EAGLE MOUNTAIN
PLANNING COMMISSION MEETING

October 13, 2020, 5:30 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 PM Work Session – Electronic Meeting via Lifesize

Public meetings will be held electronically in accordance with Executive Order 2020-1 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020.

The public may monitor or listen to open portions of the meeting electronically by following the instructions below.

Lifesize electronic meeting through Granicus at https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs. Click the link to view the live stream and meeting documents.

1. Discussion Items

1.A DISCUSSION ITEM - Proposed Code Amendment for Accessory Apartments
A discussion on proposed changes to EMMC 17.70 Accessory Apartments to clarify requirements, standards, and approval processes.
Accessory Apartment Code - PROPOSED

1.B DISCUSSION ITEM - Proposed Code Amendment to Remove "Tier" and "Base/Bonus Density" Language
A discussion about the proposed code amendments to remove references to "tier" and "base/bonus density" throughout EMMC Titles 7, 16, and 17 based on the repeal of Chapter 17.30 Residential Zone Bonus Density Entitlements as approved in 2019.
Removal of Bonus-Tier Language - PROPOSED

1.C DISCUSSION ITEM - Lot Size Transitioning (EMMC 17.60.150)
A discussion regarding the lot size transitioning section of EMMC 17.60 in regards to the recent code amendment approval to incorporate a zoning transition table to the same chapter.

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

2. Pledge of Allegiance

3. Declaration of Conflicts of Interest

4. Approval of Meeting Minutes

4.A September 22, 2020, Planning Commission Minutes
PC Minutes 09.22.2020 - DRAFT

5. Status Report

6. Action and Advisory Items

6.A PUBLIC HEARING - La Petite Home Business (Home Business License)

The Eagle Mountain City Recorder's Office received a Home Business application for La Petite Grooming Salon, for dogs, on September 8, 2020. The home business is located in Cedar Pass Ranch and has been operating with a business licensing, at that location, since April 2015. The home business license application has been forwarded to the Planning Commission for a public hearing because of nuisance complaints received from the Cedar Pass Home Owners Association and residents of Cedar Pass Ranch.
List of Citations, Notices of Violation, and Inspections
Timeline of City Interactions with La Petite Grooming Salon
Business License Application

6.B Overland Village 2 (Village Concept Plan)
Village Concept Plan Review for Village 2 of the Overland Master Development Plan, located north of Village 1, west of Pony Express Parkway.
Proposed Overland Village 2 Concept Plan & Trails Plan
Overland Village 2 Traffic Study
04.28.2020 Planning Commission Minutes
Overland MDP Map & Master Trails Map
Overland MDA

6.C PUBLIC HEARING - C Jay Properties Building (Site Plan & Rezone)
A proposed site plan and rezone request for about 0.81 acres of undeveloped land on E Campus Drive (3714 E Campus Drive). The proposal consists of a single-story office building of about 8,000 square feet of space with related site improvements for parking, lighting, and landscaping.
Rezone Exhibits
Site and Construction Plans
Building Location Option Review
Colored Elevations and Perspective Rendering
Floor Plan
Landscape Plan
Photometric Plan
Parking Lot Light Spec
Wall Lighting Spec

6.D PUBLIC HEARING - Development Code Amendment for Fencing Standards (EMMC 16.35 & 17.60)

This is a request to amend the municipal development code for EMMC Chapter 16.35 Development Standards for Required Public Facilities and Chapter 17.60 Landscaping, Buffering, Fencing and Transitioning. The amendment includes revisions to clarify fencing standards and requirements.

16.35 Development Standards for Required Public Facilities - PROPOSED

17.60 Landscaping, Buffering, Fencing and Transitioning - PROPOSED

7. Discussion Items

8. Next scheduled meeting

9. Adjournment

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

CERTIFICATE OF POSTING

The undersigned, duly appointed City Recorder, does hereby certify that the above agenda notice was posted on this 9th day of October, 2020, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

Chapter 17.70
ACCESSORY APARTMENTS

17.70.010 What this chapter does.

This chapter establishes approval criteria and outlines processing procedures for accessory apartments. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.1)].

17.70.020 Purpose.

The purpose of this chapter is to allow accessory apartments within single-family detached dwellings in zoning districts specified in this title, to establish the conditions under which accessory apartments are regulated under this chapter, and to set forth criteria and standards to be required of accessory apartments when this chapter is applicable. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.2)].

17.70.030 Accessory apartment approval required.

An ~~conditional use permit~~ approval for an accessory apartment is required when an owner/resident begins to function as a landlord by renting demised space, as described in this chapter, within the residence to a tenant under the terms of a formal or informal rent or lease arrangement, which includes an obligation to pay rent. The following are not considered accessory apartment uses and do not fall under the regulation of this chapter: occupation by a live-in maid, in-home nurse, nanny or any other person or persons who are provided a place to live as part of their employment with, or services they provide to, the owner/resident of the dwelling; or while a family member is called up for military service, ~~etc.;~~ and any occupation by individuals related by blood or marriage.

All other accessory apartment uses are considered illegal unless an ~~conditional use permit~~ accessory apartment application has been approved and issued. Accessory apartment uses that existed prior to the adoption of the ordinance codified in this chapter shall be considered illegal until approved by the planning director or planning commission. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.3)].

17.70.040 Application.

Persons shall make application for an accessory apartment use on forms prepared by the planning department. No accessory apartment use application shall be processed without the submission of the application, all the supporting materials as required by this chapter, and the processing fee. Incomplete applications shall not be processed under any circumstance.

A. Supporting Materials. The accessory apartment application shall be submitted with the materials listed herein. The planning director, designee or planning commission may determine and require that additional items regarding traffic impact or impact on utility usage or other infrastructure not listed herein be submitted in order to evaluate the accessory apartment use application. The number of hard copies and electronic copies, as well as the appropriate format of each, will be determined by the planning director.

1. Notarized Letter. A notarized letter of application (sworn before a notary public) shall be provided by the owners stating that such owners will occupy the said dwelling, except for bona fide temporary absences.

2. HOA Compliance Letter. If the property is located within a homeowner's association (HOA), the applicant shall provide a letter from the HOA board stating the proposed apartment is approved and complies with any conditions, covenants, and restrictions (CC&Rs) or other neighborhood regulations that may apply to the subject property.

~~2.~~ 3. Floor Plan. A floor plan of one-quarter inch to the foot showing the floor in which the accessory apartment will be located shall be provided.

~~3.~~ 4. Parking Plans. A parking plan shall be submitted for accessory apartments that contains the following information: the number of tenants that will be residing in the accessory apartment, and the location and area of off-street parking areas.

~~4.~~ 5. Fire Extinguishers. Evidence of a number 5 class 2A 10 BC fire extinguisher shall be submitted.

~~5.~~ 6. Public Notice. If the planning commission reviews the application, a submittal of a public notice will be required. ~~Applicants must submit addressed and stamped envelopes (the city's address will be the return addresses on the envelopes) for property owners within 300 feet of the proposed accessory apartment use, including a minimum of at least 15 adjacent property owners.~~ Property owners within three hundred feet (300') of the proposed accessory apartment use, including a minimum of at least 15 adjacent property owners, will be notified by the City of the planning commission public hearing. The planning department will inform applicants if the public notice hearing is required.

~~6.~~ 7. Fee. The processing fee required by the current consolidated fee schedule approved by the city council shall be paid in full. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.4)].

17.70.050 Approval process.

Accessory apartment use is a conditional use that may be approved by the planning director, designee or the planning commission.

A. Planning Director or Designee Approval. The planning director or designee shall approve an accessory apartment use application if the proposed dwelling and its occupants are in complete compliance with all the approval criteria standards identified in this chapter.

As part of the planning director's or designee's review, inspections may be required by the planning, building, and/or fire departments. The planning director or designee may approve, approve with conditions, or, if not in compliance, deny the application. Accessory apartment use applications that deviate from the approval criteria will be forwarded to the planning commission for review.

Upon the planning director's or designee's approval, the city recorder shall record the approval for an accessory apartment use with the Utah County recorder's office, including any special conditions of approval to guarantee compliance with the approval.

B. Planning Commission Approval. The planning commission has the authority to permit accessory apartments that are not in full compliance with approval criteria identified in this chapter or that may cause a need for special conditions that, in staff's judgment, should be reviewed and approved by the commission. The planning commission is required to hold a public hearing for which a notice of the meeting is to be mailed directly to property owners within 300 feet of the property (including a minimum of at least 15 adjacent property owners) of the proposed accessory apartments no less than 10 days prior to the hearing. A copy of the public notice of the hearing shall also be posted in three public places (including the city offices) within the city at least 10 days prior to the hearing. After conducting a public hearing and reviewing the application, the planning commission may approve, approve with conditions, or deny the application of the proposed accessory apartment use. Upon the planning commission's approval, the city recorder shall record the approval for an accessory apartment use with the Utah County recorder's office, including any special conditions of approval to guarantee compliance with the approval. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.5)].

17.70.060 Approval criteria.

Proposed accessory apartment uses must be in compliance with the following criteria to ensure that health and safety considerations are addressed and that the residential characteristics of neighborhoods are preserved. An accessory apartment is a complete, separate housing unit containing kitchen and bath facilities that are within a detached single-family dwelling unit. Accessory apartments are to be clearly incidental and secondary to the residential use of the property. The approval criteria include:

A. Owner Occupation. ~~The owner(s) of the residence shall live in the dwelling in which the apartment was created, except for bona fide temporary absences.~~ The single-family dwelling and the accessory apartment shall remain in single ownership and either the single-family dwelling or the accessory apartment shall be owner occupied.

B. Floor Area. In no case, unless the residence was constructed or the apartment area was approved prior to the enactment of this chapter, or if in the opinion of the planning commission, a greater or lesser amount of floor area is warranted by the circumstances of the particular building, ~~-~~ shall an accessory apartment comprise of more than the following:

i. Accessory apartment within primary structure (not located in basement) – No more than thirty percent (30%) of the building's total floor area (main level and above floors);
ii. Accessory apartment within the basement of the primary structure – No more than fifty percent (50%) of the building's total floor area; or,
iii. Accessory apartment detached from the primary structure – A minimum of 800 square feet and a maximum of 1,200 square feet.

~~more than 30 percent of the building's total floor area (50 percent if located in the basement), or be greater than 800 finished square feet, whichever is greater, unless the residence was constructed or the apartment area was approved prior to the enactment of this title, or if in the opinion of the planning commission, a greater or lesser amount of floor area is warranted by the circumstances of the particular building. An accessory apartment is a complete, separate housing unit containing kitchen and bath facilities that is within an original, stand-alone, single-family dwelling unit.~~

C. Building Department Approval. In addition to the approval required from the Planning Department, all accessory apartments shall be required to obtain a building permit from the Building Department and shall conform to all applicable standards in the City's adopted building codes. All necessary building permits shall indicate the area to be designated for accessory apartment use. The applicant shall obtain all necessary building permits and pay all applicable fees prior to constructing the accessory apartment. If the applicant is unable to comply with the terms of the International Building Code (or the International Residential Code) as adopted by Eagle Mountain City, the request for the accessory apartment shall be denied.

~~C.~~ D. Fire, ~~Building,~~ and Health Codes. The design and size of the accessory apartment shall conform to all applicable standards in the fire~~, building,~~ and health codes. ~~All necessary building permits shall indicate the area to be designated for accessory apartment use.~~ If the applicant is unable to comply with the terms of the ~~International Building Code (or the International Residential Code) and the~~ International Fire Code as adopted by Eagle Mountain City, the request for the conditional use permit shall be denied.

~~D.~~ E. Exterior Appearance. The accessory apartment shall be incorporated into the residence so that, to the degree reasonably feasible, the appearance of the building remains

that of a single-family residence, including landscaping. Installation of separate utility meters for accessory apartment uses is prohibited. Separate addresses and mailboxes shall be placed on all accessory apartments regulated by this chapter as required for public safety purposes. All entrances to accessory apartments shall be located on the side or in the rear of the building.

~~E.~~ F. Parking. Off-street parking for one vehicle, in addition to parking for two vehicles otherwise required for a residence in this title, shall be available for use by the tenants of the accessory apartment. All parking shall be on a hard surface (concrete, asphalt, brick, etc.). On-street parking is reserved for guests only. Occupants of residences with accessory apartments who habitually park on the street constitute cause for revocation of accessory apartment conditional use permits.

G. Address. The principal dwelling and the accessory apartment shall have the same address number, but shall refer to the accessory apartment as unit "B." Address must be located in a visible location on the street frontage side of the home.

H. In no case shall an accessory apartment be given an additional mail slot in any cluster mailbox provided in the homeowner's subdivision.

~~F.~~ I. One Accessory Apartment. Only one accessory apartment shall be created within a single-family dwelling, and said area shall clearly be a subordinate part of the dwelling.

~~G.~~ J. Detached Structures. Accessory apartments shall only be permitted in a detached structure away from the principal building on the lot in the ~~base density or Tier I categories of the residential zone, or in the agriculture or airpark zones~~ FR zone or larger lots.

~~H.~~ K. Occupancy. The occupants of the accessory apartment shall be related to each other by blood, marriage, or adoption; or consist of no more than two unrelated individuals living as a single housekeeping unit. The occupants of the accessory apartment shall not sublease a portion of the accessory apartment to other individuals.

~~I.~~ L. More Stringent Conditions. Any other appropriate or more stringent conditions deemed necessary for accessory apartments in protecting public health, safety, welfare, and the single-family character of the neighborhood shall be established by the planning commission. More stringent conditions or prohibitions contained in recorded covenants, conditions and restrictions on land remain valid notwithstanding this chapter. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.6)].

17.70.070 Renewal of ~~conditional use permit~~ Accessory Apartment.

Accessory apartment uses are allowed as conditional uses; thus, they may be reviewed periodically as needed and may be revoked if the conditions of approval are not maintained. ~~Conditional use permits for~~ Approved accessory apartments shall remain valid

so long as the accessory apartment is in compliance with the city's ordinances and conditions of approval.

Upon sale of the home or change of primary occupant, the ~~conditional use permit~~ approval for an accessory apartment shall expire; that is, the approval is not transferable. [Ord. O-23-2005 § 3 (Exh. 1(1) § 14.7)].

17.70.080 Tiny homes on wheels.

A. Permitted as accessory apartments in ~~base and Tier I residential~~ RA1, RA2, RD1, RD2, and FR zones.

B. A tiny home on wheels is not allowed in addition to any other approved accessory apartment.

C. Requirements.

1. Must be licensed and registered with the State Department of Motor Vehicles.

2. Must meet ANSI 119.2 or 119.5 (NFPA 1192) requirements.

3. Must be towable by a bumper hitch, frame-towing hitch, or fifth-wheel connection.

4. Cannot (and is designed not to) move under its own power.

5. Is no larger than allowed by state law for movement on public highways.

6. When sited on a parcel the wheels and undercarriage shall be skirted.

7. Must contain at least 140 square feet of first floor interior living space.

8. Must be designed and built to look like the conventional primary building structure. [Ord. O-16-2016 § 2 (Exh. A)].

17.70.090 Noncompliance.

Owners of the single-family dwelling where the accessory apartment use has been approved shall be responsible for their property's compliance with the city's ordinances and conditions of approval. Single-family owners who fail to maintain or violate the city's ordinances regulating accessory apartment use or conditions upon which approval was contingent may have the ~~conditional use permit~~ accessory apartment use approval revoked by the planning director, designee or planning commission. Notice of violation shall be given to the owner of the residence containing the accessory apartment use providing 14 days to correct a violation before the permit is revoked. Persons aggrieved by the planning

director's, designee's or planning commission's revocation of their permit may use the appeal process to have their grievances heard. [Ord. O-16-2016 § 2 (Exh. A); Ord. O-23-2005 § 3 (Exh. 1(1) § 14.8). Formerly 17.70.080].

Proposed Code Amendments
Removing Tier/Bonus Language

TITLE 7 PARKS, TRAILS AND SPECIAL EVENTS AMENDMENT

Chapter 7.10 Tree Planting and Care

7.10.070 New developments.

~~A. Per EMMC 17.30.080, Tier II residential bonus density entitlements (optional), development density areas participating in the street trees, enlarged park strips, fencing, and street signposts option shall be eligible for an additional 0.7 dwelling unit per acre bonus density entitlement.~~

~~B.~~ Trees existing on the site of imminent development or redevelopment shall be kept in place and a protection zone established to mitigate risk of damage. When such action is likely unfeasible, the urban forester will coordinate with the site developer to relocate the tree(s) or pay a fee equal to the value of the tree to be removed as determined by the latest edition of the "Guide for Plant Appraisal" as published by the International Society of Arboriculture. [Ord. O-06-2019 § 2 (Exh. A)].

TITLE 16 SUBDIVISION AMENDMENTS

Chapter 16.30 General Requirements for All Subdivisions

16.30.080 Rural residential subdivisions.

Subdivisions that are to be reviewed under agricultural, ~~base density~~RA1, RA2, RD1, RD2, or ~~Tier I residential~~ FR zone development standards (see ~~Chapters~~ EMMC 17.20~~,~~ and 17.25~~ and 17.30 EMMC~~) may not be required to install the same public improvements as subdivisions developed in other zones. Requirements to install curbs, gutters, sidewalks, water and sewer utilities, and street lights may be waived by the city council after a recommendation from the planning commission, upon condition that the developer provides for pedestrian circulation and accommodates water and sewer utilities and surface drainage throughout the subdivision. Necessary facilities may include, but not be limited to, trails and pathways, storm drainage detention ponds or secondary water facilities. [Ord. O-06-2015 § 2 (Exh. A); Ord. O-07-2014 (Exh. A); Ord. O-07-2006 § 2 (Exh. 1 § 6.9); Ord. O-23-2005 § 3 (Exh. 1(2) § 6.9). Formerly 16.30.090].

16.30.090 Connectivity standards.

C. Residential Connectivity Standards. All new residential subdivisions with 10 or more units or more than one acre shall meet the following connectivity index: block length and cul-de-sac length standards for public roads. Private roads shall be reviewed on a case-by-case basis; however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project ~~density~~ zone designation as identified in the following table of minimum connectivity index scores:

~~Tier Level~~Zone Designation	Minimum Index Score
~~Base~~RA1 & RA2	1.25
~~Tier 1~~RD1, RD2, FR	1.5
~~Tier II~~R1, R2, R3	1.6
~~Tier III & Tier IV~~RC, MF1, MF2	1.75

a. Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;

ii. Natural features including lakes, rivers, and designated wetlands;

iii. Existing adjacent development;

iv. Rail corridors;

v. Limited access roadways.

