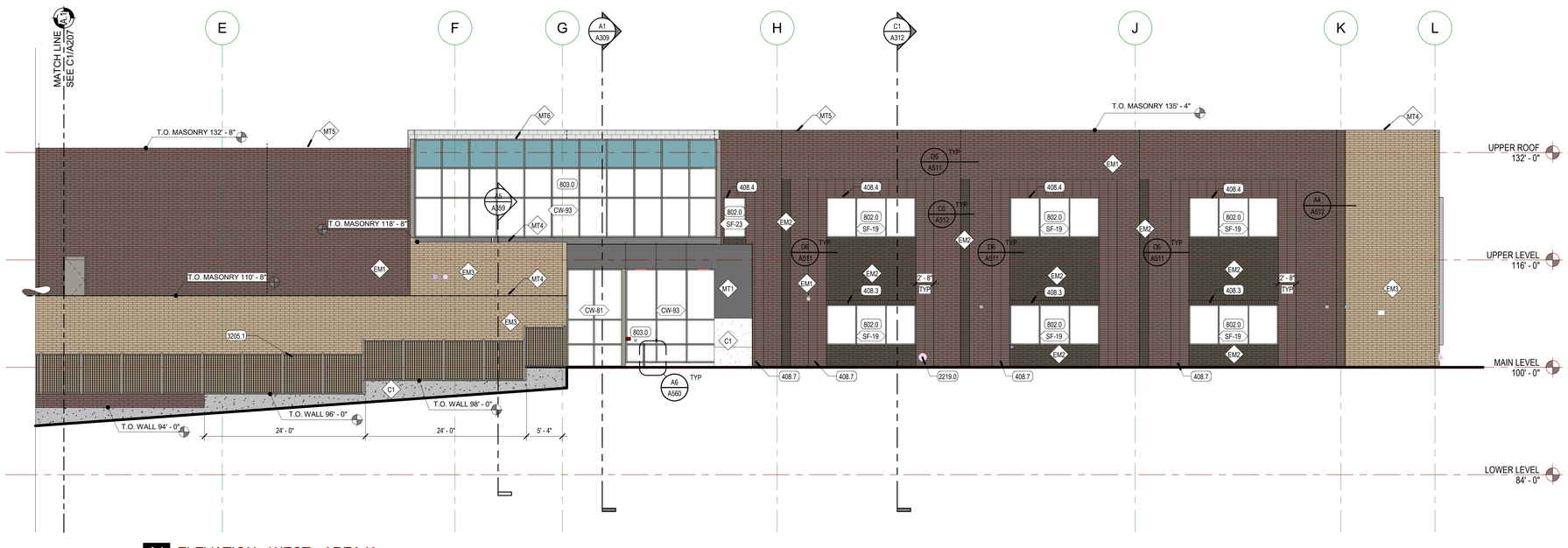

**E1** OVERALL BUILDING ELEVATION - WEST VIEW

SCALE: 1" = 30'-0"




**C1** ELEVATION - WEST - AREA A.1

SCALE: 1/8" = 1'-0"




**A1** ELEVATION - WEST - AREA K

SCALE: 1/8" = 1'-0"

## EXTERIOR FINISH SCHEDULE

**EXTERIOR FINISHES** - SEE SHEET A400

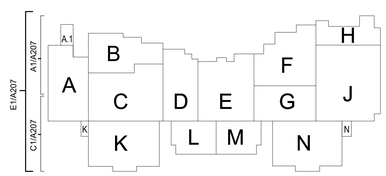
| | |
|---|---|
| C1 | ARCHITECTURAL GRADE CONCRETE |
| EM1 | SEALED ATLAST BLOCK - IRONSTONE |
| EM2 | SEALED ATLAST BLOCK - MIDNIGHT BLACK |
| EM3 | SEALED ATLAST BLOCK - 65% TUMBLEWEED - 35% SMOKEY MOUNTAIN |
| EM4 | SEALED ATLAST BLOCK - SMOKEY MOUNTAIN |
| EM5 | SEALED ATLAST BLOCK - TUMBLEWEED |
| MT1 | ACM - CHARCOAL |
| MT2 | ACM - NATIVE COPPER MICA |
| MT3 | METAL PANEL - MEDIUM BRONZE |
| MT4 | METAL FLASHING/COPING - BROWNSTONE |
| MT5 | METAL FLASHING/COPING - MEDIUM BRONZE |
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## KEY NOTES

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| 408.4 | 4" HIGH ATLAS SOLDIER COURSE ABOVE OPENING, MATCH ADJACENT BRICK |
| 408.7 | STACK BOND ATLAS BRICK |
| 802.0 | STOREFRONT SYSTEM |
| 803.0 | CURTAINWALL SYSTEM |
| 1300.2 | GREENHOUSE GLAZING SYSTEM BY GREENHOUSE MFR |
| 2219.0 | LAMBS TONGUE; REFERENCE PLUMBING DRAWINGS |
| 3205.1 | 6'-0" TALL DECORATIVE IRON FENCE @ GENERATOR ENCLOSURE |

## KEY PLAN

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DATE: 2025 MAY 21

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No. 9687223
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| REV | DATE | DESCRIPTION |
|---|---|---|
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# ASD #722 NEW HIGH SCHOOL

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EXTERIOR ELEVATIONS

**A207**

8/6/2025 11:49:16 PM

# MINUTES – Planning Commission

Thursday, February 12, 2026
City of Saratoga Springs City Offices
319 S. Saratoga Road, Saratoga Springs, Utah 84045

## PLANNING COMMISSION MEETING MINUTES

**CALL TO ORDER - 6:00 p.m.** by Chair Rachel Sprosty Burns.

1. **Pledge of Allegiance** - led by Commissioner Miles.
2. **Roll Call** – A quorum was present.

**Present:**
Commission Members: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman.
Staff: David Jellen, Senior Planner; Joel Temple, Planner I; Scott Petrik, Engineer; Nicolette Fike, City Recorder; AnnElise Harrison, Public Relations Manager; Wendy Wells, Deputy Recorder.
Others: Emily Pulham, Frank Pulley, Victoria Leota.
**Excused:** Doug Willden.

3. **Public Input** - Public input was opened by Chair Rachel Sprosty Burns.

Emily Pulham, resident of Saratoga Springs, said she lived south of the new High school, and had been carefully observing the school construction. She expressed that safety was her main concern, and she was worried that bike lanes might be adjacent to vehicular traffic on Bonneville, Ensign Drive and Hallmark Drive with student drivers and parent drop-offs. She felt it was very important to have separated paths, rather than painted bike lanes next to vehicles to provide safety and reduce congestion. She also thought it would be good to incorporate some good walking paths to the new school.

**Public Input Closed** by Chair Rachel Sprosty Burns.

**Commissioner Colton Miles explained a potential conflict of interest and recused himself from Business Item 1, and left City Council Chambers.**

## BUSINESS ITEMS

1. **High School 722 Preliminary Plat and Site Plan located at approximately NW corner of Ensign Drive and Mountain View Corridor. Frank Pulley of Alpine School District as applicant.**
Senior Planner David Jellen presented the item. The applicant is requesting approval of a preliminary plat and site plan for a new high school. The total area that is being platted is 177.87 acres, though the new high school site encompasses a total of 61.56 acres. The high school site will consist of the new 391,000 square-foot building, with a projected enrollment of 2,000 students, in addition to 1,276 parking stalls and various sports fields, as shown on the site plan (Exhibit 5). The construction of the school site will include the extension and construction of several new roads, with access from Mountain View Corridor.

Applicant Frank Pulley was in attendance to answer questions.

Commissioner Hill received clarification that the remainder of the property outside of the 61.56 acres for the school was owned by The Church of Jesus Christ of Latter-Day Saints, and the applicant was not aware of what the plans were for that acreage.

Commissioner Hill appreciated the comments made by Ms. Pulham during Public Input. He felt if there was anything that could be done to help with the bike paths, every effort should be made to install them in such a way to be safe in every aspect providing protection to the children of Saratoga Springs.

Commissioner Mann agreed with Commissioner Hill and Ms. Pulham about the safety concerns that were brought up regarding bike paths and she felt some excellent suggestions had been made to maintain safety.