Reductions in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and the planning commission and approval by the city council.

The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, city staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that the connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project ~~density~~ zone designation as identified in the following table:

~~Tier Level~~Zone Designation	Maximum Block Length
~~Base~~RA1 & RA2	1,200’ / 1,500’ *
~~Tier I~~RD1, RD2, FR	1,000’ / 1,200’ *
~~Tier II~~RA, R2, R3	800’ / 1,100’ *

~~Tier III & Tier IV~~RC, MF1, MF2	600’ / 900’ *

* Longer block length permitted if a midblock pedestrian connection is provided.

a. Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;

ii. Natural features including lakes, rivers, and designated wetlands;

iii. Existing adjacent development;

iv. Rail corridors;

v. Limited access roadways.

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and planning commission and approval by the city council.

3. Cul-de-Sac Length Standards. Maximum cul-de-sac lengths allowed shall be required based on the project ~~density~~ zone designation as identified in the following table:

~~Tier Level~~Zone Designation	Maximum Cul-de-Sac Length
~~Base & Tier I~~RA1, RA2, RD1, RD2, FR	400’
~~Tier II, Tier III & Tier IV~~R1, R2, R3, RC, MF1, MF2	250’

a. Cul-de-sacs shall not be allowed in ~~Tier II, Tier III, or Tier IV~~ subdivisions zoned R1, R2, R3, RC, MF1, or MF2 unless the applicant provides clear and convincing evidence that a cul-de-sac is necessary to develop the entire parcel due to the following limitations:

i. Topography;

ii. Natural features including lakes, rivers, and designated wetlands;

iii. Existing adjacent development;

iv. Rail corridors;

v. Limited access roadways.

Requests for cul-de-sacs within ~~Tier II, Tier III, and Tier IV~~ subdivisions zoned R1, R2, R3, RC, MF1, and MF2 will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments, and planning commission and approval by the city council.

Chapter 16.35 Development Standards for Required Public Facilities

16.35.100 Sidewalks, trails, and pathways.

Sidewalks shall be provided along both sides of streets, at the developer's expense, and in compliance with the detailed performance standards of "Eagle Mountain City Construction Specifications and Standards." Sidewalks are required improvements, subject to the guarantee provisions of Chapter 16.30 EMMC.

A. Developments Not Requiring Sidewalks. Sidewalks are not required along alleys. Sidewalks, curbs, and gutters may not be required in agricultural, ~~base density~~RA1, RA2, RD1, RD2, or ~~Tier I residential~~FR zone developments (see EMMC 16.30.090, 17.20, and ~~Chapter~~ 17.25 ~~EMMC~~). Notwithstanding other provisions of this title, the city council may determine in the development agreement that sidewalks will not be required on one or both sides of the street. Such determination may be made if lot sizes, traffic patterns, wider roads or other related design factors support a more flexible approach. If sidewalks are not required, the city council may specify the completion of other public facilities in lieu of sidewalks.

B. Improved Trails. Developments shall provide improved trails and pathways constructed to "Eagle Mountain City Construction Specifications and Standards" for bicycle and/or horse use which connect the development to other public facilities such as parks or the major existing and planned trails established in the city's general plan. Connecting trails are required improvements, subject to the guarantee provisions of ~~Chapter~~ EMMC 16.30 ~~EMMC~~.

C. Street Lighting. Street lighting shall be installed where necessary to ensure the safety of pedestrians, but may not be required in agricultural, ~~base density, or Tier I~~RA1, RA2, RD1, RD2, or FR zone ~~residential~~ developments (see ~~Chapter I7.25~~ EMMC 17.20 and 17.25), except at subdivision entryways. [Ord. O-16-2016 § 2 (Exh. A); Ord. O-27-2006 § 2 (Exh. A § 7.10); Ord. O-07-2006 § 2 (Exh. 1 § 7.10); Ord. O-23-2005 § 3 (Exh. 1(2) § 7.10)].

16.35.105 Park and improved open space requirements.

The amount of land required for parks shall be calculated during the master development plan, preliminary plat and/or site plan approval process~~, according to the requirements in Chapter 17.30 EMMC, Residential Zone Bonus Density Entitlements~~. The park requirements are intended to be flexible in order to best meet the recreational needs of a neighborhood.

Chapter 16.40 Storm Water Runoff and Surface Drainage

16.40.090 Impervious cover on slopes – Diagram 16.40.090.

Minimum guidelines shall be incorporated into the erosion and runoff control plans and will govern the amount of impervious area that can be placed on lots of various grades and soil conditions. The limitation of impervious areas shall be taken into account by the developer ~~and bonus density entitlements shall not be calculated on or given for slope and soil constrained lands unless otherwise agreed upon by the planning commission and city council~~. Diagram 16.40.090, Impervious Area Limitations by Slope and Soil Characteristics, depicts the maximum area of a parcel that may be developed as impervious cover based upon the property's average slope (predevelopment) and soil conditions. Property that has an average slope between eight and 25 percent shall comply with Diagram 16.40.090 and the following standards:

TITLE 17 AMENDMENTS

Chapter 17.10 Definitions

17.10.030 Definitions.

~~"Bonus density" means any density granted above the base density RA1 of 0.8 dwelling units per acre.~~

~~"Bonus density ceiling" means the maximum allowable density available in any particular residential zone category.~~

~~"Development density area" means the land area in which bonus density may be implemented through participation in the required project improvements.~~

"Multifamily dwelling" means all attached housing products and types, including condominiums, apartments, townhomes, and twinhomes. ~~All multifamily dwellings shall be considered Tier III or Tier IV residential.~~ Multifamily dwellings may include dwelling units intended to be rented and maintained under central ownership or management, or cooperative apartments, condominiums and the like. Any multifamily dwelling in which dwelling units are available for rental or lease for periods of less than one month shall be considered a hotel/motel. See also "Family."

~~"Residential, base density" means the residential zone category that consists of projects with gross densities less than or equal to 0.8 dwelling units per acre. All residential projects are allowed to develop at this density.~~

~~"Residential, Tier I" means the residential zone category that consists of projects with densities between 0.81 and 1.6 dwelling units per acre.~~

~~"Residential, Tier II" means the residential zone category that consists of projects with densities between 1.61 and 5.2 dwelling units per acre.~~

~~"Residential, Tier III" means the residential zone category that consists of projects with densities between 5.21 and 12.2 dwelling units per acre. Tier III residential is a conditional use in the residential zone and must be processed as part of a master development plan.~~

~~"Residential, Tier IV" means the residential zone category that consists of projects with densities between 12.21 and 22.7 dwelling units per acre. Tier IV residential is a conditional use in the residential zone and must be processed as part of a master development plan.~~

Chapter 17.60 Landscaping, Buffering, Fencing and Transitioning

17.60.090 Required landscaping.

A. Portions of property that are not developed with structures, rights-of-way, driveways, and parking areas shall be required to be landscaped in all zones (except in the ~~residential base density and Tier I categories~~RA1, RA2, RD1, RD2, and FR zones and the agriculture areas). Commercial, industrial, and multifamily dwellings shall adhere to the minimum landscaping standards contained in Table 17.60.160(a), Required Landscape Improvements for Multifamily. The planning commission shall have authority to waive these standards as circumstances dictate.

17.60.150 Lot size transitioning.

Table 17.60.150(1)

Lot Size Transitioning from Larger Lots to Smaller Lots						
Lot Size	**1st adjacent lot minimum**	**2nd adjacent lot minimum**	**3rd adjacent lot minimum**	**4th adjacent lot minimum**	**5th adjacent lot minimum**	**6th adjacent lot minimum**
4+ Acres	2 Acres	1 Acre	1/2 Acre	1/4 Acre	Small Single-Family ~~or Tier II~~	No Additional Buffering Required
3.99 – 1 Acre	1 Acre	1/2 Acre	1/4 Acre	Small Single-Family ~~or Tier III~~	No Additional Buffering Required	
.99 - .51 Acre	1/2 Acre	1/4 Acre	Small Single-Family ~~or Tier III~~	No Additional Buffering Required		
.49 - .25 Acre	1/4 Acre	No Additional Buffering Required				
Small Lot~~/Tier III~~	No Buffering Required					

Table 17.60.150(2)

Lot Size Transitioning from Smaller Lots to Larger Lots						
Lot Size	**1st adjacent lot minimum**	**2nd adjacent lot minimum**	**3rd adjacent lot minimum**	**4th adjacent lot minimum**	**5th adjacent lot minimum**	**6th adjacent lot minimum**
Condo	Small Single-Family ~~or Tier III~~	1/4 Acre	1/2 Acre	1 Acre	2 Acres	No Additional Buffering Required
Small Lot~~/Tier III~~	1/4 Acre	1/2 Acre	1 Acre	2 Acres	No Additional Buffering Required	
.25 - .49 Acre	1/2 Acre	1 Acre	2 Acres	No Additional Buffering Required		
.50 - 1 Acre	2 Acres	No Additional Buffering Required				

1.1 – 3.99 Acre	No Buffering Required

Chapter 17.65 Home Businesses

17.65.060 Generally applicable standards for all home businesses.

N. Long-Term Storage. Long-term storage shall be permitted as a conditional use in agriculture, RA1, and RA2 zone ~~and base density residential~~ developments under the following circumstances:

1. Minimum lot size: two acres.

2. All storage must be within a legal permitted enclosed structure that maintains the aesthetic qualities of the primary use of the property and the surrounding area.

3. Use must remain secondary to primary residential use of property.

4. The community development director or his/her designee may limit hours of operation and/or total number of clients if necessary to protect the character of the neighborhood. [Ord. O-26-2018 § 2 (Exh. A); Ord. O-19-2011 § 3 (Exh. 1); Ord. O-05-2010 § 2 (Exh. A); Ord. O-10-2007 § 2 (Exh. A § 13.6); Ord. O-02-2006 § 3 (Exh. 1 § 13.6); Ord. O-23-2005 § 3 (Exh. 1(1) § 13.6)].

Chapter 17.90 Rezoning of Property

17.90.080 Disapproval/denial of rezoning applications.

Disapproval or denial of an application to amend the zoning of a property shall preclude the filing of another application to amend the zoning or to reclassify the same parcel of property, or any portion thereof, to a different zoning classification~~, to a different residential density tier,~~ or if the application is for a commercial classification to the same or any other commercial classification, within one year of the date of the final disapproval of the application, unless the city council finds that there has been a substantial change in the circumstances or sufficient new evidence since the disapproval of the application to merit consideration of a second application within the one-year time period. Prior to the city accepting a new rezone application within the one-year period, the city council must approve a request to resubmit rezone application, clearly stating the new evidence and/or substantial changes in circumstances. An applicant is not entitled to have a request to resubmit rezone application considered by the city council, and such a request shall only be included on the city council agenda in accordance with EMMC 2.15.030. [Ord. O-05-2016 § 2 (Exh. A)].

EAGLE MOUNTAIN
Planning Commission MEETING MINUTES

September 22, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 PM Work Session – Electronic Meeting via Lifesize

COMMISSION MEMBERS PRESENT: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

CITY STAFF PRESENT: Steve Mumford, Assistant City Administrator/Community Development Director; Pete Kane, Long-Range Planning Manager; Michael Hadley, Planning Manager; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wood called the meeting to order at 5:30 p.m.

1. Discussion Items

1.A. DISCUSSION ITEM – Proposed Code Amendment for Fencing Requirements and Standards

Long-Range Planning Manager Pete Kane presented proposed changes to clarify fencing requirements and standards, including material type and durability, based upon the development type and roadway classification. With consideration to the changes to single-property fences in projects that have already been completed, Staff proposes the following addition to the first paragraph in EMMC 16.35.090, "Any changes or replacements to existing fences along arterial or collector roads in completed residential developments must be done on a neighborhood-wide basis to ensure consistency of the look of replaced fencing,"

Mr. Kane clarified the party owning the fence would be responsible for the cost of fence replacement. Damaged fences can be repaired with the corresponding style of fencing and are not required to be replaced with the preferred styles indicated in the current fencing standards.

Commissioner Wright suggested permitting an eight-foot fence height and including razor wire and barbed wire standards as separate listed items. He requested clarification regarding chain link fencing height standards for animal enclosures.

Commissioner Wood verified that Commissioner Wright's suggestions were concerning sections of the Fencing Requirements and Standards not included in the proposed amendment.

Commissioner Wells recommended that the requirement to replace all fencing along arterial or collector roads be limited to homeowner association-owned fencing and not individually owned residential fencing due to cost concerns.

Assistant City Administrator/Community Development Director Steve Mumford stated that the ownership of and maintenance responsibility for arterial fencing is unclear and has been disputed. He explained the intention of the proposed amendment is to ensure fencing uniformity along major roadways and suggested standard requirement options for the Planning Commission consideration.

Commissioner Wells expressed concern that requiring fencing installation before building permits being issued may be onerous to the developers and suggested including a specific standard for fencing material and color.

Mr. Kane stated fencing might inhibit property access; however, the cost of fencing should be included in the project budget and is required to screen residential areas. He explained the durability section of the standards is intended to address material options and recommended allowing some flexibility regarding fencing colors.

Discussion ensued regarding fencing heights; barbed wire; chain link fencing for animal enclosures and industrial uses; and maintenance, upkeep, and repair responsibilities for fencing along major roadways.

Mr. Kane stated a recommendation was made to exclude wood and wood composite fencing material, in addition to the vinyl prohibition, along rear or side lot lines abutting an arterial or collector road. He explained the exclusion could prove problematic due to the use of a faux food polyethylene plastic with steel reinforcement used in a current development in the City that could be considered a composite fencing material.

Commissioner Wood requested for the Planning Commission to discuss the performance and durability of fencing materials at a future meeting.

1.B. DISCUSSION ITEM – Proposed Code Amendment to Add Open Space Zoning Districts

1.C. DISCUSSION ITEM – Proposed Code Amendment to Add a Public Facilities Zoning District

Items 1.B. and 1.C. were presented and discussed concurrently.

Mr. Kane presented the item. The proposed Municipal Code amendments create an Open Space Zone chapter with two zoning designations within that category, improved open space and natural open space. The second amendment creates a Public Facilities Zone for public gathering land uses such as churches, museums, and meeting halls. The purpose of the creation of these zones is to identify how the land is being utilized and to set the related permitted uses and development standards. Open space and public facilities uses are currently zoned as residential. Land designated for open space and public facilities will be zoned accordingly during the master development phase of projects (MDA).

Commissioner Everett expressed concern that requiring public facility zoning during the MDA approval could be onerous as developers have stated the location designated for religious or

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educational uses frequently changes due to requests from the organizations. He inquired if cultural uses require permanent structures as the City had received a request for an ongoing project for the installation of a temporary theater structure.

Mr. Kane stated relocating a public facilities zone would require a rezone; however, requiring the zone designation during the MDA process allows the Planning Commission and City Council to evaluate and determine if the relocation of a public facilities zone requests are desirable or problematic. He stated that the zoning districts establish the allowed uses and if the structure adhered to the permitted use, it would likely be allowed; structure considerations could be included in the standards if desired.

Discussion ensued regarding temporary and semi-permanent structure requests.

Mr. Mumford concurred that temporary or semi-permanent structures are only problematic if the intended use for the structure conflicts with the permitted land uses of the location's zone designation.

Commissioner Pengra advocated to move forward with the amendments as proposed and address temporary and semi-permanent structures with a future Municipal Code amendment to mitigate unintended consequences.

1.D. DISCUSSION ITEM – Proposed Code Amendment for Master Development Plans and Agreements

Mr. Kane stated an updated document had been provided in the packet to address concerns expressed during the previous meeting. The changes include setting a maximum project size which will mitigate the timeframe concerns while allowing for timeframe extensions when warranted. Larger projects would be required to be divided into smaller projects with individual master development plans. The updated language specifies the amendment process including exemption waiver requests for a master development approval or a particular master development application requirement and excludes the superfluous noticing standards as the requirements are included in State Code. The proposed standards establish a six-year standard timeframe and allow up to two requests for a two-year extension.

Commissioner Wells recommended for the timeframe extension in EMMC 16.10.100(C)(2) to include a provision for delays due to "uncontrolled circumstances including but not limited to economic or natural disaster" in addition to the proposed criteria.

Commissioner Wood suggested for City, State, or Federal emergency declarations to also be included.

Mr. Kane verified the timeframe extension would require approval and not be automatically granted under the specified circumstances.

Mr. Kane explained a public notification fee is still required, even though the section explaining the public notification requirements is being removed and is included with the application fee.

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Mr. Kane verified the applicant retains the ability to review the MDA throughout the process and explained the applicant's ability to review the document does not need to be codified as it is a standard operating procedure; however, it can be included if desired.

Mr. Kane confirmed the Planning Commission was in support of the 200-acre maximum development size limitation provision.

Commissioner Wood adjourned the work session at 6:27 p.m.

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

Commissioner Wood called the meeting to order at 6:38 p.m.

2. Pledge of Allegiance

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. September 8, 2020, Planning Commission Minutes

MOTION: ***Commissioner Pengra moved to approve the September 8, 2020, Planning Commission minutes. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. Erin Wells abstained. The motion passed with a unanimous vote.***

Commissioner Wells clarified her abstention was due to her absence from the September 8, 2020 meeting.

5. Status Report

Mr. Kane stated the City Council policy session did not include any Planning Commission items. The City Council continued discussion on and tabled the Parks, Open Space, and Trails Master Plan for further review and edits.

6. Action and Advisory Items

6.A. PUBLIC HEARING – SilverLake 28 (Site Plan)

Mr. Mumford presented the item. The SilverLake South Preliminary Plat was recommended for approval on September 24, 2019, and approved by the City Council on October 1, 2019. Plat 28 is

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part of the SilverLake South Preliminary Plat and has a total of 74 lots/units consisting of 10 single-family lots and 64 townhouse units. The Planning Commission reviewed and held a public hearing on August 25, 2020, and expressed concerns that the lighting plan and MDA were excluded from the packet materials, the townhome development did not provide the required guest parking stalls, Silver Spring Way was planned as a private road but used as a public road, the fencing was aesthetically unappealing, questions regarding open space, and concerns regarding the architectural features.

The overall general landscape plan for SilverLake South was approved with the preliminary plat. The SilverLake South development includes 12.2 acres of improved open space, in addition to the open space corridors and other areas that are not included in the required open space calculation. Nine acres of improved open space is required for the project. The Planning Commission must determine if the submitted elevations, which have been approved in other areas of SilverLake, comply with the Master Development Agreement (MDA) requirements and are fundamentally consistent with the renderings from the MDA. Municipal Code requires 22 guest parking stalls. The proposed site plan includes 15 guest parking stalls; an additional seven stalls are required. Staff has worked with the applicant to provide additional parking and to widen Silver Spring Way to include park strips, 5-foot sidewalks, and 27 feet of asphalt, which is a foot narrower than a standard public road, due to the limitation of 27-foot wide existing road connections.

Staff recommends the Planning Commission recommend approval of the SilverLake South Plat 28 site plan with the conditions the applicant shall pay a landscape cash escrow to the City of $2,810.40 per lot/unit at the plat recording, an additional seven parking stalls shall be added for a total of 22 stalls, the property line shall be shifted farther west to ensure a minimum of 10 feet between the townhome rear-yard fencing and the adjacent property line, and Silver Spring Way shall be a public road.

Commissioner Everett asked if Silver Spring Way could have prohibited parking along one side of the street due to the narrower width and inquired if the City stipulated a style of signage to meet the upgrade street sign requirement in the MDA.

Mr. Mumford stated that staff had discussed prohibiting parking along the west side of the road due to the road not meeting the fire department width requirement. He explained that at the time the SilverLake MDA was drafted, the City required street signage to complement the previously required wooden fencing. The Streets Department installed lower maintenance, rustic-style metal signage in other parts of the City that became the preferred, recommended style.

Commissioner Wells inquired if retaining the Silver Spring Way as private would be financially beneficial to the City due to maintenance costs.

Mr. Mumford stated making Silver Spring Way a public road would increase costs to the City but also allows for the City to plow the road which is beneficial as the road will likely be used as a connection to other roadways. He said the applicant has requested for the road to remain private; however, signage is the only deterrent available to mitigate nonlocal, through-traffic.

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Commissioner Wood stated that the inadequate plowing of private roads is a frequent resident concern and complaint.

Applicant representative Bronson Tatton with Flagship Homes stated they have discussed potential locations for the additional seven required stalls such as in between units or on the north end of the island by the trees. They had previously misunderstood the number of parking stalls required for the project.

Commissioner Wood advocated for locating the parking between the units to prevent the single-family homes near the north end of the townhomes from using the parking.

Commissioner Wright thanked the applicant for addressing concerns.

Commissioners Pengra, Wright, and Everett concurred with the recommendation to locate the parking throughout the project.

Commissioner Everett inquired regarding the signage in the SilverLake development.

Mr. Tatton explained the portion of the development on the north side of the Tickville Wash has the previously required style of street signage and that they are planning on using the same sign fabricator as the City to ensure the signage adheres to the City's updated standard.

Commissioner Everett cited a portion of the SilverLake MDA regarding the approved elevations for the development. He inquired if the request for front-loading garages was due to the approved elevation rendering elevations in the MDA.

Mr. Tatton stated they developed rear-loading garages along a collector road and the front-loading units could be considered an alley-loading product as they are installed along private roadways. He said a front-loaded garage allows for private, fenced backyards which are preferred by residents. Site plan approvals for several of the phases of the SilverLake development have required significant elevation changes, such as increases in articulation, and they have accommodated the desired adjustments.

Commissioner Everett expressed appreciation for the applicant addressing elevation changes to create unique products for the various develops. He said Flagship included renderings for both a compliant and non-compliant product in the MDA and agreed to abide by Municipal Code standards, including requiring rear-loading townhome products, with the MDA agreement. He expressed concern regarding the number of developer requests for front-loading townhome products that have been allowed by the City. He advocated for the City to require adherence to the Municipal Code standards; if the City desires to allow front-loaded products, Municipal Code should be amended accordingly. He stated he is not in favor of changing the standards or allowing exceptions to the standards and reiterated his concerns the elevations in this application and other areas of the SilverLake development fail to adhere to Municipal Code front-loading garage standards for townhome developments.

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MOTION: ***Commissioner Everett moved to recommend denial to the City Council of the SilverLake 28 site plan as it does not comply with the Municipal Code standards due to the inclusion of front-loading garages. The motion died for lack of a second.***

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the SilverLake 28 site plan with the following conditions:***

1. ***The applicant shall pay a landscape cash escrow to the City of $2,810.40 per lot/unit at the plat recording;***
2. ***An additional seven guest parking stalls shall be dispersed throughout the development, for a total of 22 stalls;***
3. ***The property line shall be shifted farther west to ensure a minimum of ten feet between the townhome rear-yard fencing and the adjacent property line;***
4. ***Silver Springs Way shall be a public road;***
5. ***Parking along the west side of Silver Spring Way shall be prohibited due to the width of the road; and***

Commissioner Wells seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Matthew Everett. The motion carried with a vote of 4:1.

Commissioner Everett stated the following for the record: "I've dissented on this because the townhome product does not comply with the City Code as it is currently is read and it's my understanding that it does not comply with the MDA as presented by the applicant."

6.B. Cascade Collision Auto Repair (Concept Plan)

Planner Jessa Porter presented the item and explained the applicant provided updated renderings prior to the meeting that were not included in the staff report. This concept plan is for lot 1 on the southwest corner of Pony Express Parkway and Porter's Crossing and consists of a two-story autobody shop on the northeast corner and an enclosed parking area for car repairs on the south portion of the property between the parking lot and the Tickville Wash. The parcel is zoned as Commercial Community and the proposed use is permitted. The applicant is seeking feedback for lot 1. The concept plan includes a rendering for a building on lot 2 as an example of potential future development of the site.

The updated concept plan includes the trash enclosure and renderings with increased architectural articulation in response to the DRC review that noted a lack of articulation. The business model does not employ the standard service bay operation, so an alternative parking requirement could be implemented to determine the number of vehicles that may be in service. The updated elevations demonstrate the additional articulation for the building façade. It was noted the site plan should adhere to the requirement for a landscape island for every 12 parking stalls. This concept plan includes accesses to the property via Porter's Crossing Parkway and Pony Express Parkway.

Commissioner Wells requested clarification regarding the parking recommendation.

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Ms. Porter explained that Municipal Code standards require two stalls per service bay for autobody uses.

Mr. Kane clarified that autobody use standards require one parking stall per 500 square feet of building space and two additional spaces per service bay; however, the concept floor plan for the autobody does not use the standard "service bay" concept and suggested the need to clarify which, if not all, stalls within the building can be used to service vehicles. If all interior stalls are not service space, it could reduce the need for the standard number of required parking spaces on the property.

Applicant representative Trevor Sharp explained the site plan and parking design is based upon site plans for other Cascade Collision Auto Repair sites and is in accordance with the number of vehicles they intend to service at this location. He believes the number of parking stalls should be sufficient for the intended services.

Applicant representative John Heiner stated he believed they had exceeded the parking requirement.

Commissioner Wells clarified her questions were regarding the staff report and the proposed parking appeared to meet Municipal Code requirements.

Mr. Heiner stated their purpose in presenting the concept plan was to ensure they had met the City requirements for the project and to obtain feedback to determine if the City found the project desirable.

Commissioner Wood expressed concern regarding vehicle fluids leaking into the Tickville Wash and noise pollution.

Mr. Heiner stated that the designs and standards will adhere to the requirement to prevent fluid leakage onto adjacent properties. He explained that Cascade Collision does short-term repairs and some bodywork but not salvage, scrap, or long-term vehicular storage.

Mr. Mumford stated the Eagle Mountain Nature and Wildlife Alliance had requested a 50-foot structure setback for the Tickville Wash for the AutoZone location and recommended a 330-foot wide wildlife corridor. The proposed Parks, Open Space, and Trails Master Plan includes recommendations for the wildlife corridor; however, the recommended requirements have not been codified. He expressed concern regarding the proximity of the parking lot to the wash and said a slope stability study would be required as a part of the site plan.

Commissioner Wright stated he has been pleased with the vehicle work he has had completed by Cascade Collision and said the company is reputable. He recommended for the applicants to review City elevation standards. He requested block fencing similar to the Cascade Collison Lehi location for this project. He concurred with fluid contamination concerns due to the proximity to the wash. He expressed concerns regarding traffic flow and volume and recommended for the applicants to confer with the City Engineer.

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Mr. Sharp explained the building orientation options were limited due to the Tickville Wash and stated an access to Pony Express Parkway would be beneficial for the project.

Mr. Kane stated the City Engineer Chris Trusty advocated for the Porter's Crossing Parkway access to align with Bridleway Road to increase safety.

Mr. Heiner said the proposed use generates lower traffic, proportionally to the building and location size, relative to other uses.

Commissioner Everett verified with the applicants that asphalt would be installed on the vehicle parking area and said the installation of asphalt reduces his fluid contamination concerns. He inquired regarding the fence height, expressed approval of the trash enclosure location, and directed the applicant to verify site plan compliance with lighting and wash setback requirements.

Commissioner Wood stated the City Council had expressed concerns regarding a previous project's proximity to the Tickville Wash and directed the applicants to comply with the City Council's direction regarding wash setbacks.

Commissioner Pengra noted that a 50-foot setback was the recommendation Eagle Mountain Nature and Wildlife Alliance citizen group and is not a current requirement, although he is in favor of the standard. He reiterated the directive for the applicants to submit compliant elevations and lighting plan with the site plan application.

Commissioner Wells requested for the applicants to submit compliant elevations with extra consideration for the north side of the building that fronts on Pony Express Parkway, a major roadway. She inquired regarding locating the handicapped parking in the middle of the parking area.

Mr. Sharp explained the parking along the building is for completed vehicles and the handicapped parking is located across from the building entry.

Discussion ensued regarding building articulation Municipal Code standards and Commission recommendations.

6.C. Parkway Plaza (Concept Plan)

Mr. Kane presented the item. This commercial concept plan includes two buildings, with three commercial spaces per building, located on 1.52 acres northwest of North Ranches Parkway and East Stonebridge Lane. The property is within The Ranches master development plan/agreement which has expired. The intended zoning district for the subject property is Commercial Community.

The concept plan includes 54 parking stalls. If all of the tenant spaces were used as retail, 47 spaces are required. The plan includes at least two drive-through restaurants, which based on the tenant square footage, would require 69 spaces in total. The plan does not demonstrate the required building articulation for the two buildings. The location of the trash enclosure may be difficult for

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trucks to access. Staff recommends for the applicant to work with the adjacent property owner to the west to install a private road along the western edge with a connection to Campus Drive to improve access, allow parking lot access off the private road, and remove the near 180-degree turn required for the southern drive-through.

Commissioner Everett expressed concerns regarding the number of retails sites in relation to the trash receptacle provided.

Mr. Kane stated he was unaware of trash receptacle standards requirements regarding the number of dumpsters in relation to the number of retail locations and explained sufficient trash collection is the responsibility of the property owner or tenants to provide additional dumpsters or to schedule more frequent trash collection. He verified that drive-through queue standards require appropriate accommodation but do not specify a queue length.

Applicant Jon Jensen said he hopes the development will be a positive addition to Eagle Mountain and expressed a willingness to address the private drive recommendation with the adjacent property owners.

Commissioner Everett inquired regarding the applicant's trash collection plan and directed the applicant to provide a compliant, attractive product and lighting plan. He stated the project is appropriate for the location and the recommended private road would increase accessibility of the site.

Mr. Jensen stated they strive to provide accessible trash disposal locations for both the tenants and the trash collectors and that trash quantity concerns are usually addressed with increased collection frequency.

Commissioner Pengra expressed concern regarding the egress layout as it is problematic for access and drive-through queuing. He stated he would likely deny the application based upon the parking and egress if it were brought before the Planning Commission if presented as currently designed.

Commissioner Wright concurred with Commissioner Pengra's concerns and expressed concern the proposed plan will be unable to accommodate the required 69 parking stalls. He suggested reducing the number of retail spaces or one of the drive-throughs to reduce the number of required parking required and to improve traffic flow.

Mr. Jensen explained that restaurants with drive-throughs will stabilize the site's viability.

Commissioner Wright clarified his concerns are regarding adequate parking, traffic flow within the site and to external roadways, and how the project will be incorporated into and function in relation to existing and future City infrastructure.

Commissioner Wood stated the parking standard requirements might be onerous, especially for restaurants with drive-throughs. He advocated for business-specific parking standards.

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Mr. Mumford stated the Economic Development Director is working to contact the adjacent landowner to establish a relationship with that property owner.

Commissioner Pengra stated that although some restaurants and businesses are struggling during the pandemic, many others, particularly restaurants have adapted and are experiencing increased revenue; he expects the applicant to be successful in filling the drive-through restaurant locations; however, the problematic layout and egress will discourage retailers from leasing space.

Mr. Kane explained Municipal Code Off-Street Parking standards allow for the Planning Commission to approve a deviation from the parking requirement if they determine the exception will not impair the service; however, he cautioned against approving an exemption due to current conditions as it relates to potential long-term, post-pandemic effects. He recommended reducing the restaurant square footage to decrease the parking requirement if the applicant's intent is to lease to tenants with a predominately pick up, drive-through service model.

Commissioner Wells said drive-through usage had increased prior to the pandemic and advocated for the adaption of development standards to address the need for longer drive-through queues. She concurred with the expressed parking and traffic flow concerns and stated the east parking area lacks adequate space for a vehicle to turn around and exit the area if all of the parking stalls are occupied as the eastern exit enters the drive-through lanes.

Commissioner Wood recessed the meeting from 8:33 p.m. to 8:40 p.m.

6.D. PUBLIC HEARING – Development Code Amendment for Zoning and Lot Transitions (EMMC 17.60)

Mr. Kane presented the item. The proposed zoning transition table proposes compatible adjacent zoning districts. This type of transition is best incorporated into EMMC 17.60 which also includes lot size transitioning identifying required lot size transitions that can be permitted within and between residential zoning districts. The amendment also includes updates to the lot size transition table to reflect the lot sizes established by current residential zoning districts.

Mr. Kane explained the proposed amendments to EMMC 17.60 presented and discussed during previous work sessions include the incorporation of the zoning transition table, updates to the lot size transitioning tables, and correlating updates to the verbiage. He said the amendment includes the staff recommendation regarding City Council ability to modify the lot size transitioning requirement with additional language to stipulate the criteria for consideration of an exception such as unique terrain, size, and density of the project, allowance for incentives for larger lots, utility easements or power corridors, major road divisions, natural or artificial buffers, or open space buffers.

Mr. Kane explained the intent of indicating a minimum rather than a maximum requirement for the "Minimum Lot Size for Adjacent Lots" designation on the Lot Size Transitioning from Smaller to Large Lots heading for Table 17.60.150(2) is to encourage the City's preference for larger lot development.

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Mr. Kane stated the proposed amendment was discussed during the previous City Council work session. The Councilmembers expressed concern that nine transition steps may be onerous to developers. They discussed combining the 6,000 square foot and 8,500 square foot and the MF1 and MF2 lot size categories.

Commissioner Wood requested for the Planning Commission to provide feedback regarding the City Council's recommendation to combine some of the lot size categories.

Commissioner Pengra expressed concern the lot size transitioning requirements have become onerous and problematic as development product will be limited and determined by surrounding uses. He said adopting or removing the standards would result in consequences to City development and advocated for a compromise.

Commissioner Wood opened the public hearing at 8:49 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Wood suggested the Planning Commission could recommend approval to the City Council with the suggested option that the lot size transitioning table could be removed as lot sizes could be regulated and determined by the zone transitioning table. He noted the impact of the variance of setback and frontage requirements on adjacent properties. He advocated for the retention of the lot size designation standards in order to protect existing landowner rights while adapting to the existing residential zone standards.

Discussion ensued regarding regulating lot sizes through the zone transition table requirements and concerns regarding the lot size transitioning table.

Commissioner Wells expressed concern removing the lot size transitioning table would reduce lot size transition protections for larger lots. She said she concurs the number of transitions is onerous and expressed her preference to address concerns through the combination of lot size categories.

Commissioner Wright stated the lot size tables should be simplified and clarified and expressed concern the transition standards for larger lots are problematic as a one-acre lot could be developed adjacent to a 4.99-acre lot.

Commissioner Pengra expressed concern that the large lot transition standard recommendations were elitist and unnecessarily prescriptive.

Commissioner Wright clarified his concern was due to the proposed change in the standards as previously lots over four acres required a two-acre minimum for adjacent lots and felt residents with larger lots would object to allowing one-acre lots adjacent to their properties.

Commissioner Pengra stated the City currently has developments with five-acre and one-acre lot adjacencies and the homes on the one-acre lot are frequently more expensive than the homes on the five-acre lots. He rejected the argument that allowing one-acre lots adjacent to five-acre lots has a negative impact on land value or quality of life.

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Commissioner Wood stated allowing a one-acre lot adjacent to a 4.99-acre lot would reduce the value of the 4.99-acre lot. He clarified that his concerns were with the rights for existing homeowners regarding development on adjacent land and not new developments which include a combination of unpurchased lots with a mixture of one and five-acre parcels.

Commissioner Wells clarified her concerns were regarding the animal and agricultural rights and the adjacency of compatible uses of the properties rather than home values.

Commissioner Pengra conceded to the validity of Commissioner Well's concerns; however, due to current land values and the restrictiveness of City standards, he said the development of additional five-acre lots is unlikely.

Commissioner Wood stated lot transitioning standards are necessary due to recent developer requests for incompatible, noncompliant lot sizes.

Commissioner Everett stated that although the lot size transitioning table has flaws that need to be addressed, he preferred to include the table in the recommendation to the City Council to allow the Councilmembers to make their desired amendments.

Commissioner Wells inquired if Commissioner Wood would amend the motion to include the recommendations she emailed the Commissioners.

Commissioners Wood and Pengra declined to include the amendment as they had not received the email in time to review the contents before the meeting.

MOTION: ***Commissioner Wood moved to recommend approval to the City Council of an amendment to Eagle Mountain Municipal Code Chapter 17.60 Zoning and Lot Transitions. Commissioner Pengra seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. Those voting nay: Erin Wells. The motion carried with a vote of 4:1.***

Commissioner Wells clarified her dissention was due to concerns regarding the large to small lot transitions on the Lot Size Transitioning Table.

6.E. PUBLIC HEARING – Development Code Amendment for Master Development Plans and Agreements (EMMC 16.10)

Mr. Kane presented the item. The proposed amendments address questions and process flow concerns that have been identified over the years. The amendment sets standards for all master developments going forward. Proposed amendments within the standards mitigate concerns through reducing the size requirements for properties that would need an MDA, decreasing the size of master development properties, setting a time limit (potentially under five years) for agreements, establishing development benchmarks, outlining phasing requirements, and focusing development on properties with existing roads prior to the development of areas requiring new roadways, including addressing changes public uses (schools, churches, roads) or

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topographic/geologic challenges that were unknown prior to the agreement being finalized through standardized processes, and adding a requirement for compliance with Municipal Code.