Commissioner Sprosty Burns received clarification regarding the following items related to parking:

- There were approximately 900 parking stalls at Westlake High School, and 1276 parking stalls planned at the new high school.
- The new high school was slated to be about 20,000 square feet larger than Westlake High School, but did not provide more classroom space; the design was different with more circulation and mechanical space.
- The new high school would be designed to accommodate approximately 2000 students.
- Much of the land surrounding the school would be part of the District Area Plan (DAP), and would be a mix of planned community and low density.

Commissioner Sprosty Burns felt it was really important to have great walking paths, great scooter paths and great biking paths. She was hopeful those would all be part of the plan, and asked if the City would be looking at adding additional lanes for any of those things.

Senior Planner David Jellen responded that there were discussions happening with the Trails Master Plan.

Engineer Scott Petrik advised the applicant would need to meet City Codes and standards regarding bike lanes and sidewalks, and currently they would be alongside of Bonneville Drive and Ensign Drive and were not planned to be separated. He explained that the applicant could choose to do something different than what was currently planned. He also noted that there was no designed connection from Mountain View Corridor or the trail running along it into the school yard.

Commissioner Sprosty Burns felt that safety and good trail systems should be a top priority. She was most concerned about trails that would access the school property, rather than the trails on school property.

Commissioner Rather received clarification that schools do have to meet City Codes and Standards; and there would likely be minimal changes, but there was still some discussion happening.

Commissioner Mann was concerned the City standards might not be high enough to provide adequate safety, specifically regarding the bike lanes. She asked the applicant to consider the comments made by Ms. Pulham and the Planning Commission, and suggested that the highest level of safety should be contemplated when planning a high school.

**Motion made by Commissioner Hill to forward a recommendation for approval of the requested Preliminary Plat and Site Plan for the Alpine School District High School 722, located at the northwest corner of Ensign Drive and Mountain View Corridor, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mann.**
**Yes: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, NH Rather, Chris Roman.**
**No: None.**
**Absent: Doug Willden.**
**Recused: Colton Miles.**
**Motion passed 5 - 0.**

**Commissioner Colton Miles rejoined the Planning Commission meeting.**

2. **Approval of Minutes: January 29, 2026.**

**Motion made by Commissioner Miles to approve the minutes of January 29, 2026. Seconded by Commissioner Hill.**
**Yes: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman.**
**No: None.**

**Absent: Doug Willden.**
**Motion passed 6 - 0.**

## PUBLIC HEARINGS

1. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.18 – Sign Regulations. City-wide City Initiated. Planner II Sam Stout and Code Compliance Inspector Manny Monroy.**

   **Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

   **The item was not presented, but will be presented at a later date.**

   **Motion made by Commissioner Hill to delay the amendments to Title 19 – Land Development Code of the City of Saratoga Springs, Chapter 19.18 – Sign Regulations Citywide, City-initiated to a later date under the direction of Staff. Seconded by Commissioner Miles.**
   **Yes: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman.**
   **No: None.**
   **Absent: Doug Willden.**
   **Motion passed 6 - 0.**

2. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.09 – Off-Street Parking. City-wide City Initiated.**
   Planner I Joel Temple presented the item. This is a staff-initiated code amendment to define development standards for the provision of bicycle parking including design standards and parking ratios. He presented best practices, and gave examples of where bike parking might be needed. He also explained the differences between short term and long-term bike parking.

   **Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

   Commissioner Mann really liked the idea. She wondered if the number listed for required stalls for a store like Smith's might be too high.

   Commissioner Rather also really liked the idea. He wanted to know if it would alter vehicular parking or if there could be any parking reductions.

   Planner I Joel Temple responded that parking reduction language had not been added, but was something that could be looked at. He mentioned that he'd seen a typical reduction standard of one car stall for every six stalls of bicycle parking, and a one for one reduction for every long-term bicycle stall that was provided.

   Commissioner Hill shared he was from the Pacific Northwest, and was familiar with a big focus on walking and biking, and felt it was a really good idea to put effort into providing good biking and walking paths. He thought it could provide the younger population with some options, rather than driving vehicles, and could potentially help reduce some of the road congestion.

   Commissioner Miles thought the presentation was very clear and helpful. He asked if the amendment was proposed new language for City code for new construction, or if it would be retroactive.

   Planner I Joel Temple advised it would be for new construction going forward, but if any existing pads were to apply for a change of use with a new tenant, then it would apply.

   Commissioner Sprosty Burns received clarification that there was not typically a cost for the long-term bike storage, and employers usually provided it as an amenity and an incentive to use bicycles in place of their cars.

She was concerned that a fee could be charged and did not feel that would be a good idea. She asked about long-term parking at Park and Ride facilities.

Planner I Joel Temple clarified that Park and Ride Facilities such as a Bust Rapid Transit (BRT) had much higher parking requirements.

Commissioner Sprosty Burns thought that some language should be added regarding any fees or costs associated with using bike parking or long-term bike storage.

Senior Planner David Jellen advised that Legal may need to provide input for language additions.

Planner I Joel Temple explained that there was a condition in section 19.09.11 (4) listed in the redlines in the Staff Report regarding a requirement for shower facilities and lockers in buildings larger than 25,000 square feet, and were primarily provided for employee use. He advised that Commissioners would need to make a selection, and choose if that should be included or not.

Commissioners Sprosty Burns and Hill liked the idea, but thought the condition requiring showers and lockers was a little premature, and felt it might be asking too much.

Commissioner Rather felt the condition could actually be really useful and suggested taking another look at the thresholds. He pointed out that people don't always see the value in something when they're not familiar with it or haven't experienced it before, but he was not certain the City is ready to add that to the Code at this time.

Commissioner Miles wondered if it was possible to move it forward without requiring a decision on the shower and locker condition. He asked if there could be more information and data provided before deciding that part of it. He thought it would be good to consider if there could be liability issues as well.

Commissioner Roman noted that he was aware of some companies that had provided facilities with showers and lockers for employees, and he felt they could be very helpful, particularly for those working double shifts. He said he would like to see the cost impact, but felt like it could be beneficial.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested Code Amendment, with the Findings and Conditions in the Staff Report, and selecting "Shall Not" for condition #4, and that long-term City bike parking shall not have a fee. Seconded by Commissioner Mann.**
**Yes: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman.**
**No: None.**
**Absent: Doug Willden.**
**Motion passed 6 - 0.**

3. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs, Chapter 19.08 – Home Occupations. City-wide City Initiated.**
Planner I Joel Temple presented the item. This is a staff-initiated code amendment to define consistent performance standards for all home businesses and promote equitable opportunities for residents. He clarified that businesses were required to renew their business licenses annually. However, if there had been any changes to the nature of the business beyond what was originally approved, the business would be required to submit a new application for review and approval rather than simply completing a standard renewal.

**Public Hearing Open** by Chair Rachel Sprosty Burns. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Hill felt the amendment would provide economic growth and flexibility. He was concerned about larger vehicles parked on streets that were not designed for it, and received clarification regarding business parking and work vehicles.

Senior Planner David Jellen explained the process of applying for a home occupation permit, and that it is in conjunction with the business license application. He advised that the home occupation permit did not need to be reapplied for annually like the business license did, unless the business had changed or expanded.

Commissioner Rather received clarification about the approval process, and that Home Occupations Class I and II were handled administratively, while Home Occupations Class III were required to come before Planning Commission as the approving body.

Commissioner Miles had a concern about parking and wondered why curbs near stop signs and hydrants were no longer painted red.

Engineer Scott Petrik informed Commissioners the City did not paint curbs red as a general practice and used "No Parking" signs instead, but State Code restricted parking in front of hydrants so it would be enforceable.

Commissioner Rather asked how many Home Occupation applications had been submitted.

Planner I Joel Temple provided insight and stated he had personally reviewed approximately 20 applications this last year, but had to deny several of them due to the requirement for Home Occupations Class II and III only being allowed in single-family homes. However, because multiple planners were responsible for reviewing those applications, an exact total of applications received could not be provided at that time.

Commissioner Hill received clarification regarding what would qualify as a Home Occupation.

Commissioner Sprosty Burns was concerned that City requirements did not match what State Licensing required. She felt that if they matched, it could provide more safety.