Commissioner Wells recommended for 16.10.100(C)(2) to include "or by uncontrolled circumstances including but not limited to economic or natural disaster or City, State, or Federal Emergency Declaration."

Commissioner Wood opened the public hearing at 9:24 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

MOTION: ***Commissioner Wood moved to recommend approval to the City Council of an amendment to Eagle Mountain Municipal Code Chapter 16.10 Master Development Plans and Agreements with the following condition 16.10.100(C)(2) shall be amended to include "or by uncontrolled circumstances including but not limited to economic or natural disaster or City, State, or Federal Emergency Declaration." Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.***

6.F. PUBLIC HEARING – Development Code Amendment for Open Space Zone Districts

Mr. Kane presented the item. Current Municipal Code development standards include zoning districts for residential, commercial, agricultural, and industrial uses. Other land uses are currently permitted across each of the zones rather than set as their own use. One example is open space which includes parks, trails, and natural open space. By establishing Municipal Code standards for these zoning districts, the City can establish the uses and development requirements for the land zoned as open space and provide a clear indication of the actual land use.

Commissioner Wood opened the public hearing at 9:29 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Mr. Kane explained that Municipal Code includes a definition for improve open space and said a definition of natural open space could be added through a future amendment if desired. He explained that outdoor storage would only be allowed for the permitted uses and would be required to adhere to special use standard requirements including screening.

Commissioner Wright recommended prohibiting outdoor storage.

Commissioner Wood concurred with Commissioner Wright's concerns regarding outdoor storage.

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of an amendment to Eagle Mountain Municipal Code Chapter 17.23 Open Space***

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Zones removing the outdoor storage as a special use from 17.23.040 Land use table for both the Improve Open Space and the Natural Open Space zones and recommended for staff to draft a definition for natural open space to be included in the standards. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

6.G. PUBLIC HEARING – Development Code Amendment for a Public Facilities Zone District

Mr. Kane presented the item. Current Municipal Code development standards include zoning districts for residential, commercial, agricultural, and industrial uses. Other land uses are currently permitted across each of the zones rather than set as their own use. One example is public facilities which includes civic and public-gathering locations such as a city hall, libraries, churches, meeting halls, and museums. By establishing Municipal Code standards for these zoning districts, the City can establish the uses and development requirements for the land zoned as public facility and provide a clear indication of the actual land use.

Commissioner Wood opened the public hearing at 9:39 p.m. No comments were submitted to the City Recorder's Office and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Wood inquired regarding the outdoor storage especially concerning cultural and art uses and recommended being more specific regarding outdoor storage standards and uses.

Mr. Kane recommended removing outdoor storage as a special use and potentially inserting amended standard criteria for outdoor storage at a future date.

Commissioner Wells requested clarification regarding outdoor storage allowance concerns as the use was required to adhere to current screening requirements.

Commissioner Wood clarified his concerns regarding outdoor storage was due to open storage standard adherence and enforcement.

Commissioner Pengra concurred with the concerns regarding the unsightliness of outdoor storage items.

Commissioner Wells advocated to permit outdoor storage for public facilities due to the likelihood of a legitimate need for outdoor storage options.

Commissioner Wood clarified he is concerned with permitting outdoor storage for cultural not public or civic uses.

Commissioner Everett expressed concern that outdoor storage for cultural uses, such as theater scenery, may exceed screening height requirements and be visually unappealing.

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Commissioner Wright expressed concern regarding the recommendation for no side setback requirements when the building is not adjacent to residential uses.

Mr. Kane explained the property line setbacks were based upon commercial zone standards. He said he did not feel a setback requirement would be onerous to development; however, it might not be desirable especially in a city center setting.

MOTION: ***Commissioner Everett moved to recommend approval to the City Council of an amendment to Eagle Mountain Municipal Code Chapter 17.32 Public Facilities Zones removing subsection B. Outdoor Storage from 17.31.040 Special Uses. Commissioner Wood seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. Those voting nay: Erin Wells. The motion carried with a vote of 4:1.***

Commissioner Wells clarified her dissenting vote was due to the removal of outdoor storage due to the need for outdoor storage for civic uses.

Commissioner Wood requested for staff to prepare an amendment with more specific outdoor storage criteria to be discussed at a future meeting.

7. Discussion Items

Commissioner Pengra expressed concern regarding the number of items on the work session agendas and stated that efficiency will be improved with fewer items.

8. Next scheduled meeting

9. Adjournment

MOTION: ***Commissioner Pengra moved to adjourn the meeting at 9:52 p.m. Commissioner Wells seconded the motion. No vote was called.***

The meeting was adjourned at 9:52 p.m.

Approved by the Planning Commission on October 13, 2020.

Steve Mumford, AICP
Assistant City Administrator/Community Development Director

DRAFT

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **OCTOBER 13, 2020**
TITLE:	PUBLIC HEARING - La Petite Home Business (Home Business License)
ITEM TYPE:	Communication Item
APPLICANT:	La Petite / Emma Izzat

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Fionnuala Kofoed, Recorder's Office

BACKGROUND:

Eagle Mountain City issued a home business license to La Petite Grooming Salon in April 2015. The approval permitted a maximum of four (4) dogs on the property at one time, no more than 12 clients per hour with a maximum of 24 per day, and two on-premise employees.

The City received the first anonymous complaint in August 2016 regarding the general condition of the property, the smell and number of animals on the property and in the salon. An inspection of the property found the business to be in compliance with the conditions of the home business approval and the case was closed.

Later, in December 2018 the City received the first initial complaint from a neighbor that lives adjacent to the Izatt's property. The complaint indicated that La Petite was illegally boarding dogs and that they hadn't obtained a building permit for the building they were using for grooming. The complaint also stated that there was continuous dog barking, that employees weren't observing traffic rules and that 80 to 100 cars were driving to and from the business on a daily basis.

The City followed up on the complaint and observed that there were 13 dogs on the premises and that the grooming salon had been built without the required building permit. The City addressed the issues with the owners and advised them to bring the business into compliance and get the necessary building permit.

Later communication from the adjacent property owner indicated that things had improved but there were still several concerns regarding

the number of dogs on the property and how waste from the business was being disposed of. According to Mike Izatt, all of the waste generated by the business was removed regularly from the property.

In January 2019, the Izatts communicated that their business had grown and they were interested in acquiring a conditional use permit to allow them to do overnight boarding. They were also interested in getting approval for having more than four dogs on the property at one time. With the expansion of their business, they proposed the following improvements:

Adding a sound proof barrier around the rear and side exterior of the building.
- Moving parking for family and staff to the rear of the building.

The application for a conditional use was placed on hold as the City was in the process of doing some code amendments for pet sitting, that wouldn't require a conditional use. The City continued to work with the Izatts as they were actively pursuing the necessary improvements to the building and the complaints had subsided.

A site visit to the salon in October 2019 determined that wastewater from floor drains, dog washing stations and sinks from the facility was being improperly discharged into the wash. The County Health Department inspected the property and a notice of violation was issued by the Utah County Attorney's Office. The City received notification from the County in

Since the City supports local business and is interested in promoting economic development, the initial consensus between staff and the administration was that we work to find a resolution to keep La Petite operating, while maintaining and protecting the residential characteristics of the community.

Further interactions, complaints and inspections of the facility showed that the business was continually operating outside of what is conducive to the residential neighborhood. Staff met with the Izatts on several occasions and expressed concerns regarding the capacity at which the the business was operating. The main complaint was the noise and that if that issue wasn't resolved, it would jeopardize the home business license. Staff recommended that the business operate within the parameters of the Code or that given the success of the business and how much it had grown, the business should be moved

to a commercial location. The owners stated that relocating the business to a commercial site wasn't an option as they couldn't absorb that cost.

La Petite Grooming Salon is well recognized and supported in the community and should be commended for the success of the business they have built and the service they provide to the residents. However, with the escalated complaints of noise and increased traffic to the neighborhood, it is apparent that the current operation is not secondary to the to the primary residential use of the property, as required by Eagle Mountain Municipal Code, Section 17.65, and is adversely impacting surrounding residents.

ITEMS FOR CONSIDERATION:

Staff recommends that the Planning Commission consider the following:

The applicant failed to file a timely renewal.

- Nuisance complaints, of noise and excessive traffic, from the Cedar Pass Home Owners Association and surrounding residents.
- The home business is operating outside of the conditions of approval that limit the number of dogs to four (4). Several site visits revealed 30-50 dogs on the premises.
- Dogs have been boarded overnight and during the day without the necessary pet sitting permit.
- Number of offsite employees. It should be noted that the in the course of working with the applicants to bring the business into compliance, the Administration approved the increase of additional offsite employees to two (2).
- The sound barrier that was proposed by the applicant wasn't constructed.

REQUIRED FINDINGS:

This public hearing is being administered under Eagle Mountain Municipal Code, Section **17.65 Home Businesses.**

Business License Required Section 17.65.030

All persons within the limits of Eagle Mountain City who engage in, carry on, or operate a business from a residence shall obtain the appropriate business license from the city, unless exempted through state or federal laws. Personal services rendered at home by an employee for his or her employer under any contract of personal employment do not constitute a home business. Home businesses shall be a permitted use in the residential zone if found to be in compliance with all criteria enumerated in this chapter. The license official, or designee, may approve a home business license with conditions to ensure compatibility between the proposed business and the residential use of the property or adjacent properties.

17.65.050 Approval Process

Home business licenses shall be approved by the license official, or designee. Any petition for a minor exception from the standards listed in EMMC 17.65.060(A) through (F) may be approved administratively at the discretion of the license official if the exception does not adversely impact surrounding residents or affect the residential characteristics of the neighborhood, or significantly increase traffic or the demand on utilities. Any other petition for an exception from the standards in this chapter requires approval by the planning commission before the license may be issued or renewed. **In addition, any home business currently in operation that constitutes a nuisance may also be required to go before the planning commission for continued use of the license and operation of the business.** If the planning commission denies the continued use of the license, the license shall not be renewed.

17.65.060 Generally applicable standards for all home businesses

All home businesses shall be in compliance with the following criteria to ensure that the residential characteristics of neighborhoods are preserved and that utilities and infrastructure are not overburdened. Home businesses are to be clearly incidental and secondary to the residential use of the property. All home businesses

are allowed as permitted uses, contingent on complying with the following requirements. Licenses may be reviewed periodically as needed and may be revoked if the approval requirements are violated. The approval criteria include:

A. Floor Area. A home business shall not occupy more than one-third of the total floor area of dwellings. Exception may be granted for day cares, preschools, and businesses that offer instruction classes.

B. Employees. Home businesses shall have no more than one on-premises employee who is not a member of the resident family or household.

C. Parking. Home businesses shall provide adequate parking (which may include both on-street and off-street parking) to be determined by the license official, or designee. Vehicles used by the business (other than passenger cars without signage) shall not be parked on the site, unless enclosed parking is utilized to shield the vehicles from view. Home businesses located within residential developments with limited visitor parking (such as townhome or condominium areas) shall not be permitted to generate additional traffic which causes clients or customers to park.

D. Outdoor Storage. Outdoor storage associated with a home business shall be subject to the same performance standards governing other outdoor storage on residential lots.

E. Outdoor Activity. All home business activity, except passive storage, shall be carried out within the home or an accessory building and shall not be observable by the general public or from the street in front of the residence, unless specifically approved in the home business license for such activities as outdoor play time for preschools or day care centers. Garage doors shall remain closed while business activity is conducted therein.

F. Hours of Operation. Home businesses that receive customers, clients, or students shall operate only between 7:00 a.m. and 9:00 p.m. Approval for such hours may be rescinded by the license official, or designee, if the operation of the business at such hours constitutes a nuisance.

G. Hazardous Materials. No home business shall use hazardous materials or generate hazardous wastes that increase the danger of fire or cause fumes or odors that may constitute a nuisance or pose a danger to neighboring residents. Home businesses are subject to inspection for compliance with the International Fire Code.

H. Noise and Light. All home businesses shall comply with Chapter 8.15 EMMC, Noise. Home businesses are prohibited from generating or projecting light that is objectionable or potentially harmful to other residents.

I. Exterior Appearance. No home business shall alter the exterior of the home to differ from the residential use of colors, materials, construction or lighting. The property from which a home business is conducted must be in full compliance with all other city laws, codes and ordinances.

J. Retail Sales. Home businesses are not to be established solely for the sale of merchandise (except for greenhouses or Internet- and mail-order-based home businesses). Service-related home businesses may conduct incidental retail sales; provided, that the sales do not increase traffic.

K. Traffic Generation. Traffic generation for home businesses shall not exceed 12 clients per hour and 24 per day.

L. Multiple Home Business Licenses. More than one home business license may be issued for a residence; provided, that the home

businesses or the accumulative effects of the home businesses do not violate the approval criteria.

M. Building Codes. Fire inspections are required for day care providers, preschools, hair salons and other home businesses that the fire chief determines present elevated potential health and safety concerns. In these cases, the home business shall be conducted in areas of a home where the building department has issued a permit and performed the building inspections. All home businesses shall comply with the standards and requirements of the International Building Code or the International Residential Code and any requirements the chief building official and/or fire chief deem necessary to protect the health, safety, and welfare of the public.

N. Long-Term Storage. Long-term storage shall be permitted as a conditional use in agriculture and base density residential developments under the following circumstances:

1. Minimum lot size: two acres.

2. All storage must be within a legal permitted enclosed structure that maintains the aesthetic qualities of the primary use of the property and the surrounding area.

3. Use must remain secondary to primary residential use of property.

4. The community development director or his/her designee may limit hours of operation and/or total number of clients if necessary to protect the character of the neighborhood.

See attachment for violations and citations issued in relation to La Petite Grooming Salon

RECOMMENDATION:

The Planning Commission may approve the home business license, for the reasons set forth in the staff report and in the meeting, along with conditions of approval.

A recommendation of denial must be based upon findings of facts indicating how the request does not comply with specific sections of the city code. If the Planning Commission denies the home business application, the applicant may appeal the decision to the City Council within 10 days of the denial.

A motion to table may be made with specific directions to give an applicant time to fully comply with code requirements.

ATTACHMENTS:

List of Citations, Notices of Violation, and Inspections
Timeline of City Interactions with La Petite Grooming Salon
Business License Application

Citations, Notices of Violations, and Compliance Inspections

8/30/2016 Code Enforcement responded to resident complaint. Only three dogs were on the premises and the building was clean and well kept.

10/11/2016 Utah County Sheriff's Office (UCSO) issued warning for dogs at large.

12/05/2018 Code Enforcement site visit; issued violation warning for excessive barking, boarding dogs, the number of dogs on the property, and no building permit on file for an accessory structure.

12/10/2018 Code Enforcement site visit; issued violation notice for excessive barking, boarding dogs, the number of dogs on the property, and no building permit on file for an accessory structure.

01/02/2019 Code Enforcement site visit; issued violation warning regarding the number of animals, the number of employees, feces and urine on the premises, and excessive barking.

01/03/2019 Code Enforcement site visit; issued violation warning regarding excessive number of dogs, boarding of dogs, barking, and feces and urine outside in front of the grooming building.

01/09/2019 Code Enforcement site visit; issued violation warning regarding number of employees, number of dogs on the premises, boarding dogs, and excessive barking.

01/24/2019 Code Enforcement site visit; issued violation warning regarding number of dogs, number of employees, boarding, and barking.

01/24/2019 UCSO issued verbal warning for barking dogs and kennel violations.

01/25/2019 UCSO issued citation for barking dogs and kennel violations. **DISMISSED.**

02/25/2019 UCSO issued citation for barking dogs. **DISMISSED.**

04/24/2019 UCSO issued citation for barking dogs. **DISMISSED.**

05/03/2019 UCSO responded to noise complaint. No citation issued.

06/23/2019 UCSO responded to noise complaint. No citation issued.

07/22/2019 Code Enforcement site visit; issued violation warning regarding number of dogs on site and the number of employees.

10/23/2019 Code Enforcement responded to complaint that La Petite was rinsing animal feces and urine into the natural wash; issued violation warning regarding no septic system in place for the business.

10/29/2019 Utah County Attorney issued violation for illegal wastewater disposal. *Septic system was installed and approved for use by the Utah County Health Department on 7/30/2020.*

12/11/2019 UCSO responded to noise complaint. No citation issued.

01/02/2020 Code Enforcement site visit; issued warning for number of dogs and excessive barking.

06/02/2020 UCSO issued citation for barking dogs. **DISMISSED.**

07/20/2020 Cedar Pass Ranch Board of Trustees sent notice to the City of La Petite Grooming Salon violations.

9/1/2020 Code Enforcement issued a cease and desist order for operating without a license.

Timeline of City Interactions with La Petite Grooming Salon

April 2015	Business License Issued. Maximum of 4 dogs allowed on property.
August 2016	Code Enforcement responded to complaint regarding odor, number of animals, and the general conditions of the business. Only three dogs were on the premises and the building was clean and well kept.
December 2018	Code Enforcement responded to noise complaint and issued violation notices for excessive barking, boarding dogs, and the number of dogs on the property. City found that no building permit was issued for the business structure; La Petite applied for a Building Permit.
January 2019	Code Enforcement issued violation notices regarding the number of animals, the number of employees, feces and urine on the premises, and excessive barking. UCSO responded twice to noise complaints; issued a verbal warning and a citation for excessive noise and odor. The citation was dismissed. La Petite stated they will request approval for 8 dogs, will add a sound barrier, and will move employee/family parking to the rear of the building.
February 2019	La Petite submitted engineering plans to the Building Department. Multiple noise complaints were received. The City issued violation warnings and the UCSO issued a citation for barking dogs. The citation was dismissed. La Petite committed to stop boarding, cut grooming hours, and install a sound barrier.
March 2019	La Petite failed building inspection.
April 2019	City Received noise complaints. The City issued violation warnings and the UCSO issued a citation for barking dogs. The citation was dismissed.
May 2019	UCSO responded to noise complaint. No citation was issued. City Council approved changes to EMMC 6.05 Animal Control.
June 2019	UCSO and Code Enforcement continued to respond to noise complaints. No citations were issued.
July 2019	Code Enforcement issued violation notice for the number of dogs on site and the number of employees. La Petite was told to submit corrections to engineering plans by 8/2/2019 and receive final inspection approval by 8/31/2019.
September 2019	La Petite failed multiple building inspections. Most recent failed re-final inspection was September 26, 2019.