Planner I Joel Temple explained that there was a registry of all childcare providers in the State and he had matched those to the City's approved Home Occupations, and found that all but one had the higher tier of licensing. He noted that the way the Home Occupation code was written did not allow the City to require that higher standard, but he said it could be looked at.

Commissioner Roman asked if there was a baseline for the traffic increase. He wondered what was meant by minimal traffic and how that could be gauged.

Planner I Joel Temple advised the City did not require a professional traffic engineer's plan, and explained the process for reviewing the traffic plans for Home Occupations.

Commissioner Hill shared that he thought there had been three or four daycares come before the Planning Commission in the last 8 months. He explained that the Planning Commission had really looked at the number of children, and had looked carefully at the traffic pattern created, and how the drop-offs and pick-ups had been staggered.

**Motion made by Commissioner Mann that the Planning Commission forward a recommendation for approval of the proposed Code Amendment, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Roman.**
**Yes: Rachel Sprosty Burns, Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman.**
**No: None.**
**Absent: Doug Willden.**
**Motion passed 6 - 0.**

## REPORTS

1. **Commission Comments.** Commissioner Sprosty Burns advised that she would be absent from the next Planning Commission meeting on March 12th.

2. **Director's Report.** – Senior Planner David Jellen advised of upcoming agenda items and recent City Council actions.

**CLOSED SESSION**

**Possible motion to enter into closed session** – No closed session was held.

**ADJOURNMENT**

**Meeting Adjourned Without Objection at 7:30 p.m. by Chair Rachel Sprosty Burns.**

02.26.2026
Date of Approval

Deputy City Recorder

CITY OF SARATOGA SPRINGS EST. 1997 STATE OF UTAH

Planning Commission Chair

SARATOGA SPRINGS PLANNING

# CITY COUNCIL
# Staff Report

**Code Amendment**
**Auto Repair and Car Wash Regulations**
**March 24, 2026**
**PUBLIC MEETING**

| | |
|---|---|
| Applicant: | City Initiated |
| Type of Action: | Legislative |
| Land Use Authority: | City Council |
| Planner: | David Jellen, Senior Planner |

**A. Executive Summary and Request:**

The City is proposing a code amendment to Chapters 19.02 – Definitions, 19.04 – Establishment of Land Use Zones and Official Map, and 19.05 – Supplementary Regulations that updates regulations for auto repair shops and car washes.

**Recommendation:**

**On February 26, 2026, the Planning Commission held a public hearing and reviewed the subject application and unanimously recommended to approve the application. Approved minutes are attached.**

**Staff recommends that the City Council conduct a public meeting on the application, review and discuss the proposal, and choose from the options in the Recommendation and Alternatives Section of this report.** Options include approval with or without conditions, denial, or continuation.

**B. Background:**

The purpose of the proposed code amendment is to update definitions and clarify regulations related to auto repair shops and car washes.

**C. Process:**

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.

   ***Complies.*** *This is a staff-initiated proposal. The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City Council.*

David Jellen, Senior Planner
djellen@saratogasprings-ut.gov
319 South Saratoga Road • Saratoga Springs, Utah 84045
801-766-9793 x237 • 801-766-9794 fax

2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
   ***Complies.*** *Please see Sections E and F of this report.*

3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel of property, the City shall provide the notice required by the Utah Code and Chapter 19.13 for a public hearing.
   ***Complies.*** *Please see Section D of this report.*

**D. Community Review:**

This has been noticed as a public meeting pursuant to City and State statutes, which requires posting notice of the meeting and the agenda not less than 24 hours before the meeting.

As of the date of this report, no public input has been received.

**E. General Plan:**

The proposed amendment, as it relates to the 2022-2042 General Plan Vision, Goals and Strategies for Land Use & Neighborhoods, is evaluated below.

**Land Use and Neighborhoods, The Vision**

"Land Use and Neighborhoods supports the general plan vision by preserving existing neighborhoods and requiring new attractive, healthy, and family-friendly neighborhoods. Neighborhoods will have a variety of housing types and amenities. As new development occurs, it will be supported by appropriate services and amenities, ensuring a high quality of life for existing and future residents."

**Land Use Goal**

Future development in Saratoga Springs reflects the community's preferred vision.

***Staff conclusion: Consistent.*** *The proposed amendment clarifies regulations for auto repair shops and car washes.*

**F. Code Criteria:**

**Code amendments are a legislative decision and grant the City Council significant discretion when considering changes to the Code.**

The criteria for an ordinance are outlined below and act as guidance to the Council and to the Commission in making a recommendation. Note that the criteria are not binding.

**19.17.05 Consideration of General Plan, Ordinance, or Zoning Map Amendment**

The Planning Commission and City Council shall consider, but not be bound by, the following criteria of Section 19.17.05 when deciding whether to recommend or grant a general plan, ordinance, or zoning map amendment:

1. The proposed change will conform to the Land Use Element and other provisions of the General Plan;
   ***Consistent****. See Section E of this report.*

2. the proposed change will not decrease nor otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
   ***Consistent.*** *The amendment will not adversely affect the health and welfare of the general public and will allow for clarifications related to land uses.*

3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City; and

   **19.01.04. Purpose.** This section identifies the purpose of Title 19.
   1. The purpose of this Title, and for which reason it is deemed necessary, and for which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:
      a. encourage and facilitate the orderly growth and expansion of the City;
      b. secure economy in governmental expenditures;
      c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality's inhabitants, and to foster a wholesome social environment;
      d. enhance the economic well-being of the municipality and its inhabitants;
      e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;
      f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
      g. stabilize and conserve property values;
      h. encourage the development of an attractive and beautiful community; and
      i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

   ***Consistent.*** *The proposed amendment will improve clarity in the code and contribute to a streamlined development review process benefiting the City, developers, and the public.*

4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change.
   ***Consistent.*** *The amendment will provide additional clarity and effectiveness of the Code and better enhance the consistency in development review.*

5. any other reason that, subject to the legislative discretion of the City Council, could advance the general welfare.

**G. Recommendation and Alternatives:**

Staff recommends that the City Council take public input, discuss the application, and choose from the following options.

**Option 1 – Approval**

"I move that the City Council approve the requested Code Amendment to Chapters 19.02, 19.04, and 19.05, with the Findings and Conditions in the Staff Report."

**Findings**

1. The application is consistent with the General Plan, as articulated in Section E of the staff report, which section is incorporated by reference herein.
2. The application complies with the criteria in section 19.17.05 of the Land Development Code, as articulated in Section F of the staff report, which section is incorporated by reference herein.

**Conditions:**

1. The definition and supplementary regulations for "Automobile Repair, Major" shall be updated as shown in Exhibit 1.
2. Any other conditions or changes as articulated by the City Council: _____.

**Option 2 – Continuance**

"I move to **continue** the Code Amendment to Chapters 19.02, 19.04, and 19.05 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____.

**Option 3 – Denial**

"I move that the City Council deny the proposed Code Amendment to Chapters 19.02, 19.04, and 19.05, with the Findings below:

1. The application is not consistent with the General Plan:
   a. _____, and/or,
2. The application is not consistent with Section [XX.XX] of the Code:

a. _____.

***H.*** **Exhibits:**

**1.** Proposed Code Amendments

**2.** Planning Commission Meeting Minutes (February 26, 2026)

# Exhibit 1. Code Amendment

## Chapter 19.02. Definitions

### 19.02.02. Definitions.

19. **"Automobile Repair, Major"** means an establishment, not meeting the definition of Automobile Repair, Minor, primarily engaged in the major repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment, including paint, body and fender, major engine and engine part overhaul, and tire repair and sales~~, provided it is conducted within a completely enclosed building~~.

20. **"Automobile Repair, Minor"** means an establishment that ~~is located no closer than 300 feet (as measured from the property lines) to any residential zone,~~ is primarily engaged in the minor repair or minor maintenance of motor vehicles, trailers, and similar mechanical equipment, including brake, muffler, tire repair and change, lubrication, oil changes, tune-ups, safety inspections and emissions testing, and detailing, is conducted entirely within a completely enclosed building, and does not include paint work, body and fender work, or major engine and engine part overhaul. "Minor repair" or "minor maintenance" is defined as a routine service that requires no more than 8 total hours of service.

50. **"Car Wash (full service)"** means a car wash with facilities for the washing or waxing of automobiles, light trucks, and vans, which may include drying equipment, vacuums, and other incidental uses. ~~Full service car washes shall not include open self-service bays.~~

51. **"Car Wash (self-service)"** means a business establishment where customers pay to use on-site cleaning equipment and manually clean their own vehicle~~which provides car cleaning services where part or all of the cleaning is performed by the patron with the aid of coin-operated devices~~.

## Chapter 19.04. Establishment of Land Use Zones and Official Map.

### 19.04.11. Permitted Uses, Non-Residential and Mixed Use Zones.

The following table lists the Permitted Uses of Nonresidential Zones in the City of Saratoga Springs. Empty boxes mean that the use is prohibited in that zone. Uses not listed are also prohibited.

**P= Permitted T=Temporary**

| | NC | CC | RC[1] | HC | MU | OW | I | LI | MW | BP | IC | PSBL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Repair, Major | | | | | | | P[2/3] | P[2/3] | | | | |
| Automobile Repair, Minor | | | P[2/3] | | | P[2/3] | P[2/3] | P[2/3] | | | | |

**P = Permitted, T=Temporary**

A. The noted Uses shall be allowed in the listed zones as an ancillary use only.
E. The noted Uses shall be allowed in the listed zones as an edge use only. See §19.05.
1. As an ancillary component of the identified Permitted Uses, employers may offer Child Care Center services for their employees. The provision of such services shall require City approval.
2. Additional Standards as provided in other sections of Title 19.
3. The noted Uses shall not be allowed in the Gateway Overlay. See § 19.04.14
4. Certain retail uses shall not be allowed in the Gateway Overlay. See § 19.04.14

(Ordinances: 25-57; 25-49; 25-29; 25-12; 24-26; 24-10; 23-25; 23-22; 23-4; 22-44; 22-13; 22-7; 21-48; 21-14; 20-07; 19-38; 19-19; 17-14; 17-08; 16-01; 15-29; 14-23-1; 1-4-13; 14-5; 13-16; 12-9; 12-2; 11-09)

## Chapter 19.05. Supplementary Regulations.

### 19.05.16. Special Standards and Considerations Governing Particular Uses.

1. ~~Automobile r~~Refueling ~~s~~Station~~s and car wash operations~~. ~~Automobile r~~Refueling stations ~~and car wash (self-serve) operations~~ are permitted subject to the following standards:
    a. Gasoline pumps and pump islands for ~~car wash operations or automobile~~ refueling stations shall have a canopy and the setback, measured from the edge of the canopy, shall be not less than twenty-five feet from any property lines or shall be in conformity with the building setback lines of the zone, whichever is greater.
    b. The minimum closest distance from the ~~automobile~~ refueling stations ~~or car wash with gas pumps~~ site to an existing school, park, or playground shall not be less than 500 feet.
    c. No outdoor storage of rental trucks or trailers, stacks of tires, or other merchandise will be provided by the ~~automobile~~ refueling stations ~~or car wash operation~~ except when such equipment or merchandise is screened by an approved fence not less than six feet in height.

**2. Automobile Repair, Major.**

a. All such uses shall be located no closer than 300 feet (as measured from the property lines) to any residential zone.
b. All such uses shall be conducted within a completely enclosed building.

**~~2.~~3.Automobile Repair, Minor.**

a. All such uses shall be located no closer than 300 feet (as measured from the property lines) to any residential zone.
~~a.~~b. All vehicles that are being serviced shall be parked in either service bays or in an enclosed area such as a six-foot wall.

**~~3.~~4.Car Wash (full service).**

a. Each Car Wash (full service) shall be at least 5000 feet from any other existing or approved Car Wash (full service or self-service), as measured from the closest part of a building to the closest part of the other building.
b. No car wash (full service) shall be located within 500 feet of an existing residentially-zoned property as measured from the nearest point of the car wash building to the nearest residential zone (including Mixed Use and Mixed Waterfront zones).
    i. Exception: A residential zone may be a minimum of 300 feet from a car wash (full service) as measured from the nearest point of the car wash structure to the nearest residential zone if the car wash and residential zone are separated by a major arterial roadway.
c. Each Car Wash (full service) shall implement water re-use standards. Each car wash (full service) shall install systems and equipment sufficient to limit the amount of water used on a per-vehicle basis. New Car Washes (full service) shall only be permitted if they can demonstrate that the system will not use more than an average of thirty-five (35) gallons of water per car.

**5. Car Wash (self-service).**

a. Each Car Wash (self-service) shall be at least 5000 feet from any other existing or approved Car Wash (full service or self-service), as measured from the closest part of a building to the closest part of the other building.
b. Self-service car wash operations shall be located within a building and the

setback, measured from the edge of the building, shall be not less than twenty-five feet from any property lines or shall be in conformity with the building setback lines of the zone, whichever is greater.

c. The minimum closest distance from the car wash site to an existing school, park, or playground shall not be less than 500 feet.

d. No outdoor storage of rental trucks or trailers, stacks of tires, or other merchandise will be provided by the car wash operation except when such equipment or merchandise is screened by an approved fence not less than six feet in height.

~~e.~~e. Self-service car washes shall include only self-service bays.

Exhibit 2. Planning Commission Meeting Minutes

# MINUTES – Planning Commission

Thursday, February 26, 2026
City of Saratoga Springs City Offices
319 S. Saratoga Road, Saratoga Springs, Utah 84045

## PLANNING COMMISSION MEETING MINUTES

**CALL TO ORDER - 6:00 p.m.** by Vice Chair Doug Willden.

1. **Pledge of Allegiance** - led by Commissioner Roman.
2. **Roll Call** – A quorum was present

**Present:**
Commission Members: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.
Staff: Sarah Carroll, Planning Director; Rulon Hopkins, Assistant City Attorney; AnnElise Harrison, Public Relations Manager; Dan McRae, Engineer; David Jellen, Senior Planner; Joel Temple, Planner I; Wendy Wells, Deputy Recorder.
Others: Emily Pulham.
**Excused:** Commissioner Rachel Sprosty Burns.

3. **Public Input** - Public input was opened by Vice Chair Doug Willden.

Emily Pulham, resident of Saratoga Springs, referred to comments she had made at the last Planning Commission meeting regarding the separation of bike lanes near the new high school. Her understanding following that discussion was that the City's hands were tied, and it would not be fair to ask the school district to build a street cross-section above what City code required. She expressed concern about the paved separated trail shown on map 9, which runs southwest through Brixton Park, but does not appear to connect along Ensign Drive near the new high school, and noted that she felt this gap was problematic. She inquired whether land outside the designated 60 acres for the school could be used to construct a trail separated from the roadway. She thought this type of connection could improve safe access to the new high school for additional neighborhoods.

**Public Input Closed** by Vice Chair Doug Willden.

## PUBLIC HEARINGS

1. **Trails Master Plan General Plan Amendment to provide an update to the Trails chapter of the Parks, Open Space, and Trails Master Plan. Citywide, City-initiated.**
Planner I Joel Temple presented the item. This amendment includes updated city-wide maps of trails, trailheads, and bicycle lanes, and updated tables and figures to more accurately reflect these networks. He advised there had been requests from City Council, Planning Commission and citizens for a multimodal trail network. He pointed out that there were no trail connections between the City of Saratoga Springs and the Frontrunner Station, and explained the City wanted to collaborate with surrounding cities to finish the network and make sure there was access to amenities in the area. He reviewed the changes that had been made, and some of the future plans.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Miles really liked the plans and mentioned that some of the trails were quite bumpy with root overgrowth, and wondered how the City managed trail maintenance.

Planner I Joel Temple explained that resurfacing and snow removal were handled through Public Works, but resurfacing of the trails happened less frequently than roads because there was typically less wear and tear on them. He noted that Staff could reach out to Public Works regarding the root overgrowth.

Commissioner Hill thanked Staff for all their hard work, and thorough plans. He noticed there were some gaps between some of the existing trails, and wondered if there was a cost estimate for linking the major trails together. He felt safe routes were important, and was glad those plans had been included. He noted the distance between the road and sidewalks at Westlake High School, and was hopeful the new high school would be planned and implemented in a similar way to provide safe walking routes for students.