October 2019	Code Enforcement responded to complaint that La Petite was rinsing animal feces and urine into the natural wash and found that the building did not have a septic system. Utah County Attorney issued violation for illegal wastewater disposal. La Petite applied for a short-term pet sitting license.
December 2019	La Petite continued working with the Utah County Health Department for approval on the septic system. Code Enforcement continued to receive noise complaints and worked with La Petite on resolutions.
January 2020	Code Enforcement continued to work with La Petite regarding noise and the number of dogs onsite.
June 2020	UCSO issued citation for barking dogs. The citation was dismissed.
July 2020	Utah County Health Department approved the use of the septic system at La Petite. City received notice from the Cedar Pass Ranch Board of Trustees regarding La Petite code violations.
August 2020	City notified La Petite that they did not have a business license and to contact the Recorder's Office.
September 2020	City issued a cease and desist order for operating without a license. La Petite applied for a business license for dog grooming. The application noted the business would groom 12-24 dogs a day, no more than two at a time, and the business would employ three people, including the owner. City notified La Petite that the business license application has been referred to the Planning Commission and the business is not licensed for operation.

EAGLE MOUNTAIN

BUSINESS LICENSE APPLICATION

(801) 789-6634 • 1650 E STAGECOACH RUN, EAGLE MOUNTAIN, UT 84005 •

OFFICE USE ONLY		UPDATED 02/2012
Application Received By: MM	Date: 9/8/2020	License #:
Amount Paid: 25.00	Receipt #:	☐ Cash ☐ Check ☒ Credit/Debit Card

SECTION I: BUSINESS & APPLICANT INFORMATION

Applicant Name: MIKE ZATT

Applicant Phone Number:

Business Name: LA PETITE GROOMING

(If the "Business Name" is other than - EXACTLY - the "Applicant Name" the business must be registered with the Department of Commerce and have both an "ENTITY #" & "RENEW BY DATE", (see page 1 of the "Business License Application, paragraph #1, for more information)

Business Phone Number: 801-836-0665

This number will be published.

Business Address: 2510 E CEDAR DR. EAGLE MTN, UT, 84005

Fax Number:

Mailing Address:

Email Address: LAPETITEGROOMINGSALON@GMAIL.COM

Sales Tax Number:

Business Category:
☒ Services ☐ Dining ☐ Health & Medical ☐ Education ☐ Shopping ☐ Other _____

Web Address:

Department of Commerce Business Registration Number (AKA Entity #): SEE ATTACHED

"Renew by date":

☒ Home-Based Business ☐ Commercial Business

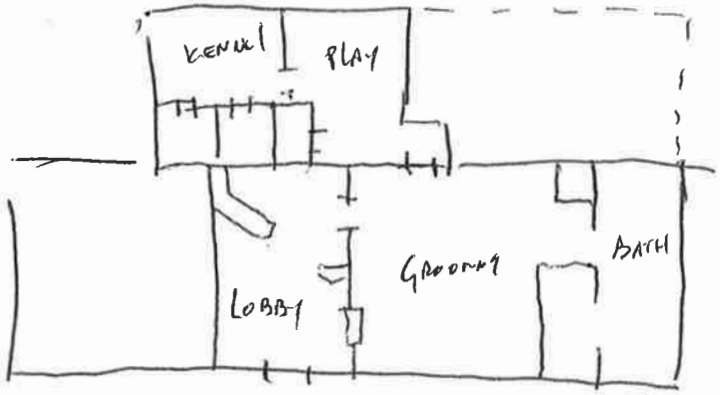
State Registration:
☐ Sole-Proprietor ☐ Corporation ☒ LLC ☐ LP ☐ LLP

SECTION II: DESCRIBE BUSINESS

DOG GROOMING

SECTION III: FLOOR PLAN / SITE PLAN

Home business license applicants: use the space below to draw your home floor plan where the office will be located, label the level of the house, (i.e. main floor, basement), the rooms and exits. Commercial business applications must include a site plan.



SECTION IV: ANSWER THE FOLLOWING QUESTIONS

1. What are the hours of operation? 9-6
2. Current number of employees including yourself: 3 *Estimated* future number of employees: _____
3. Will your business involve door to door sales? NO
4. Will you or anyone employed by you be working with minors? NO If yes, a background check is required for each employee or person(s) working with minors.
5. Will your business generate light, noise, or odors? YES
6. Is it necessary to have clients come to your home? YES. If yes, how many clients do you anticipate in a week? _____ day? 12-24 / 2-3 AV Max at a single time? 2
7. If applicable, will any equipment be stored at your home? NO If yes, this product must be stored in the home or garage or completely screened from view of neighbors and street. How will you meet this requirement? _____
8. If applicable, what is the total square footage of your home? 6,700 square footage occupied by business? 2,400
9. Will your home office / business be located in the basement? NO - SHOP

   If yes, was the basement or room in the basement completed with a building permit? _____ (see page 1 of the "Business License Application, paragraph #4, for more information).
10. Will your business create increased traffic demands? NO

SECTION V: SUPPORTING MATERIALS

1. **Fire Extinguishers.** Evidence of a number 5 class 2A 10BC fire extinguisher or the proper extinguisher required by the current Fire Code.
2. **Traffic Plans.** Home Business that will increase the traffic level in a neighborhood will be required to submit a reduced (11" x 17") traffic plan.
3. **Site Plan.** If applicable, a site plan of the business location.
4. **Professional License.** If applicable, a copy of a professional license. The Recorder's Office will inform you if your application requires a professional license.
5. **Background Check.** A background check is required when any business or employee thereof is dealing with minors. The applicant and any employee dealing with minors shall provide an "Authorization for a Background Check" form; a member of the Recorder's Office can get this form for you. The applicant is responsible to pay a $7.00 fee, required by the current consolidated fee schedule, for a background check.
6. **Fee.** The processing fee of $25.00 for a home office only, $75.00 for a home office requiring inspections, or $75.00 for a commercial business.

SECTION VI: VERIFICATION OF ACCURACY – ACKNOWLEDGEMENT OF RESPONSIBILITY

I, the undersigned, having authority to do so in behalf of the business applying hereon, do hereby agree to the condition of this application to conduct business in complete accordance with Eagle Mountain City ordinances and all County, State, and Federal regulations governing operation of such business. I acknowledge that *this is not a business license*, but is an application for such; operating without a license may result in penalty fees. Approval or denial of this application is based on accurate, complete information provided and reviews/inspection performed, as required.

Signature of Authorized Business Agent/Owner: _____ Date: 9/8/20

SECTION VII: ACKNOWLEDGEMENT OF PUBLIC INFORMATION

I, the undersigned, do hereby acknowledge that the information contained in this application is public information.

Signature of Authorized Business Agent/Owner: _____ Date: 9/8/20

HOME BUSINESS PERFORMANCE STANDARDS CHECKLIST

- **17.65.060 A. Floor Area.** A Home Business shall not occupy more than (1/3) of the total floor area of dwellings. Exception may be granted for daycares, preschools, and businesses that offer instruction classes.
- **17.65.060 B. Employees.** Home Businesses shall have no more than one (1) on-premise employee who is not a member of the resident family or household.
- **17.65.060 C. Parking.** Home Businesses shall provide adequate parking (which may include both on-street and off-street parking) to be determined by the Planning Director, License Official, designee, or Planning Commission. Vehicles used by the business (other than passenger cars without signage) shall not be parked on the site, unless enclosed parking is utilized to shield the vehicles from view.
- **17.65.060 D. Outdoor Storage.** Outdoor storage associated with a Home Business shall be subject to the same performance standards governing other outdoor storage on residential lots.
- **17.65.060 E. Outdoor Activity.** All Home Business activity, except passive storage, shall be carried out within the home or an accessory building and shall not be observable by the general public or from the street in front of the residence, unless specifically approved in the Home Business license for such activities as outdoor play time for preschools or daycare centers. Garage doors shall remain closed while business activity is conducted therein.
- **17.65.060 F. Hours of Operation.** Home Businesses that receive customers, clients, or students shall operate only between 7:00 a.m. and 9:00 p.m.
- **17.65.060 G. Hazardous Materials.** No Home Business shall use hazardous materials or generate hazardous wastes that increase the danger of fire or cause fumes or odors that may constitute a nuisance or pose a danger to neighboring residents. Home Businesses are subject to inspection for compliance with the International Fire Code.
- **17.65.060 H. Noise and Light.** All Home Businesses shall comply with the City's noise ordinance. Home Businesses are prohibited from generating or projecting light that is objectionable or potentially harmful to other residents.
- **17.65.060 I. Exterior Appearance.** No Home Business shall alter the exterior of the home to differ from the residential use of colors, materials, construction or lighting. The property from which a Home Business is constructed must be in full compliance with all other City laws, codes and ordinances.
- **17.65.060 J. Retail Sales.** Home Businesses are not to be established solely for the sale of merchandise (except for greenhouses or internet- and mail order-based Home Businesses). Service-related Home Businesses may conduct incidental retail sales provided that the sales do not increase traffic.
- **17.65.060 K. Traffic Generation.** Traffic generation for Home Businesses shall not exceed twelve (12) clients per hour and twenty-four (24) per day.
- **17.65.060 L. Multiple Home Business Licenses.** More than one home business license may be issued for a residence; provided, that the home businesses or the accumulative effects of the home businesses do not violate the approval criteria.
- **17.65.060 M. Building Codes.** Building inspections are required for Day Care providers, preschools, hair salons and other Home Businesses that the Building Official determines present elevated potential health and safety concerns. In these cases the Home Business shall be conducted in areas of a home where the Building Department has issued a permit and performed the building inspections. All Home Businesses shall comply with the standards and requirements of the International Building Code and any requirements the Chief Building Official and/or Fire Chief deem necessary to protect the health, safety, and welfare of the public.
- **17.65.070 Prohibited Home Businesses.** Automobile-related businesses such as auto repair, body, and painting; retail or wholesale sales that are not incidental to the Home Business (except for point of sale that is not conducted at the home); engine repair; metal fabrication or assembly shops, sexually oriented businesses and health care businesses (not including massage therapists, chiropractors, psychiatrists, or orthodontists).

I have read the above Home Business standards from Chapter 17.65 of the Municipal Code, and I understand and will comply with the Home Business Chapter. Any violation(s) of this ordinance can result in the revoking of my Home Business License.

Applicant's Printed Name: Mike Izatt

Applicant's Signature: [signature]

Date: 9/8/20

Unified Fire Authority

Fire Prevention Bureau

HOME BUSINESS - SELF FIRE INSPECTION

This form is to be completed by the business owner. All of the information contained in this report is considered applicable unless otherwise specified. For questions - Contact the UFA Area Fire Marshal at 801-824-3719

Business Name: LA PETITE Groomery Salon

Business Address: 950 E CEDAR DR

Business Owner: Mike Watt

Phone Number: 801-836-0665

Check the most applicable answer to all questions:

	REQUIREMENTS	WHAT TO INSPECT	COMPLIANCE
1.	**Address**	**Address numbers shall be a minimum of 4" in height and visible from street.**	YES ⊘ NO ○
2.	**Exits/ Hallways**	**Exit doors shall be operable and remain clear and free of obstructions: (Boxes, storage, deliveries, etc.)**	YES ⊘ NO ○
3.	**Fire Extinguishers**	**One 5lb Commercial, "2A10BC" rated, "serviceable-type" (metal head and neck) extinguisher required. Mount in a readily accessible area of the home. Extinguisher is required to have an annual inspection and must be tagged by a certified service technician.**	YES ⊘ NO ○
4.	**Storage**	**Maintain 36" clearance around all electrical panels, furnace, water heater or any fuel-fired appliances.**	YES ⊘ NO ○
5.	**Hazardous Materials**	**Use or storage of flammable or combustible liquids in large quantities? Use or storage of hazardous materials? (If answer to either of these questions is yes - a fire department inspection shall be required. Contact the area fire marshal)**	YES ○ NO ⊘
6.	**Electrical**	**Extension cords cannot be used in place of permanent wiring. Small electrical appliances should be plugged into surge protectors. Open slots in an electrical panel shall have approved cover placed in open slot. All receptacles and switches shall have approved covers installed.**	YES ⊘ NO ○
7.	**Smoke Detectors / CO Detector**	**At least one smoke detector is required on each level of the home. One CO detector or combination smoke / CO detector is required. Test monthly and replace batteries as needed.**	YES ⊘ NO ○
8.	**Space Heaters**	**Shall be UL Listed and kept clear off all combustibles.**	YES ⊘ NO ○

I hereby certify that the information is true and correct to the best of my knowledge.

Business Owner Mike Watt (Print Name) Signature [signature] 9/8/20 (Date)

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **OCTOBER 13, 2020**
TITLE:	Overland Village 2 (Village Concept Plan)
ITEM TYPE:	Village Concept Plan
APPLICANT:	Ivory Development (Bryon Prince)

ACTION ITEM:
Yes

PUBLIC HEARING:
No

PREPARED BY:
Steve Mumford, Planning

BACKGROUND:

You (the Planning Commission) reviewed this item on April 14 th and 28th, where it was ultimately given a recommendation of approval to the City Council with a number of conditions (see the attached April 28, 2020 PC meeting minutes). The applicant placed the application on hold in order to reevaluate and modify the proposal. It has now been updated to more accurately reflect the applicant's plans for this village, and the latest proposal include a Village 2 master plan (concept plan) and a Village 2 trails and open space plan.

The Overland Master Development Agreement (Section 6.4) requires the review and approval of a village concept plan for each village prior to approving other development applications within the village. It states, "Master Developer shall present to the Planning Commission and City Council a Village Concept Plan, and a traffic study based on the Village Concept Plan, before submitting any Development Application for any such Village. Each Village Concept Plan shall generally illustrate the various types of housing, where density of Residential Dwelling Units within each Village will be located, the location and size of parks and trail improvements, the location of roads and infrastructure improvements, and any potential locations for schools, churches, or other civic or community uses."

The Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots and a maximum count of 743. The proposed Village 2 concept plan includes 692 lots/units, and includes a mix of lot sizes and housing types. The various lots are categorized as townhomes, active adult, small, medium, and large. An approximate percentage breakdown of the lot sizes is as follows:

- 32% Townhomes

- 5.5% Active Adult (Gardens)

- 21% Small Lots (Cottage)

- 29% Medium Lots (Collection 60 & 68)

- 13% Large Lots (Estates & Homesteads)

The proposed village plan also includes a 10-acre elementary school site, already owned by the Alpine School District.

NOTE: This village concept plan is conceptual and subject to change. It is a preliminary plan meant to show the development plans and possibilities of the project. Increases in lot sizes, reductions in units, minor changes to road and lot configurations, changes from townhomes to cluster lots or other lots, and minor changes to trail locations and park locations are not considered major changes and would not require an amendment to this village concept plan. These changes can be proposed/made at the preliminary plat stage.

ITEMS FOR CONSIDERATION:

ITEMS TO CONSIDER:

Parks/Trails

- The MDA requires a medium park to be improved in Village 2. The park examples document with the MDA showed a 3-acre and a 5-acre park as medium park examples. This plan contains a 3-acre park and several smaller park areas scattered throughout the development, along with a 1.51-acre undefined “private amenity” area. The park has been located in a more centralized location than previously proposed. The planned trail system is also an improvement over the original plan, and provides good access throughout the development and to neighboring properties. The trails plan should be modified to make sure the red line that indicates trails includes the 12-foot concrete trails along the roadways as well.

Roads

- The north-south road in the middle of the development has been

widened from the original proposal to include some additional asphalt (3 additional feet) and a 12-foot trail on one side. This road connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project, in front of all of the homes that front along this street. Page 9 of the traffic impact study states "The proposed internal roadway network for the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are collector roads that are designed within Village 2 that will connect to Village 1 and other villages throughout the entire Overland Development." Although the TIS states that collector roads are provided, these road designs do not fully provide for an increased capacity for vehicles. For the safety of the residents along this road and the benefit of the overall transportation system we recommend that this road be upgraded to a minor collector road and that no lots have direct driveway access onto this road. However, considering that the Master Development Plan does not include a collector road in this location (the City's previous master transportation plan did not include a collector road here), we are willing to recommend instead that the developer provide additional asphalt on the road to provide a sort of collector road similar to Lone Tree Parkway or Golden Eagle Road (not a full 77-foot ROW, but at least 35 feet of asphalt, also similar to the road that is being improved in Brandon Park Estates). If 35 feet cannot be accommodated, then we recommend parking restrictions along the length of the roadway. We also recommend that direct driveway access be limited as much as possible, or that the lots along the roadway be larger to accommodate circular driveways.

- Without a deceleration lane along Pony Express Parkway, we anticipate potential traffic issues near the elementary school.

- We are concerned with all of the village traffic being directed to two intersections along Pony Express Parkway. We recommend that traffic study updates are necessary at intervals determined by the City Engineer in order to ensure appropriate development of Airport Road.

Accesses

- Several of the private road accesses and/or public intersections appear to be too close to each other or not be aligned, creating a potentially unsafe situation. These should be resolved with the preliminary plats.

REQUIRED FINDINGS:

The Overland Master Development Agreement (MDA) is to be used in considering approval of this application. The Commission may make recommendations and changes based upon legitimate and quality planning

principles and other criteria specified in the "Items for Consideration" section of this report and Section 6.4 of the Overland MDA.

RECOMMENDATION:

The village concept plan, or the plan along with recommendations/changes, should be given a recommendation of approval if it complies with the Overland MDP and MDA. We recommend the following conditions:

1. The north-south road in the middle of the development shall include a minimum of 35 feet of asphalt or on-street parking shall be restricted along the roadway. Direct driveway access on the road should be limited as much as possible;
2. The applicant shall improve access to the Alpine School District's future elementary school site off Pony Express Parkway by adding a deceleration/turn lane;
3. The applicant shall work with the City Engineer to identify and agree upon an acceptable interval by which traffic study updates will be provided by the applicant to ensure appropriate development of Airport Road;
4. Accesses/intersections shall be adjusted to be aligned or separated sufficiently according to the City's standards.