Planning Director Sarah Carroll advised that the Staff Report did not include costs, and explained the project would take many years to complete, and costs could change as each project came online. She noted the General Plan amendment helped prioritize projects and also assisted with being able to apply for grants and funding to cover costs.

Commissioner Rather loved the trail network. He agreed with Commissioner Miles regarding the trail surfaces, and felt it was important to strike a balance between the cost of the trails and the quality of the surface. He noted that some trails in wooded areas may have issues with existing roots. With construction of new trails, he said he would like to see a level of quality that would help reduce some of the roughness.

Planning Director Sarah Carroll related that some of the trails that had been mentioned were county trails, and there would need to be requests submitted to the county for maintenance and improvement on those. She said the new trails that would be constructed had an engineering standard to adhere to.

Engineer Dan McRae further clarified the trails that typically had challenges with roots were asphalt trails. He explained the City-maintained trail standard was for 5-inch concrete trails with 8 inches of untreated base, and that type of surface typically had lower maintenance and tended to last a long time. He advised that some private trails in the City were maintained by developers and would be constructed with asphalt.

Commissioner Mann inquired about a specific segment of trail running through SSOA near the hot springs that has been experiencing ongoing drainage issues. She noted that, at times, standing water in the area had reached knee height, rendering approximately 20 feet of the trail impassable and had created accessibility issues. She asked if a solution had been planned to address the water issues.

Engineer Dan McRae advised there were some ongoing active projects in the area. He said they would follow up with Public Works on that specific area of concern, and look into it a little more.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested General Plan Amendment with the Findings and Conditions in the Staff Report. Seconded by Commissioner Miles.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

2. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs to add regulations for City-owned office trailers. Chapter 19.02 – Definitions; and 19.05 – Supplementary Regulations. Citywide. City-initiated.**
Senior Planner David Jellen presented the item. City Code does not currently address the use of trailers on city-owned property. An office trailer was approved as part of the site plan for the City Cemetery with the condition that City Code be amended to add regulations for the trailer. The proposed Code Amendment would provide regulations to address these structures.

Commissioner Hill received clarification regarding the lavatory and sewer set up for the cemetery trailer.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

**Motion made by Commissioner Mann that the Planning Commission forward a recommendation for approval of the proposed Code Amendment to Chapters 19.02 and 19.05, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Roman.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

3. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs to update regulations for Auto Repair uses and Car Washes. Chapter 19.02 – Definitions; 19.04 – Establishment of Land Use Zones and Official Map; and Chapter 19.05 – Supplementary Regulations. Citywide. City-initiated.**
Senior Planner David Jellen presented the item. The purpose of the proposed code amendment was to update definitions and clarify regulations related to auto repair shops and car washes. He explained that it wasn't always clear where to find additional regulations that may have been listed under definitions, so part of the amendment was to place those under Chapter 19.05.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Rather appreciated the work to clarify the language, and said it was helpful to be really clear. He asked if there was anything in the code that regulated sound on the car washes.

Planning Director Carroll responded that there was not anything specific to sound, but there was something in code relating to distance and so the sound had been addressed through separation.

Commissioner Hill received clarification about the 5000-foot distance requirement between car washes.

**Motion made by Commissioner Rather that the Planning Commission forward a recommendation for approval of the proposed Code Amendments to Chapters 19.02, 19.04, and 19.05, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mann.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

## BUSINESS ITEMS

1. **North Marina Site Plan located at 1192 E. Saratoga Road. City-initiated.**
Planning Director Sarah Carroll presented the item. The marina will include a boat ramp, a floating dock, 30 long parking stalls for vehicles with boat trailers, 19 normal parking stalls (2 are ADA compliant), a toll booth, bathroom facilities (a portion of which will be used for storage), and trail connections. According to Chapter 19.09 of the Land Development Code for marina required parking, the parking standard will be determined by the Land Use Authority (City Council). There will be 44 stalls provided. The property is planned to be 5 acres in size. The only proposed buildings will be the toll booth and bathroom facilities.

Commissioner Miles received clarification that the trail through Northshore heading East towards American Fork would stay intact.

Commissioner Hill asked what the term "photometric" referred to in the packet.

Planning Director Sarah Carroll explained that the City typically required information on the level of light coverage provided by each individual fixture. She said a photometric plan showed the specific fixture, the

brightness produced, and the distribution and extent of its light coverage. She noted that the City had established standards that photometric plans must meet.

Commissioner Hill received clarification that City Staff were working on plans for tree lighting, parking, dumpsters and gates for the North Marina.

Commissioner Rather received information following a question about a barn shown on one of the maps. Staff clarified that it was a former scout camp that would be evaluated to see how it fit into future plans.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested Site Plan for the North Marina located at 1192 East Saratoga Road, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Roman.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns.**
**Motion passed 6 - 0.**

2. **Approval of Minutes: February 12, 2026.**

**Motion made by Commissioner Miles to approve the minutes of February 12, 2026. Seconded by Commissioner Mann.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns.**
**Motion passed 6 - 0.**

## REPORTS

1. **Commission Comments.** No comments were given.

2. **Director's Report.** – Planning Director Sarah Carroll advised of upcoming agenda items for the next Planning Commission meeting.

## CLOSED SESSION

**Possible motion to enter into closed session** – No closed session was held.

## ADJOURNMENT

**Meeting Adjourned Without Objection at 6:52 p.m. by Vice Chair Doug Willden.**

3.12.2026
Date of Approval

Planning Commission Chair

Deputy City Recorder

CITY OF SARATOGA SPRINGS · EST. 1997 · STATE OF UTAH ·

**ORDINANCE NO. 26-10 (03-24-26)**

**AN ORDINANCE OF THE CITY OF SARATOGA SPRINGS, UTAH, ("CITY") ADOPTING AN AMENDMENT TO TITLE 19 OF THE SARATOGA SPRINGS CITY CODE AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, pursuant to Utah Code § 10-3-707, the City Council of the City of Saratoga Springs, Utah ("City Council") previously adopted ordinances codified in Title 19; and

**WHEREAS**, pursuant to authority granted in Utah Code Annotated § 10-3-701 et seq., the City Council may adopt and amend laws, ordinances, regulations, and codes that comprise the regulatory, penal, and administrative ordinances of the City of Saratoga Springs; and

**WHEREAS**, the City Council has reviewed the City Code and finds that further amendment to the City Code is necessary to accomplish the purposes in Utah Code Annotated § 10-3-701 et seq.; and

**WHEREAS**, pursuant to Utah Code Chapter 10-20, a municipal legislative body such as the City Council may enact or amend land use regulations so long as such advances the purposes in Chapter 10-20 and a duly-noticed public hearing was first held by the planning commission; and

**WHEREAS**, the Saratoga Springs Planning Commission held a public hearing, after the required public notice, on February 26, 2026, and forwarded a recommendation to the City Council with or without amendments; and

**WHEREAS**, the City Council has reviewed the Planning Commission's recommendation and all public comment received at the Planning Commission public hearing; and

**WHEREAS**, the City Council hereby finds that the amendments attached as Exhibit A advance the purposes of Utah Code Chapter 10-20 and further the public health, safety, and welfare of Saratoga Springs residents.

**NOW THEREFORE**, the City Council ordains as follows:

## SECTION I – ENACTMENT

The amendments to Title 19 of the City Code attached as Exhibit A, incorporated herein by this reference, are hereby enacted.

## SECTION II – AMENDMENT OF CONFLICTING ORDINANCES

If any ordinances, resolutions, policies, or zoning maps of the City of Saratoga Springs heretofore adopted are inconsistent herewith they are hereby amended to comply with the provisions hereof. If they cannot be amended to comply with the provisions hereof, they are hereby repealed.

## SECTION III – EFFECTIVE DATE

This ordinance shall take effect upon its passage by a majority vote of the Saratoga Springs City Council and following notice and publication as required by the Utah Code.

## SECTION IV – SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

## SECTION V – PUBLIC NOTICE

The Saratoga Springs Recorder is hereby ordered, in accordance with the requirements of Utah Code § 10-3-710–711, to do as follows:

a. deposit a copy of this ordinance in the office of the City Recorder; and
b. publish notice as follows:
    i. publish a short summary of this ordinance on the Utah Public Notice Website created in Utah Code § 63F-1-701 and on the City's official website; and
    ii. publish a short summary of this ordinance in a public location within the City that is reasonably likely to be seen by residents of the City.