ATTACHMENTS:

Proposed Overland Village 2 Concept Plan & Trails Plan
Overland Village 2 Traffic Study
04.28.2020 Planning Commission Minutes
Overland MDP Map & Master Trails Map
Overland MDA

ALLEY LOADED TOWNHOMES

63' ROW ROADWAY

OPEN SPACE CONNECTOR TO ADJACENT PARCEL

PRIVATE AMENITY 1.51 AC

CITY PARK 3.26 AC

PARK

PARK

PARK

THEMED ENTRY

OPEN SPACE CONNECTOR TO AIRPORT ROAD TRAIL

ELEMENTARY SCHOOL 10.00 AC

63' ROW ROADWAY WITH 12' TRAIL

OPEN SPACE CONNECTOR TO PONY EXPRESS TRAIL

AIRPORT ROAD

PONY EXPRESS PARKWAY

THEMED ENTRY (TYPICAL)

OPEN SPACE CONNECTOR TO AIRPORT ROAD TRAIL AND ELEMENTARY SCHOOL

PLAN IS CONCEPTUAL ONLY AND SUBJECT TO CHANGE. THIS A PRELIMINARY PLAN MEANT TO SHOW THE DEVELOPMENT POSSIBILITIES OF THE PROJECT. DESIGN HAS NOT BEEN FINALIZED AND CHANGES TO LOT SIZES, LOT LAYOUT, STREET LAYOUT, PARK/TRAIL LOCATIONS ETC. MAY BE PROPOSED AT PRELIMINARY PLAT.

PRODUCT	TYPE	UNIT COUNT
HOMESTEADS	LARGE	23
ESTATE	LARGE	65
COLLECTION 60	MEDIUM	100
COLLECTION 68	MEDIUM	96
COTTAGE	SMALL	86
COTTAGE (ALLEY LOAD)	SMALL	61
GARDENS	ACTIVE ADULT	39
TOWNHOMES	MULTI-FAMILY	222
	TOTAL	692

N

0 50 100 200 300

SCALE: 1"=100'

OVERLAND - VILLAGE 2

MASTER PLAN

MAP DATE: OCTOBER 8, 2020

ALLEY LOADED TOWNHOMES

63' ROW ROADWAY

OPEN SPACE CONNECTOR TO ADJACENT PARCEL

PRIVATE AMENITY 1.51 AC

CITY PARK 3.26 AC

PARK

PARK

THEMED ENTRY

OPEN SPACE CONNECTOR TO AIRPORT ROAD TRAIL

ELEMENTARY SCHOOL 10.00 AC

63' ROW ROADWAY WITH 12' TRAIL

PARK

OPEN SPACE CONNECTOR TO PONY EXPRESS TRAIL

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	TOTAL	692

MASONRY WALL

12' ASPHALT TRAIL

HOA OPEN SPACE

CITY OWNED OPEN SPACE

N

0 50 100 200 300

SCALE: 1"=100'

OVERLAND - VILLAGE 2

TRAILS AND OPEN SPACE PLAN

MAP DATE: OCTOBER 8, 2020

Overland Village 2 Development

Traffic Impact Study

Prepared For: Ivory Homes

Prepared By:

FOCUS
ENGINEERING & SURVEYING, LLC



February 14th, 2020

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Overland Village 2 Development, located in Eagle Mountain, Utah. The project site is located west of Pony Express Parkway, and north of the existing Overland Village 1 Development. North of the proposed site is currently vacant land. The proposed parcel of land for the Overland Village 2 Development is also currently vacant land. The closest major intersection is Pony Express Parkway and Mid Valley Road, which is signalized and located to the south of this development. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network. Access to the Overland Village 2 Development will initially be serviced from two accesses onto Pony Express Parkway. As development to the west continues and as future development of Airport Road by the City occurs, two future accesses to will intersect the future Airport Road alignment that is planned along the south side of this development. Two accesses are also planned to connect to a future development that is planned to the north of this development.

The proposed Overland Village 2 Development will consist of 501 Single-Family Residential Homes, and 242 Townhomes. For purposes of this study, the analysis will consist of one phase at full build-out of all units. Refer to Figure 2 for the Site Plan of the Overland Village 2 Development and the proposed access locations.

This study projects the traffic associated with the Overland Village 2 Development at full build-out. It should be noted the opening year of operation for this site is anticipated for the end of 2025. The traffic associated with this development is generated using the latest version of the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). It is anticipated the Overland Village 2 Development will generate 6,500 Average Daily Trips (ADT) with 482 AM peak hour trips and 632 PM peak hour trips on an average weekday.

As growth continues to occur within the Eagle Mountain City limits, the Overland Village 2 Development will be the second of many "Villages" within the overall Overland Development Plan.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2019 Existing Scenario

Figure 3 illustrates the 2019 Existing AM and PM peak hour traffic volumes that were collected on December 10, 2019 at the Pony Express Parkway and Mid Valley Road intersection.

Using the 2019 Existing traffic volumes and lane configuration, the analysis of the Pony Express Parkway and Mid Valley Road intersection currently functions at a Level of Service (LOS) "A" overall in both the AM and PM peak hours. The eastbound movement functions with a LOS "B" in both the AM and PM peak hours. No improvements are needed under the existing conditions as the movements at this intersection function at acceptable levels of service.

2025 Opening Year Scenario

It is assumed 2025 will be the full build-out year of this development. Using projected growth rates from the City's General Plan and from other studies performed in this area, the 2025 Opening Year traffic volumes were generated. These traffic volumes can be found in Figure 4 of this report. Analyzing these traffic volumes with the existing lane configuration and roadway network, the Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "A" in both the AM and PM peak hours. All movements will also continue to function at the same LOS "B" or better, with a minor increase in delay time.

It is anticipated before the 2025 Opening Year, the Overland Village 1 Development, located directly south of the proposed Overland Village 2 Development, will be fully built out. One access is from Sheps Ridge Road and the other from Lowes Peak Drive. These are existing roadways, however at the time the traffic counts were performed, there was

very minimal traffic using these accesses as the development is not fully occupied. For purposes of this study, the projected traffic volumes as found in the "SITLA Village 1 – Traffic Impact Study" were used at these two accesses onto Pony Express Parkway from the Overland Village 1 Development.

It is anticipated the movements at the stop controlled eastbound leg of the Sheps Ridge Road and Pony Express Parkway intersection will function at a LOS "D" or better during the AM and PM peak hours. The eastbound movement at the Lowes Peak Drive and Pony Express Parkway intersection is also anticipated to function at a LOS "D" in the AM and PM peak hours.

No improvements are recommended at these intersections under the 2025 Opening Year conditions. As future roadways are constructed, mainly Airport Road and as Mid Valley Road is extended to the west, additional accesses to the Overland Village 1 Development will be created and traffic patterns will adjust.

2025 Opening Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2025 Opening Year with Project traffic volumes are illustrated in Figure 11. These traffic volumes were analyzed with the existing lane configurations and roadway conditions. The Pony Express Parkway and Mid Valley Road intersection will continue to function at an overall acceptable LOS "A" during the AM and PM peak hours.

The Overland Village 1 Developments two accesses onto Pony Express Parkway from Sheps Ridge Road and Lowes Peak Drive will also continue to function at the same level of service "D" or better as under the 2025 Opening Year scenario.

With the addition of the Overland Village 2 Development, there will be two accesses onto Pony Express Parkway. These are listed as Access #1 and Access #2 in the figures of this report. As development continues to the west within Village 2 and as the City constructs the future alignment of Airport Road, additional accesses will be constructed. With full build-out of Village 2 and only the two accesses onto Pony Express Parkway, the

eastbound movements exiting the proposed site at Access #2 will function at a level of service "E" during both the AM and PM peak hours. The eastbound moment at Access #1 will function at a level of service "F" in the AM and PM peak hours.

It is recommended that Airport Road be constructed as soon as funding is available. By constructing Airport Road and extending Mid Valley Road to the west, additional accesses will be created to both the Overland Village 1 and Village 2 Developments. As these additional accesses are constructed, traffic patterns will adjust and become more evenly distributed (as shown in the 2045 Scenarios), which will improve the level of service at Access #1 and Access #2.

2030 Future Year Scenario

Five years after Opening Year is anticipated to be the year 2030. Using the projected growth rates as outlined in the City's General Plan and the previously performed traffic studies for other developments in this area, Figure 5 illustrates the projected 2030 Future Year traffic volumes. These are the anticipated traffic volumes at the study area intersections, without the addition of the Overland Village 2 Development.

The Pony Express Parkway and Mid Valley Road signalized intersection, with the existing lane configuration, will function at a LOS "B" or better in both the AM and PM peak hours. No improvements are needed. It is recommended as development occurs along Mid Valley Road, the full build-out of the southern half of the road be completed.

As traffic volumes continue to grow along Pony Express Parkway, and without the addition of Airport Road and Mid Valley Road extending to the west, the eastbound legs of the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will function at a LOS "E" or better under the AM and PM peak hours. It is recommended Airport Road be constructed to its full build-out and the southern half of Mid Valley Road also be constructed. This will provide additional accesses in and out of the Overland Village 1 Development and reduce the number of vehicles along Pony Express Parkway and at the intersections of Sheps Ridge Road and Lowe Peak Road, improving the LOS.

2030 Future Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2030 Future Year with Project traffic volumes are illustrated in Figure 12. It is assumed the Airport Road and Mid Valley Road improvements will not be implemented by 2030, therefore it is anticipated there will only be Access #1 and Access #2 onto Pony Express Parkway for Village 2. The eastbound movements exiting the development will experience delays and function at LOS "F" under the AM and PM peak hours. It is recommended by 2030, Airport Road be constructed. This will provide two additional accesses in and out of the Overland Village 2 Development which will redistribute the projected traffic volumes from Access #1 and Access #2. This will improve the LOS and decrease the delay time for vehicles exiting the proposed development.

The Sheps Ridge Road and Lowe Peak Road intersections with Pony Express Parkway will also experience delays for the eastbound movements onto Pony Express Parkway. It is also recommended Mid Valley Road be fully constructed as outlined in the City's General Plan. This will also provide additional accesses from the Overland Village 1 Development that will redistribute the traffic and provide better levels of service and reduce the delays.

2045 Future Year Scenario

Using the anticipated PM peak hour traffic volumes as illustrated in the Overland Village 1 Traffic Impact Study that were obtained from the Wasatch Front Regional Council (WFRC)/Mountainlands Association of Governments (MAG) travel demand model, the Future 2045 PM peak hour traffic volumes were forecasted. It should be noted that the AM traffic volumes are not available and it is anticipated the PM peak hour volumes will represent the worst-case scenario for the study area intersections. Using the existing lane configuration and the projected traffic volumes for the 2045 Future Year PM peak hour, the Pony Express Parkway and Mid Valley Road intersection is anticipated to function at an overall LOS "A". No recommendations are needed at this intersection; however, it is assumed the full build-out of Mid Valley Road will be complete by the 2045 Future Year

Scenarios. It is also assumed Mid Valley Road will extend to the east from this intersection, making the intersection a full 4-legged intersection.

It is also assumed by 2045 the Airport Road and Pony Express Parkway intersection will be fully built as per the City's General Plan. It is assumed this will be a signalized 4-legged intersection. Using the projected traffic volumes from previous traffic studies that were performed, it is assumed this intersection will function at an acceptable LOS "C".

If Mid Valley Road is not improved, the Sheps Ridge Road and Lowe Peak Road will continue to experience heavy delays for vehicles exiting the Overland Village 1 Development.

2045 Future Year with Project Scenario

Using the 2045 Future Year traffic volumes, combined with the Overland Village 2 project generated traffic volumes, the 2045 Future Year with Project traffic volumes are generated. These traffic volumes are illustrated in Figure 13. The Pony Express Parkway and Mid Valley Road intersection will function at a LOS "C" under the PM peak hour. Similar to the 2045 Future Year scenario, no additional improvements are needed at this intersection.

Also similar to the 2045 Future Year scenario, with the improvements to Mid Valley Road as outlined in the City's General Plan, this will provide additional accesses to Overland Village 1, which will improve the LOS at the Sheps Ridge Road and Lowes Peak Road intersections with Pony Express Parkway. This will also provide access to an additional north/south route, which will reduce the amount of traffic along Pony Express Road.

The Airport Road and Pony Express Parkway signalized intersection will continue to function at an acceptable LOS "C" or better with the addition of the Overland Village 2 Development. Therefore, no additional improvements are needed at this intersection.

With the addition of Airport Road, two additional accesses to the Overland Village 2 Development will be constructed. This will provide alternate routes for vehicles entering

and exiting the development and reduce the number of vehicles at Access #1 and Access #2, which will improve the LOS. It is recommended as traffic volumes along Pony Express Parkway continue to grow and as additional roadways are constructed, these intersections be monitored. It is anticipated that with a signal at Airport Road and Pony Express Parkway, there will be gaps in the traffic that will allow vehicles to exit Overland Village 2 Development safely, something which is not captured in the analysis for Level of Service.

The proposed internal roadway network of the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development also providing safe ingress and egress to the existing roadway network. There are Collector Roads that are designed within Village 2 that will connect to Village 1 and other Villages throughout the entire Overland Development.

Summary of Recommendations

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

- By 2025 and the full build-out of Overland Village 2, it is recommended Airport Road be constructed. This will provide two additional accesses to and from the development that will reduce the amount of traffic trying to exit onto Pony Express Parkway from Access #1 and Access #2.

- By 2025 it is recommended that Mid Valley Road be fully constructed and accesses from Overland Village 1 be constructed. This will allow additional access to and from the site which will reduce the amount of traffic at the Sheps Ridge Road and Lowe Peak Road intersections with Pony Express. The Signalized intersection of Mid Valley Road and Pony Express Parkway will allow gaps in the flow of traffic such that vehicles should be able to exit the development safely.

- With the addition of Airport Road and the full build-out of Mid Valley Road, all intersections should function at acceptable levels of service.

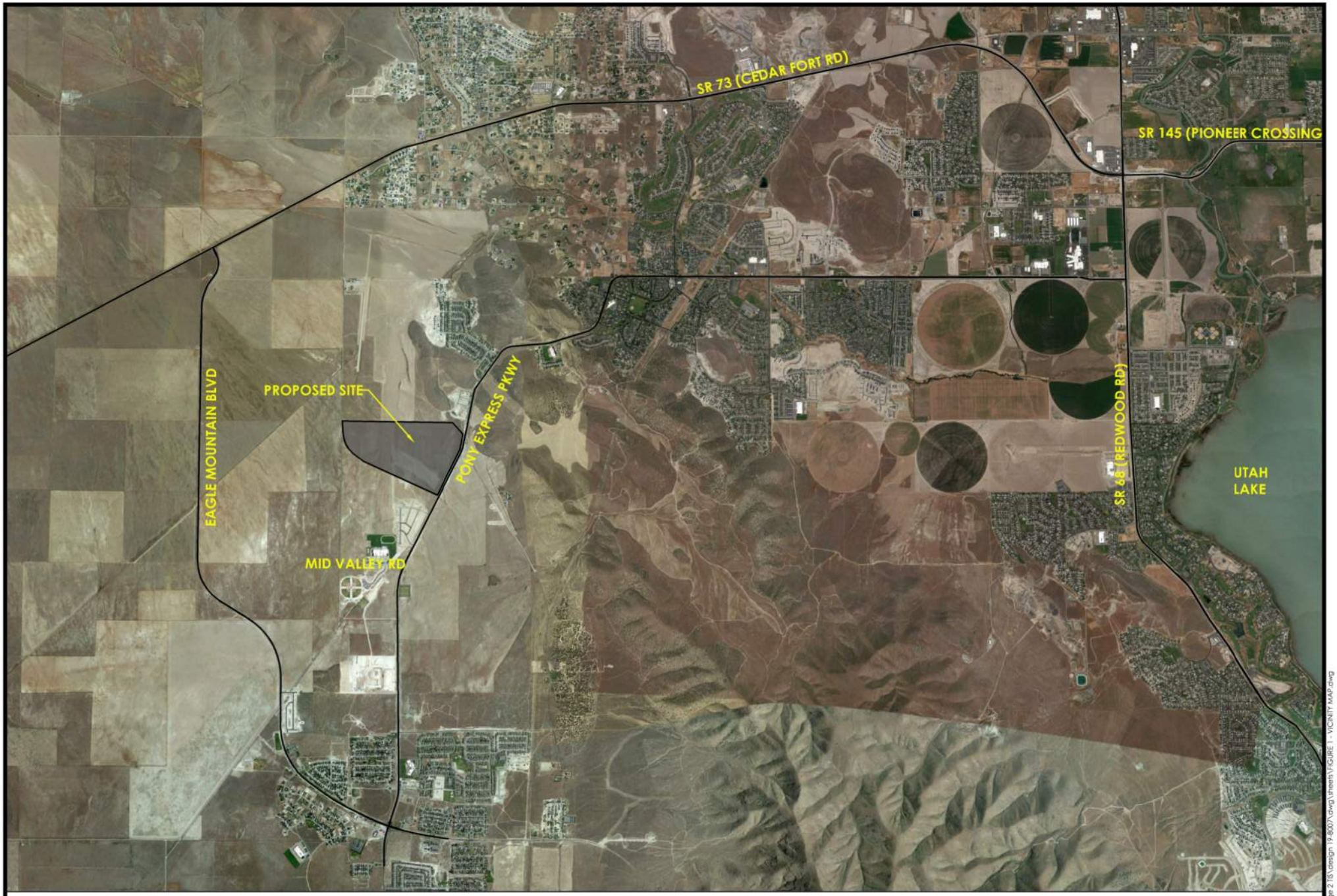
- All accesses to the Overland Village 2 Development along Airport Road should align with the proposed accesses to the existing Overland Village 1 Development.
- Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. Left turn movements into the development will be made from the existing left turn pockets along Pony Express Parkway and Airport Road. The projected traffic volumes entering and exiting the proposed development along Pony Express Parkway and Airport Road will not warrant separate right turn lanes once all accesses are constructed.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Overland Village 2 Subdivision is situated on over 166 acres of vacant land along the west side of Pony Express Parkway, just north of the Overland Village 1 Subdivision and south of the Cedar Valley Airport in Eagle Mountain, Utah. Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively. The proposed site will consist of 501 Single-Family Residential Homes and 242 Townhomes. Full build-out of this development is anticipated for the year 2025. This section of Eagle Mountain is primarily agricultural with developments being constructed surrounding the Overland Village 2 proposed development. The Overland Village is a very large Master Planned Development that is currently under construction with the first Village. Future traffic volumes from the study performed for the Overland Village 1 Development were used along the surrounding roadways to analyze the projected future traffic volumes. The City has future plans when funding becomes available to construct Airport Road. It will be a new Arterial Roadway that will run south of the Overland Village 2 Development and connect into Six Mile Cutoff Road near to the Cedar Valley Airport. It is anticipated vehicles traveling north from Eagle Mountain will use this new Airport Road to access SR 73 and then to Redwood Road, Mountain View Corridor and I-15 as this provides a more direct route on higher speed roadways than Pony Express Parkway.