**ADOPTED AND PASSED** by the City Council of the City of Saratoga Springs, Utah, this 24th day of March, 2026.

Signed: _____
Chris Carn, Mayor

Attest: _____
City Recorder

## CITY COUNCIL VOTE AS RECORDED

| Councilmembers: | Yes | No | Abstain | Excused |
|---|---|---|---|---|
| Audrey Barton | _____ | _____ | _____ | _____ |
| Edon Davenport | _____ | _____ | _____ | _____ |
| Robert Taylor | _____ | _____ | _____ | _____ |
| Lance Wadman | _____ | _____ | _____ | _____ |
| Emma Wilson | _____ | _____ | _____ | _____ |
| Mayor Chris Carn (tie only) | _____ | _____ | | |

**EXHIBIT A**
**Title 19 Amendments**

SARATOGA SPRINGS PLANNING

# CITY COUNCIL
# Staff Report

**Code Amendment**
**City Office Trailers**
**March 24, 2026**
**PUBLIC MEETING**

| | |
|---|---|
| Applicant: | City Initiated |
| Type of Action: | Legislative |
| Land Use Authority: | City Council |
| Planner: | David Jellen, Senior Planner |

**A. Executive Summary and Request:**

The City is proposing a code amendment to Chapters 19.02 – Definitions and 19.05 – Supplementary Regulations that establishes regulations for city-owned office trailers.

**Recommendation:**

**On February 26, 2026, the Planning Commission held a public hearing and reviewed the subject application and unanimously recommended to approve the application. Approved minutes are attached.**

**Staff recommends that the City Council conduct a public meeting on the application, review and discuss the proposal, and choose from the options in the Recommendation and Alternatives Section of this report.** Options include approval with or without conditions, denial, or continuation.

**B. Background:**

City Code does not currently address the use of trailers on city-owned property. An office trailer was approved as part of the site plan for the City Cemetery on May 20, 2025, with the condition that City Code be amended to add regulations for the trailer. The proposed Code Amendment provides regulations to address these structures.

**C. Process:**

Section 19.17.03 outlines the process criteria for Planning Commission and City Council Review:

1. The Planning Commission shall review the petition and make its recommendations to the City Council within thirty days of the receipt of the petition.

   ***Complies.*** *This is a staff-initiated proposal. The application will be reviewed by the Planning Commission and receive a recommendation prior to review by the City Council.*

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801-766-9793 x237 • 801-766-9794 fax

2. The Planning Commission shall recommend adoption of proposed amendments only where it finds the proposed amendment furthers the purpose of the Saratoga Springs Land Use Element of the General Plan and this Title.
   ***Complies.*** *Please see Sections E and F of this report.*

3. The Planning Commission shall provide the notice and hold a public hearing as required by the Utah Code and Chapter 19.13. For an application which concerns a specific parcel of property, the City shall provide the notice required by the Utah Code and Chapter 19.13 for a public hearing.
   ***Complies.*** *Please see Section D of this report.*

**D. Community Review:**

This has been noticed as a public meeting pursuant to City and State statutes, which requires posting notice of the meeting and the agenda not less than 24 hours before the meeting.

As of the date of this report, no public input has been received.

**E. General Plan:**

The proposed amendment, as it relates to the 2022-2042 General Plan Vision, Goals and Strategies for Land Use & Neighborhoods, is evaluated below.

**Land Use and Neighborhoods, The Vision**

"Land Use and Neighborhoods supports the general plan vision by preserving existing neighborhoods and requiring new attractive, healthy, and family-friendly neighborhoods. Neighborhoods will have a variety of housing types and amenities. As new development occurs, it will be supported by appropriate services and amenities, ensuring a high quality of life for existing and future residents."

**Land Use Goal**

Future development in Saratoga Springs reflects the community's preferred vision.

***Staff conclusion: Consistent.*** *The proposed amendment establishes regulations for city office trailers.*

**F. Code Criteria:**

**Code amendments are a legislative decision and grant the City Council significant discretion when considering changes to the Code.**

The criteria for an ordinance are outlined below and act as guidance to the Council and to the Commission in making a recommendation. Note that the criteria are not binding.

**19.17.05 Consideration of General Plan, Ordinance, or Zoning Map Amendment**

The Planning Commission and City Council shall consider, but not be bound by, the following criteria of Section 19.17.05 when deciding whether to recommend or grant a general plan, ordinance, or zoning map amendment:

1. The proposed change will conform to the Land Use Element and other provisions of the General Plan;
   ***Consistent****. See Section E of this report.*

2. the proposed change will not decrease nor otherwise adversely affect the health, safety, convenience, morals, or general welfare of the public;
   ***Consistent.*** *The amendment will not adversely affect the health and welfare of the general public and will allow for clarifications related to land uses.*

3. the proposed change will more fully carry out the general purposes and intent of this Title and any other ordinance of the City; and

   **19.01.04. Purpose.** This section identifies the purpose of Title 19.
   1. The purpose of this Title, and for which reason it is deemed necessary, and for which it is designed and enacted, is to preserve and promote the health, safety, morals, convenience, order, fiscal welfare, and the general welfare of the City, its present and future inhabitants, and the public generally, and in particular to:
      a. encourage and facilitate the orderly growth and expansion of the City;
      b. secure economy in governmental expenditures;
      c. provide adequate light, air, and privacy to meet the ordinary or common requirements of happy, convenient, and comfortable living of the municipality's inhabitants, and to foster a wholesome social environment;
      d. enhance the economic well-being of the municipality and its inhabitants;
      e. facilitate adequate provisions for transportation, water, sewer, schools, parks, recreation, storm drains, and other public requirements;
      f. prevent the overcrowding of land, the undue concentration of population, and promote environmentally friendly open space;
      g. stabilize and conserve property values;
      h. encourage the development of an attractive and beautiful community; and
      i. promote the development of the City of Saratoga Springs in accordance with the Land Use Element of the General Plan.

   ***Consistent.*** *The proposed amendment will improve clarity in the code and contribute to a streamlined development review process benefiting the City, developers, and the public.*

4. in balancing the interest of the petitioner with the interest of the public, community interests will be better served by making the proposed change.
   ***Consistent.*** *The amendment will provide additional clarity and effectiveness of the Code and better enhance the consistency in development review.*

5. any other reason that, subject to the legislative discretion of the City Council, could advance the general welfare.

**G. Recommendation and Alternatives:**

Staff recommends that the City Council take public input, discuss the application, and choose from the following options.

**Option 1 – Approval**

"I move that the City Council approve the requested Code Amendment to Chapters 19.02 and 19.05, with the Findings and Conditions in the Staff Report."

**Findings**

1. The application is consistent with the General Plan, as articulated in Section E of the staff report, which section is incorporated by reference herein.
2. The application complies with the criteria in section 19.17.05 of the Land Development Code, as articulated in Section F of the staff report, which section is incorporated by reference herein.

**Conditions:**

1. Any other conditions or changes as articulated by the City Council: _____.

**Option 2 – Continuance**

"I move to **continue** the Code Amendment to Chapters 19.02 and 19.05 to another meeting on [DATE], with direction to the applicant and Staff on information and/or changes needed to render a decision, as follows:

1. _____.

**Option 3 – Denial**

"I move that the City Council deny the proposed Code Amendment to Chapters 19.02 and 19.05, with the Findings below:

1. The application is not consistent with the General Plan:
   a. _____, and/or,
2. The application is not consistent with Section [XX.XX] of the Code:
   a. _____.