The Overland Village 2 Subdivision is anticipated to generate 6,500 Average Daily Trips (ADT); with 482 AM peak hour trips and 632 PM peak hour trips. As development begins, these trips will access the proposed development by two proposed accesses onto Pony Express Parkway. As the future Airport Road is complete, and development continues to the west, the Overland Village 2 Subdivision will have two additional accesses onto Airport Road. As future development occurs to the north of Overland Village 2, it is also planned that two accesses will connect these two developments. As these additional accesses are constructed, the project trip distribution will change as vehicles find different routes in and out of the overland Village 2 Subdivision.

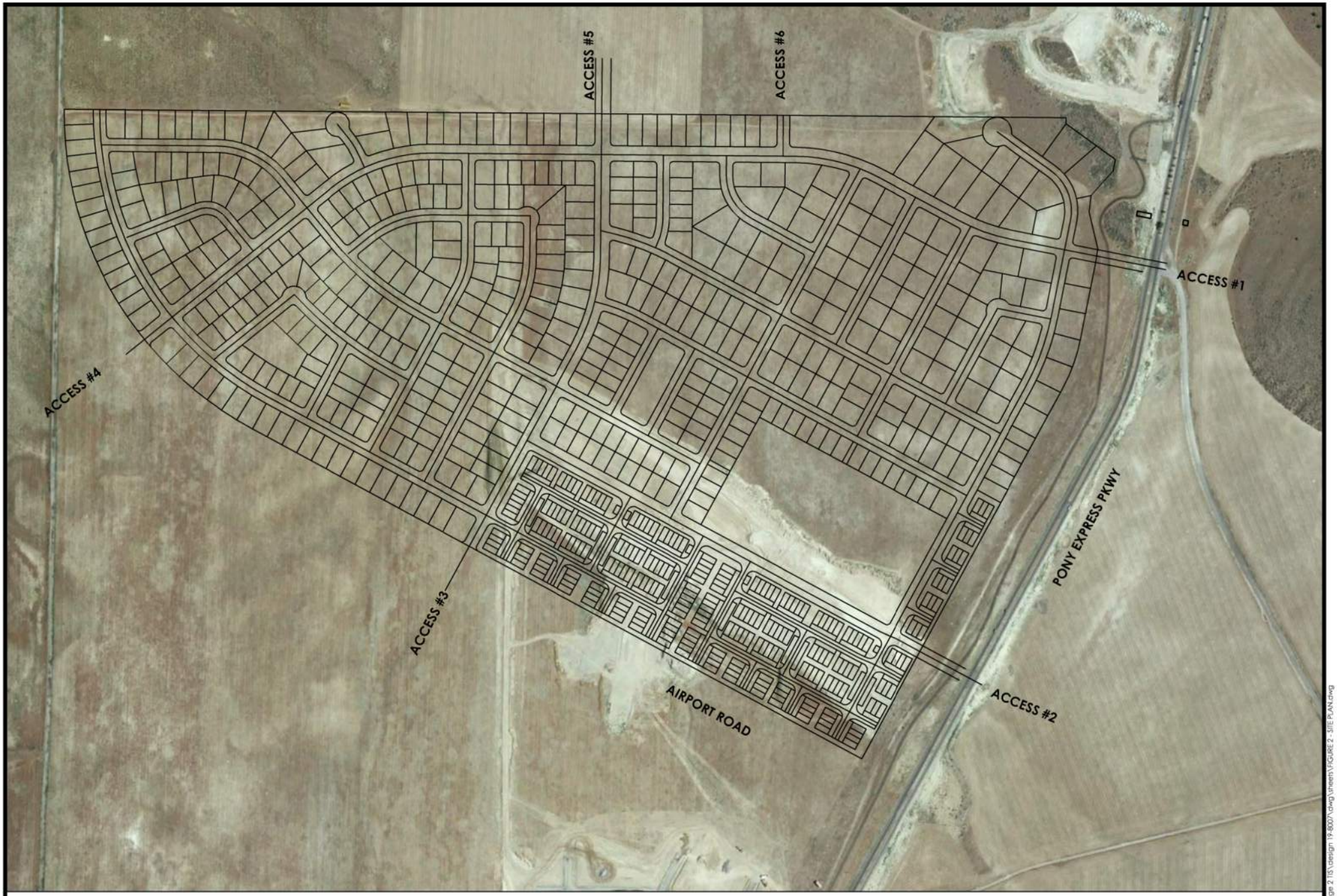


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OVERLAND VILLAGE 2 TIS

FIGURE 1 - VICINITY MAP

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OVERLAND VILLAGE 2 TIS

FIGURE 2 - SITE PLAN

9:\19-8007 Overland Village 2 TIS\Design 19-8007\dwg\sheets\FIGURE 2 - SITE PLAN.dwg

3.0 Existing Conditions

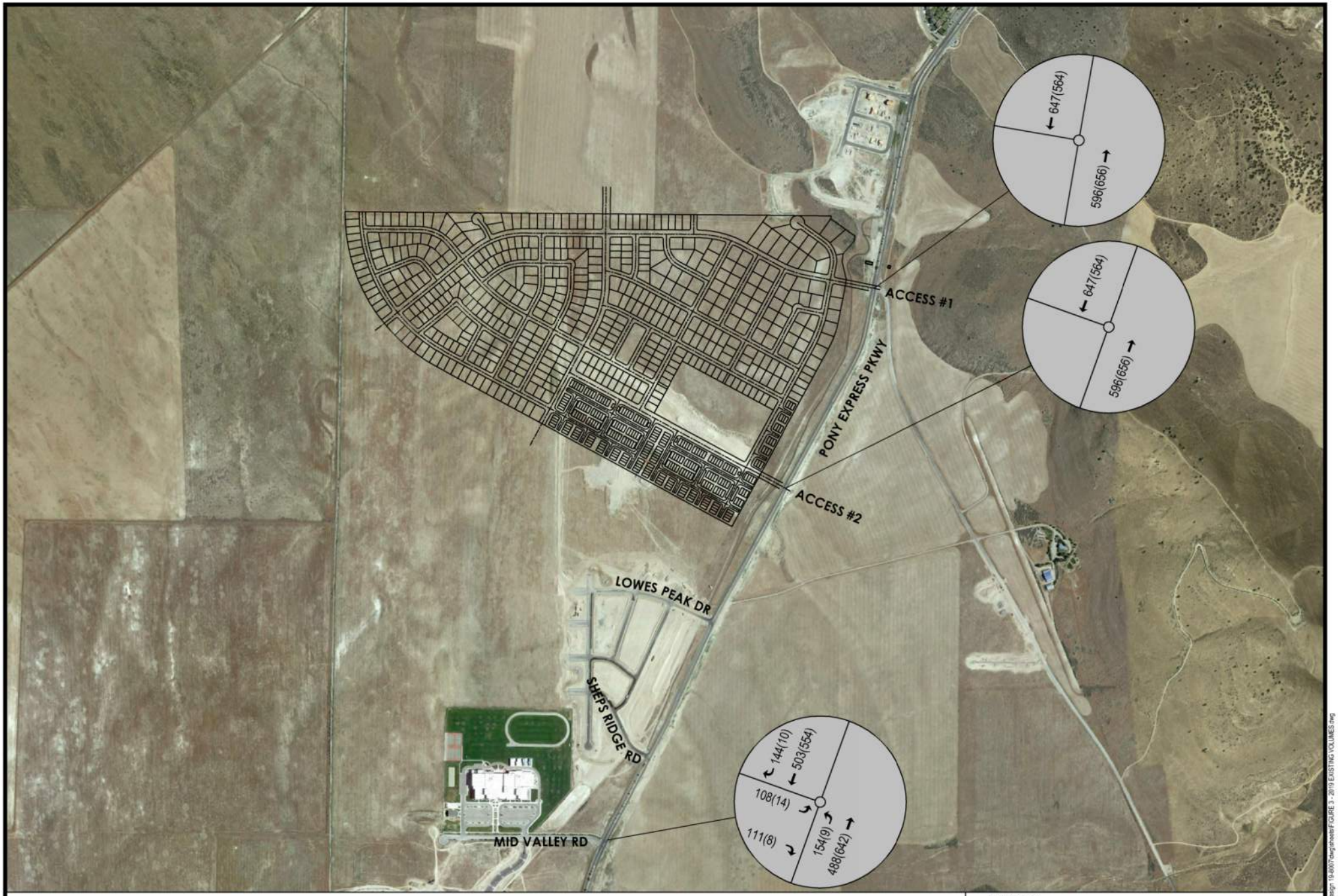
3.1 ROADWAYS

Pony Express Parkway: Pony Express Parkway is dedicated by the City as a Parkway, which consists of two lanes in each direction with a center landscaped median. Pony Express Parkway extends from the southern limits of the City to Redwood Road. The posted speed limit along the frontage of the Overland Development is 40 mph.

Mid Valley RD: Mid Valley RD is a road that runs east/west off of Pony Express PKWY. It is currently only built out to half the ultimate width. It consists of a two-lane road with one lane in each direction. As development occurs in this area, the southern half will be constructed, which will ultimately make Mid Valley Road a Minor Arterial roadway that will extend west. This road provides access to Frontier Middle school. It is assumed the speed limit at the current time is 25 MPH.

3.2 EXISTING TRAFFIC VOLUMES

From conversations with Eagle Mountain City Engineering Staff, it was determined existing traffic counts would need to be collected along Pony Express Parkway at the intersection with Mid Valley Road. Existing AM and PM peak hour traffic volumes were collected at the Mid Valley Road/Pony Express Parkway intersection on December 10, 2019, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. From the existing counts that were collected, it was determined the peak hours at the study area intersections are from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM. These volumes are illustrated in Figure 3.



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

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OVERLAND VILLAGE 2 TIS

FIGURE 3 - 2019 EXISTING TRAFFIC VOLUMES

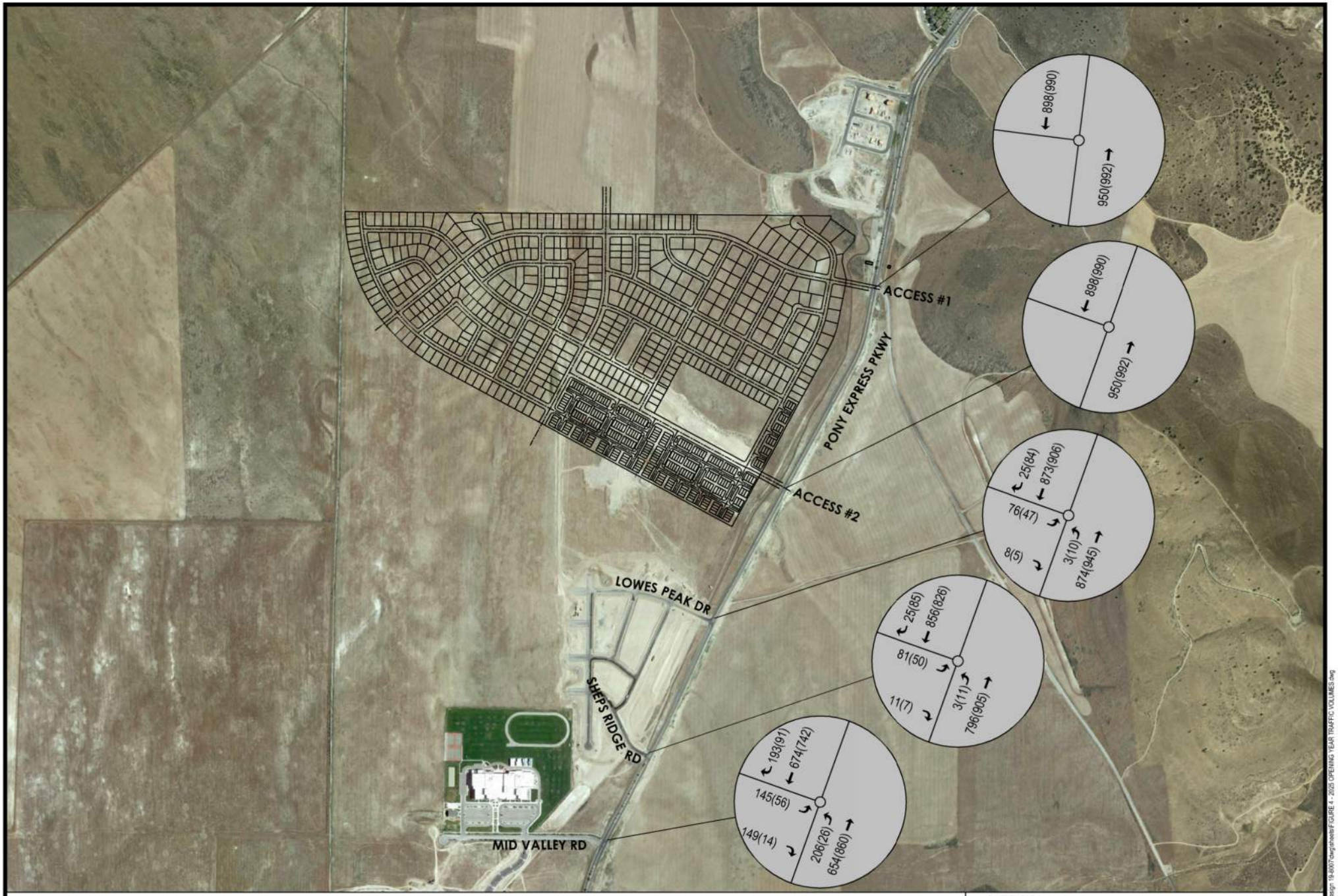
4.0 Opening & Future Year Conditions

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

The future traffic volumes were also generated by using the projected traffic volumes found in previously performed studies and their site projected volumes.

It should be noted that as development continues and as funds become available, the City will expand on its transportation system by constructing additional roadways. Airport Road is planned by the City to be a Major Arterial that will run along the south boundary of Overland Village 2 and extend east and west. It is anticipated a signalized intersection will be constructed at the intersection of Airport Road with Pony Express Parkway. Airport Road will provide direct connection to Six Mile Cutoff Road that also provides access to SR-73. Mid Valley Road will also extend to the west. With more access to Six Mile Cutoff Road and Eagle Mountain Blvd., traffic along Pony Express Parkway will not experience such high growth rates as projected.

The 2025 Opening Year traffic volumes are illustrated in Figure 4. The 2030 Future Year traffic volumes are illustrated in Figure 5 and the 2045 Future Year traffic volumes are illustrated in Figure 6. These volumes are the anticipated traffic volumes on the existing roadway network whether the proposed Overland Village 2 Development is constructed or not.



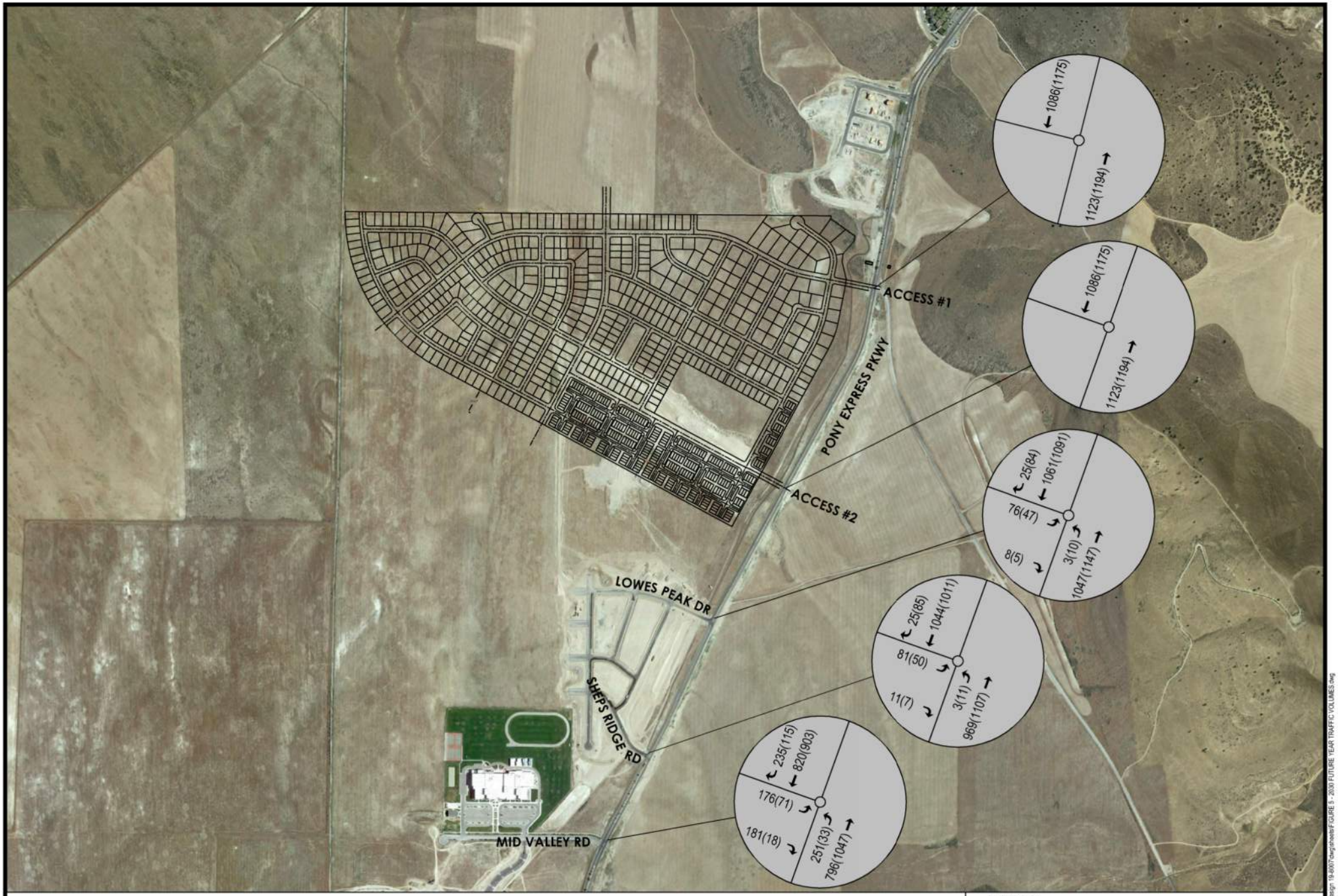
LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

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FIGURE 4 - 2025 OPENING YEAR TRAFFIC VOLUMES