***H.*** **Exhibits:**

1. Proposed Code Amendment
2. Planning Commission Meeting Minutes (February 26, 2026)

# Exhibit 1. Code Amendment

## Chapter 19.02. Definitions

### 19.02.02. Definitions.

XX. **"City Office Trailer"** means a mobile trailer, portable, prefabricated, or manufactured structure for City use.

## Chapter 19.05. Supplementary Regulations.

### 19.05.17 Temporary Office Trailers.

1. **Churches.** One temporary church office trailer may be allowed on a site with an existing completed church building if the subject church has an active application for development of another building lot owned by the church in process with the City, so long as it complies with the standards in this Section. Failure to comply with any of the standards herein shall be considered justification for the revocation of the permit. An applicant must receive a permit for a temporary church office trailer from the Land Use Authority prior to installation of the temporary church office trailer. The standards below do not replace or limit any building or fire codes. In the event of a conflict, the more restrictive standard shall apply. The following are the specific land use standards for a temporary church office trailer:
    a. Temporary church office trailers are only permitted to be placed in the parking lot of an existing and completed church site that includes a brick-and-mortar building that has been issued a certificate of occupancy.
    b. Only one temporary church office trailer is allowed per existing church site.
    c. Temporary church office trailers shall not be placed on top of any required landscaping for the existing church site, except that the ADA ramp may cross over a required landscape island.
    d. The temporary church office trailer shall be located internal to the site and not adjacent to any public right of way.
    e. Temporary church office trailers shall be in compliance with the accessibility regulations in Chapter 19.09 and, as determined by the City Building Official, the International Building Code.
    f. The temporary church office trailer shall be located at the edge of the parking lot, and shall be located on the same side of the site as the accessible parking stalls for the primary structure or alternative accessible parking stalls shall be striped to ensure that the project complies with applicable accessibility regulations.
    g. The temporary church office trailer shall not take up more than ten percent of the required parking for the existing building.
    h. The temporary church office trailer shall only use the existing parking stalls within the church site and occupants shall only be allowed to park in the existing parking lot.
    i. The temporary church office trailer shall be located at least 25 feet from any existing dwelling near the church lot/site boundary, as measured from the walls of the dwelling to the temporary church office trailer.
    j. The temporary church office trailer shall be tied into power; generators shall not be used due to noise levels and the proximity to residences.
    k. The temporary church office trailer shall be no larger than 14 feet by 64 feet.

l. The restrooms inside the existing church building may be used to serve the occupants of the temporary church office trailer and shall be open when the temporary church office trailer is in use.
m. Only one sign per temporary church office trailer is permitted and shall not exceed six square feet. The sign may be approved with the application for the temporary church office trailer and does not need a separate application.
n. At the time of temporary church office trailer permit application, a cash bond shall be posted in the amount of $3,000.00 to guarantee appropriate removal and clean-up of the site. Following removal of the temporary church office trailer and full restoration and clean-up of the church site, the bond shall be released to the applicant.
o. Permits for temporary church office trailers are valid for twenty-four months from the issuance of the occupancy permit for the trailer, except as follows.
    i. If construction of the new church site does not begin within six months of issuance of the permit for the temporary church office trailer, the permit shall expire and the temporary church office trailer shall be removed.
    ii. Temporary church office trailers shall be removed within thirty days of the expiration of the temporary use permit for the site where the offices are being built, or within thirty days of the issuance of the final certificate of occupancy for the new church site that is associated with the application, or after the building permit expires, whichever is shorter.
    iii. A one-time extension of up to six months may be approved by the Land Use Authority. A request for an extension must be made prior to the end of the initial twenty-four-month period.

## 19.05.18 City Office Trailers.

1. City Office Trailers may be permitted on a city-owned site, provided they comply with the standards in this Section. City Office Trailers shall:
    a. Be located outside of any required landscaping area;
    b. Comply with all setbacks of the applicable zoning district;
    c. Comply with the accessibility regulations in Chapter 19.09 and, as determined by the City Building Official, the International Building Code;
    d. Connect to an approved electrical power source;
        i. Generators shall not be used due to noise levels and the proximity to residences.
    ~~a.~~e. Have no more than one wall sign, not to exceed six square feet. The sign may be approved with a site plan application and does not need a separate application.

Exhibit 2. Planning Commission Meeting Minutes

# MINUTES – Planning Commission

Thursday, February 26, 2026
City of Saratoga Springs City Offices
319 S. Saratoga Road, Saratoga Springs, Utah 84045

## PLANNING COMMISSION MEETING MINUTES

**CALL TO ORDER - 6:00 p.m.** by Vice Chair Doug Willden.

1. **Pledge of Allegiance** - led by Commissioner Roman.
2. **Roll Call** – A quorum was present

**Present:**
Commission Members: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.
Staff: Sarah Carroll, Planning Director; Rulon Hopkins, Assistant City Attorney; AnnElise Harrison, Public Relations Manager; Dan McRae, Engineer; David Jellen, Senior Planner; Joel Temple, Planner I; Wendy Wells, Deputy Recorder.
Others: Emily Pulham.
**Excused:** Commissioner Rachel Sprosty Burns.

3. **Public Input** - Public input was opened by Vice Chair Doug Willden.

Emily Pulham, resident of Saratoga Springs, referred to comments she had made at the last Planning Commission meeting regarding the separation of bike lanes near the new high school. Her understanding following that discussion was that the City's hands were tied, and it would not be fair to ask the school district to build a street cross-section above what City code required. She expressed concern about the paved separated trail shown on map 9, which runs southwest through Brixton Park, but does not appear to connect along Ensign Drive near the new high school, and noted that she felt this gap was problematic. She inquired whether land outside the designated 60 acres for the school could be used to construct a trail separated from the roadway. She thought this type of connection could improve safe access to the new high school for additional neighborhoods.

**Public Input Closed** by Vice Chair Doug Willden.

## PUBLIC HEARINGS

1. **Trails Master Plan General Plan Amendment to provide an update to the Trails chapter of the Parks, Open Space, and Trails Master Plan. Citywide, City-initiated.**
Planner I Joel Temple presented the item. This amendment includes updated city-wide maps of trails, trailheads, and bicycle lanes, and updated tables and figures to more accurately reflect these networks. He advised there had been requests from City Council, Planning Commission and citizens for a multimodal trail network. He pointed out that there were no trail connections between the City of Saratoga Springs and the Frontrunner Station, and explained the City wanted to collaborate with surrounding cities to finish the network and make sure there was access to amenities in the area. He reviewed the changes that had been made, and some of the future plans.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Miles really liked the plans and mentioned that some of the trails were quite bumpy with root overgrowth, and wondered how the City managed trail maintenance.

Planner I Joel Temple explained that resurfacing and snow removal were handled through Public Works, but resurfacing of the trails happened less frequently than roads because there was typically less wear and tear on them. He noted that Staff could reach out to Public Works regarding the root overgrowth.

Commissioner Hill thanked Staff for all their hard work, and thorough plans. He noticed there were some gaps between some of the existing trails, and wondered if there was a cost estimate for linking the major trails together. He felt safe routes were important, and was glad those plans had been included. He noted the distance between the road and sidewalks at Westlake High School, and was hopeful the new high school would be planned and implemented in a similar way to provide safe walking routes for students.

Planning Director Sarah Carroll advised that the Staff Report did not include costs, and explained the project would take many years to complete, and costs could change as each project came online. She noted the General Plan amendment helped prioritize projects and also assisted with being able to apply for grants and funding to cover costs.

Commissioner Rather loved the trail network. He agreed with Commissioner Miles regarding the trail surfaces, and felt it was important to strike a balance between the cost of the trails and the quality of the surface. He noted that some trails in wooded areas may have issues with existing roots. With construction of new trails, he said he would like to see a level of quality that would help reduce some of the roughness.

Planning Director Sarah Carroll related that some of the trails that had been mentioned were county trails, and there would need to be requests submitted to the county for maintenance and improvement on those. She said the new trails that would be constructed had an engineering standard to adhere to.

Engineer Dan McRae further clarified the trails that typically had challenges with roots were asphalt trails. He explained the City-maintained trail standard was for 5-inch concrete trails with 8 inches of untreated base, and that type of surface typically had lower maintenance and tended to last a long time. He advised that some private trails in the City were maintained by developers and would be constructed with asphalt.

Commissioner Mann inquired about a specific segment of trail running through SSOA near the hot springs that has been experiencing ongoing drainage issues. She noted that, at times, standing water in the area had reached knee height, rendering approximately 20 feet of the trail impassable and had created accessibility issues. She asked if a solution had been planned to address the water issues.

Engineer Dan McRae advised there were some ongoing active projects in the area. He said they would follow up with Public Works on that specific area of concern, and look into it a little more.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested General Plan Amendment with the Findings and Conditions in the Staff Report. Seconded by Commissioner Miles.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

2. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs to add regulations for City-owned office trailers. Chapter 19.02 – Definitions; and 19.05 – Supplementary Regulations. Citywide. City-initiated.**
Senior Planner David Jellen presented the item. City Code does not currently address the use of trailers on city-owned property. An office trailer was approved as part of the site plan for the City Cemetery with the condition that City Code be amended to add regulations for the trailer. The proposed Code Amendment would provide regulations to address these structures.

Commissioner Hill received clarification regarding the lavatory and sewer set up for the cemetery trailer.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

**Motion made by Commissioner Mann that the Planning Commission forward a recommendation for approval of the proposed Code Amendment to Chapters 19.02 and 19.05, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Roman.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

3. **Amendments to Title 19 Land Development Code of the City of Saratoga Springs to update regulations for Auto Repair uses and Car Washes. Chapter 19.02 – Definitions; 19.04 – Establishment of Land Use Zones and Official Map; and Chapter 19.05 – Supplementary Regulations. Citywide. City-initiated.**
Senior Planner David Jellen presented the item. The purpose of the proposed code amendment was to update definitions and clarify regulations related to auto repair shops and car washes. He explained that it wasn't always clear where to find additional regulations that may have been listed under definitions, so part of the amendment was to place those under Chapter 19.05.

**Public Hearing Open** by Vice Chair Doug Willden. Receiving no public comment, the Public Hearing was closed by the Chair.

Commissioner Rather appreciated the work to clarify the language, and said it was helpful to be really clear. He asked if there was anything in the code that regulated sound on the car washes.

Planning Director Carroll responded that there was not anything specific to sound, but there was something in code relating to distance and so the sound had been addressed through separation.

Commissioner Hill received clarification about the 5000-foot distance requirement between car washes.

**Motion made by Commissioner Rather that the Planning Commission forward a recommendation for approval of the proposed Code Amendments to Chapters 19.02, 19.04, and 19.05, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Mann.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns**
**Motion passed 6 - 0.**

## BUSINESS ITEMS

1. **North Marina Site Plan located at 1192 E. Saratoga Road. City-initiated.**
Planning Director Sarah Carroll presented the item. The marina will include a boat ramp, a floating dock, 30 long parking stalls for vehicles with boat trailers, 19 normal parking stalls (2 are ADA compliant), a toll booth, bathroom facilities (a portion of which will be used for storage), and trail connections. According to Chapter 19.09 of the Land Development Code for marina required parking, the parking standard will be determined by the Land Use Authority (City Council). There will be 44 stalls provided. The property is planned to be 5 acres in size. The only proposed buildings will be the toll booth and bathroom facilities.

Commissioner Miles received clarification that the trail through Northshore heading East towards American Fork would stay intact.

Commissioner Hill asked what the term "photometric" referred to in the packet.

Planning Director Sarah Carroll explained that the City typically required information on the level of light coverage provided by each individual fixture. She said a photometric plan showed the specific fixture, the

brightness produced, and the distribution and extent of its light coverage. She noted that the City had established standards that photometric plans must meet.

Commissioner Hill received clarification that City Staff were working on plans for tree lighting, parking, dumpsters and gates for the North Marina.

Commissioner Rather received information following a question about a barn shown on one of the maps. Staff clarified that it was a former scout camp that would be evaluated to see how it fit into future plans.

**Motion made by Commissioner Hill that the Planning Commission forward a recommendation for approval of the requested Site Plan for the North Marina located at 1192 East Saratoga Road, with the Findings and Conditions in the Staff Report. Seconded by Commissioner Roman.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns.**
**Motion passed 6 - 0.**

2. **Approval of Minutes: February 12, 2026.**

**Motion made by Commissioner Miles to approve the minutes of February 12, 2026. Seconded by Commissioner Mann.**
**Yes: Scott A. Hill, Virginia Rae Mann, Colton Miles, NH Rather, Chris Roman, Doug Willden.**
**No: None.**
**Absent: Rachel Sprosty Burns.**
**Motion passed 6 - 0.**

## REPORTS

1. **Commission Comments.** No comments were given.

2. **Director's Report.** – Planning Director Sarah Carroll advised of upcoming agenda items for the next Planning Commission meeting.

## CLOSED SESSION

**Possible motion to enter into closed session** – No closed session was held.

## ADJOURNMENT

**Meeting Adjourned Without Objection at 6:52 p.m. by Vice Chair Doug Willden.**

3.12.2026
Date of Approval

Planning Commission Chair

Deputy City Recorder

CITY OF SARATOGA SPRINGS · EST. 1997 · STATE OF UTAH ·

**ORDINANCE NO. 26-11 (03-24-26)**

**AN ORDINANCE OF THE CITY OF SARATOGA SPRINGS, UTAH, ("CITY") ADOPTING AN AMENDMENT TO TITLE 19 OF THE SARATOGA SPRINGS CITY CODE AND ESTABLISHING AN EFFECTIVE DATE**

**WHEREAS**, pursuant to Utah Code § 10-3-707, the City Council of the City of Saratoga Springs, Utah ("City Council") previously adopted ordinances codified in Title 19; and

**WHEREAS**, pursuant to authority granted in Utah Code Annotated § 10-3-701 et seq., the City Council may adopt and amend laws, ordinances, regulations, and codes that comprise the regulatory, penal, and administrative ordinances of the City of Saratoga Springs; and

**WHEREAS**, the City Council has reviewed the City Code and finds that further amendment to the City Code is necessary to accomplish the purposes in Utah Code Annotated § 10-3-701 et seq.; and

**WHEREAS**, pursuant to Utah Code Chapter 10-20, a municipal legislative body such as the City Council may enact or amend land use regulations so long as such advances the purposes in Chapter 10-20 and a duly-noticed public hearing was first held by the planning commission; and

**WHEREAS**, the Saratoga Springs Planning Commission held a public hearing, after the required public notice, on February 26, 2026, and forwarded a recommendation to the City Council with or without amendments; and

**WHEREAS**, the City Council has reviewed the Planning Commission's recommendation and all public comment received at the Planning Commission public hearing; and

**WHEREAS**, the City Council hereby finds that the amendments attached as Exhibit A advance the purposes of Utah Code Chapter 10-20 and further the public health, safety, and welfare of Saratoga Springs residents.

**NOW THEREFORE**, the City Council ordains as follows:

## SECTION I – ENACTMENT

The amendments to Title 19 of the City Code attached as Exhibit A, incorporated herein by this reference, are hereby enacted.

## SECTION II – AMENDMENT OF CONFLICTING ORDINANCES

If any ordinances, resolutions, policies, or zoning maps of the City of Saratoga Springs heretofore adopted are inconsistent herewith they are hereby amended to comply with the provisions hereof. If they cannot be amended to comply with the provisions hereof, they are hereby repealed.

## SECTION III – EFFECTIVE DATE

This ordinance shall take effect upon its passage by a majority vote of the Saratoga Springs City Council and following notice and publication as required by the Utah Code.

## SECTION IV – SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

## SECTION V – PUBLIC NOTICE

The Saratoga Springs Recorder is hereby ordered, in accordance with the requirements of Utah Code § 10-3-710–711, to do as follows:

a. deposit a copy of this ordinance in the office of the City Recorder; and
b. publish notice as follows:
    i. publish a short summary of this ordinance on the Utah Public Notice Website created in Utah Code § 63F-1-701 and on the City's official website; and
    ii. publish a short summary of this ordinance in a public location within the City that is reasonably likely to be seen by residents of the City.

**ADOPTED AND PASSED** by the City Council of the City of Saratoga Springs, Utah, this 24th day of March, 2026.

Signed: _____
Chris Carn, Mayor

Attest: _____
City Recorder

## CITY COUNCIL VOTE AS RECORDED

| Councilmembers: | Yes | No | Abstain | Excused |
|---|---|---|---|---|
| Audrey Barton | _____ | _____ | _____ | _____ |
| Edon Davenport | _____ | _____ | _____ | _____ |
| Robert Taylor | _____ | _____ | _____ | _____ |
| Lance Wadman | _____ | _____ | _____ | _____ |
| Emma Wilson | _____ | _____ | _____ | _____ |
| Mayor Chris Carn (tie only) | _____ | _____ | | |

**EXHIBIT A**
**Title 19 Amendments**