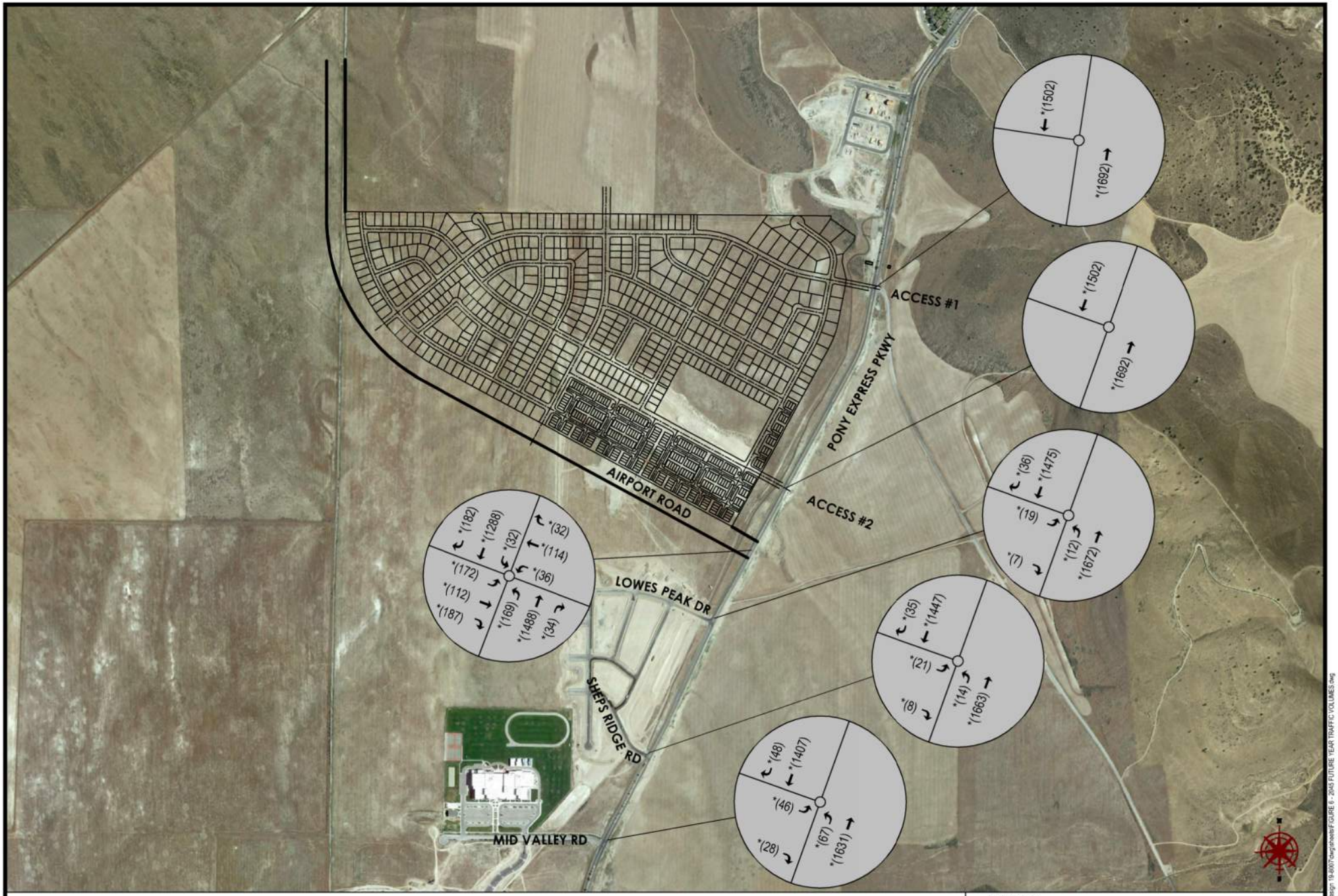
19-0007 Overland Village 2 TIS\design\sheets\FIGURE 4 - 2025 OPENING YEAR TRAFFIC VOLUMES.dwg



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FIGURE 5 - 2030 FUTURE YEAR TRAFFIC VOLUMES



LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES
*= AM PEAK HOUR TRAFFIC VOLUMES NOT AVAILABLE

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FIGURE 6 - 2045 FUTURE YEAR TRAFFIC VOLUMES

19-0007 Overland Village 2 TIS/design/ 19-0007/dwg/sheets/FIGURE 6 – 2045 FUTURE YEAR TRAFFIC VOLUMES.dwg

5.0 Trip Generation and Trip Distribution

The proposed site will consist of 501 Single-Family Residential Homes, and 242 Townhomes. For purposes of this study, the trip generation was performed at full build-out of this site. It is assumed full build-out will occur in 2025. Using land use codes for Single-Family Detached Housing and Multi-family Housing (Low-Rise), trip generation rates were determined using the 10th Edition of the Trip Generation Manual, an ITE information report, published by the Institute of Transportation Engineers, Washington DC. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the proposed development are presented in Table 1.

Table 1 - Trip Generation – Average Weekday Driveway Volumes

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	SF Housing Units	501 DU	4,729	93	278	312	184
220	Townhome Units	242 DU	1,771	26	85	86	50

5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed site accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current land uses within the proximity of the proposed development, mainly employment districts, shopping area, schools, etc. Figure 7 illustrates the site traffic distribution percentages for the development within the 2025 Opening years and the 2030 Future years with only the two project accesses onto Pony Express Parkway, Access #1 and Access #2. As development occurs in this study area and the future construction of Airport Road and future improvements to Mid Valley Road, the project trip distribution percentages will change as additional accesses are constructed. Figure 8 illustrates the anticipated site traffic distribution percentages for the

2045 Future year scenarios. Using the distribution percentages along with projected traffic volumes outlined in Table 1, Figure 9 illustrates the site traffic volumes anticipated for the Overland Village 2 Development in the 2025 Opening Year and 2030 Future Year scenarios. Using the percentages in Figure 8 and the projected traffic volumes in Table 1, Figure 10 illustrates the site traffic volumes anticipated for the overland Village 2 Development in the 2045 Future Year scenarios.



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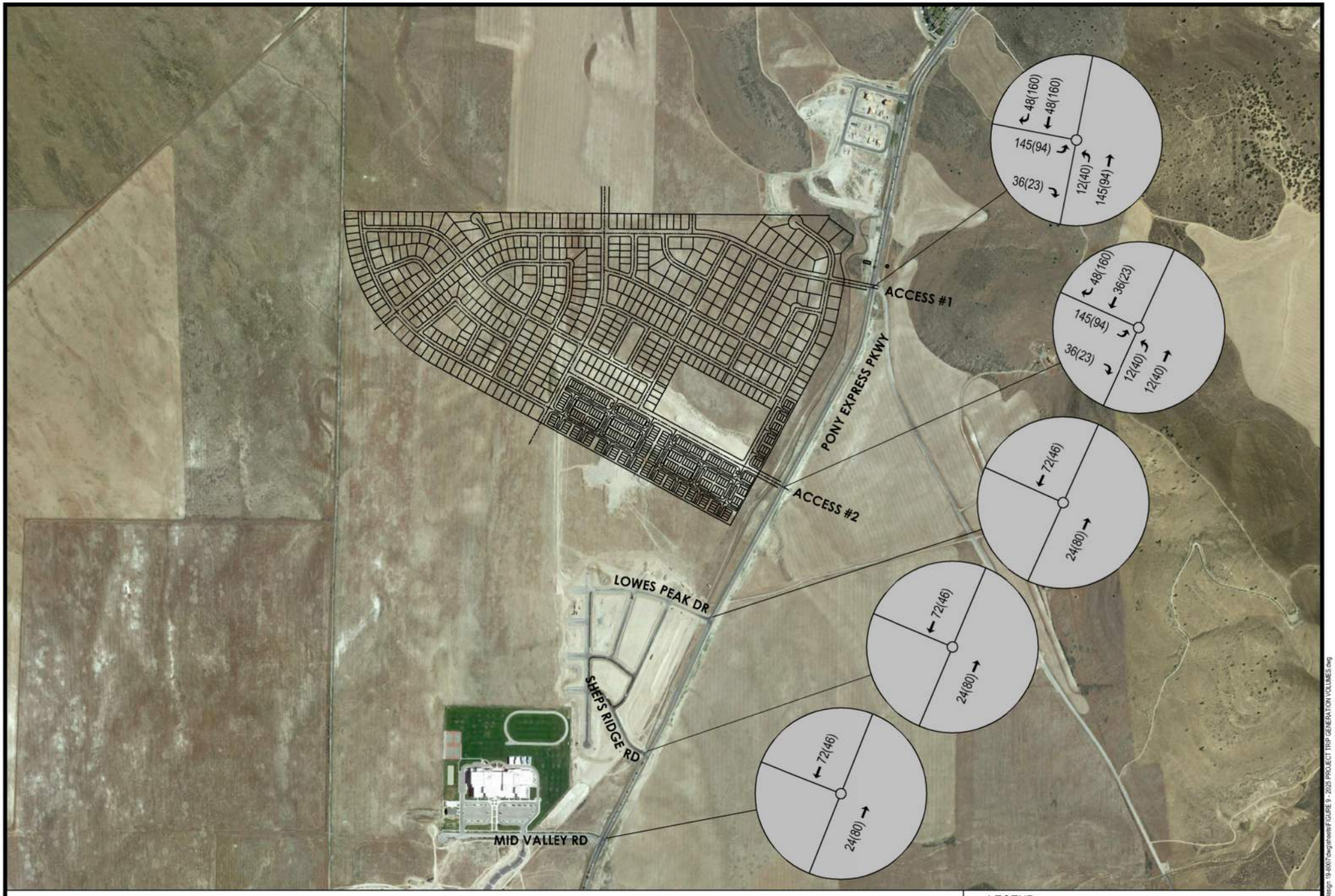
FIGURE 7 - 2025 PROJECT TRIP GENERATION PERCENTAGES



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FIGURE 8 - 2045 PROJECTED TRIP GENERATION PERCENTAGES

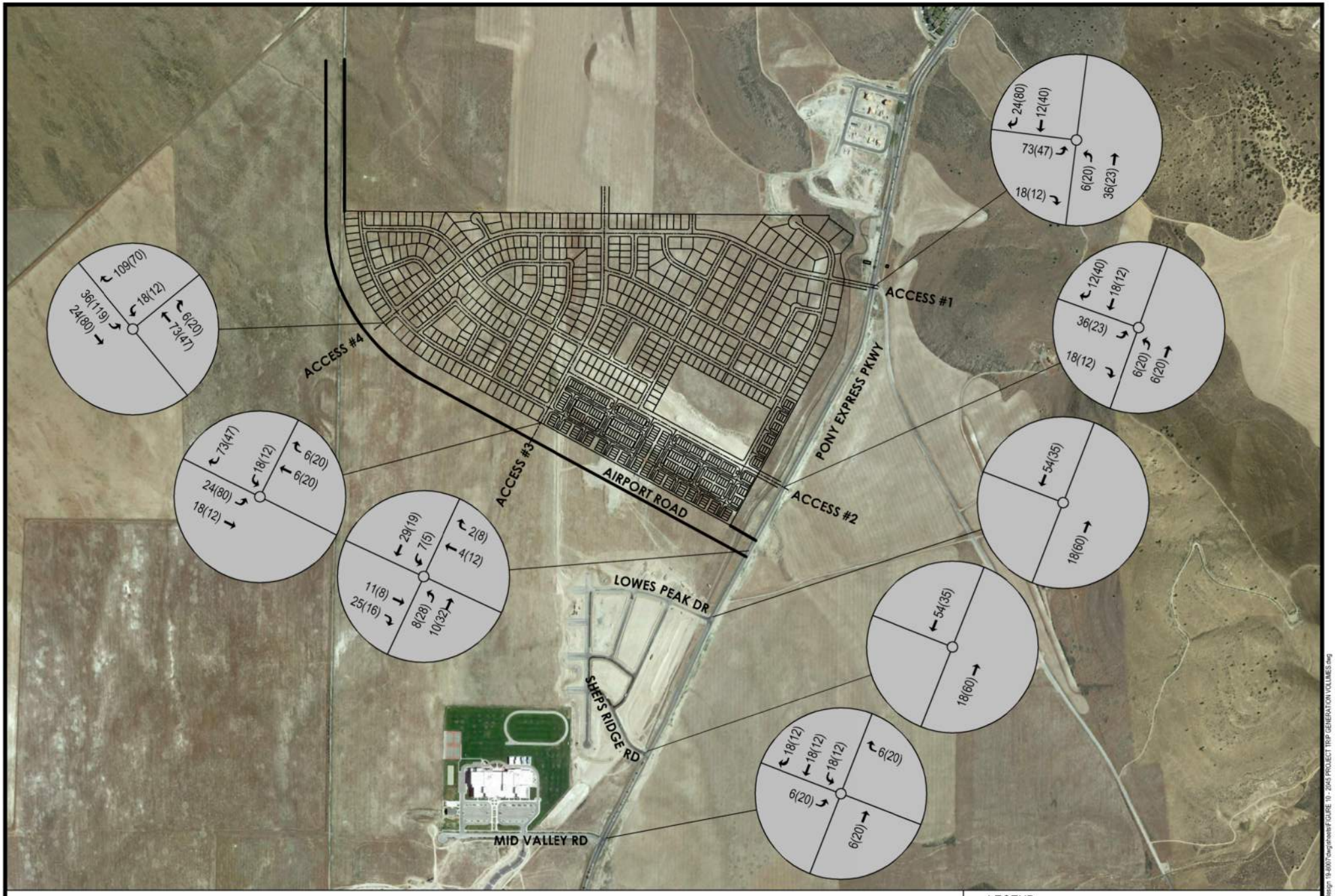


LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

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FIGURE 9 - 2025 PROJECT TRIP GENERATION VOLUMES



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

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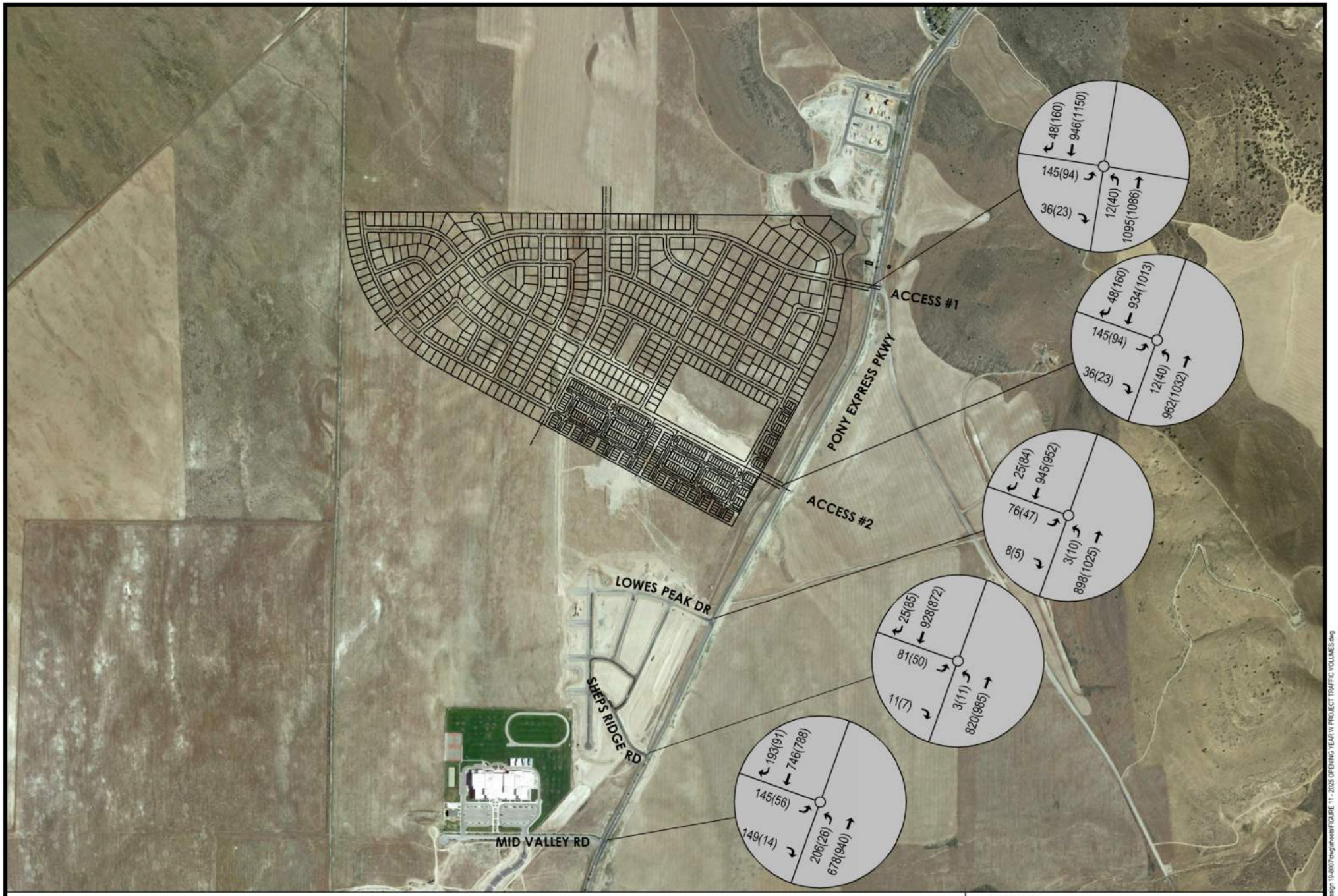
OVERLAND VILLAGE 2 TIS

FIGURE 10 - 2045 PROJECT TRIP GENERATION VOLUMES

19-0007 Overland Village 2 TIS\design\ 19-0007\dwg\sheets\FIGURE 10 - 2045 PROJECT TRIP GENERATION VOLUMES.dwg

6.0 Opening and Future with Project Traffic Conditions

The projected future traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Overland Village 2 Development. Using the projected traffic volumes from the 2025 Opening Year (Figure 4), 2030 Future Year (Figure 5) and the 2045 Future Year (Figure 6) scenarios in addition to the site generated traffic volumes as illustrated in Figures 9 and 10, the 2025 Opening Year with Project, 2030 Opening Year with Project and 2045 Future Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated that the proposed site will be built out in 2025. The 2025 Opening Year with Project traffic volumes, which illustrate the full build-out of the Overland Village 2 Development with the projected traffic, are illustrated in Figure 11. Five years after opening, the 2030 Future Year traffic volumes with Project are illustrated in Figure 12. Twenty years after opening, the 2045 Future Year with Project traffic volumes are illustrated in Figure 13.

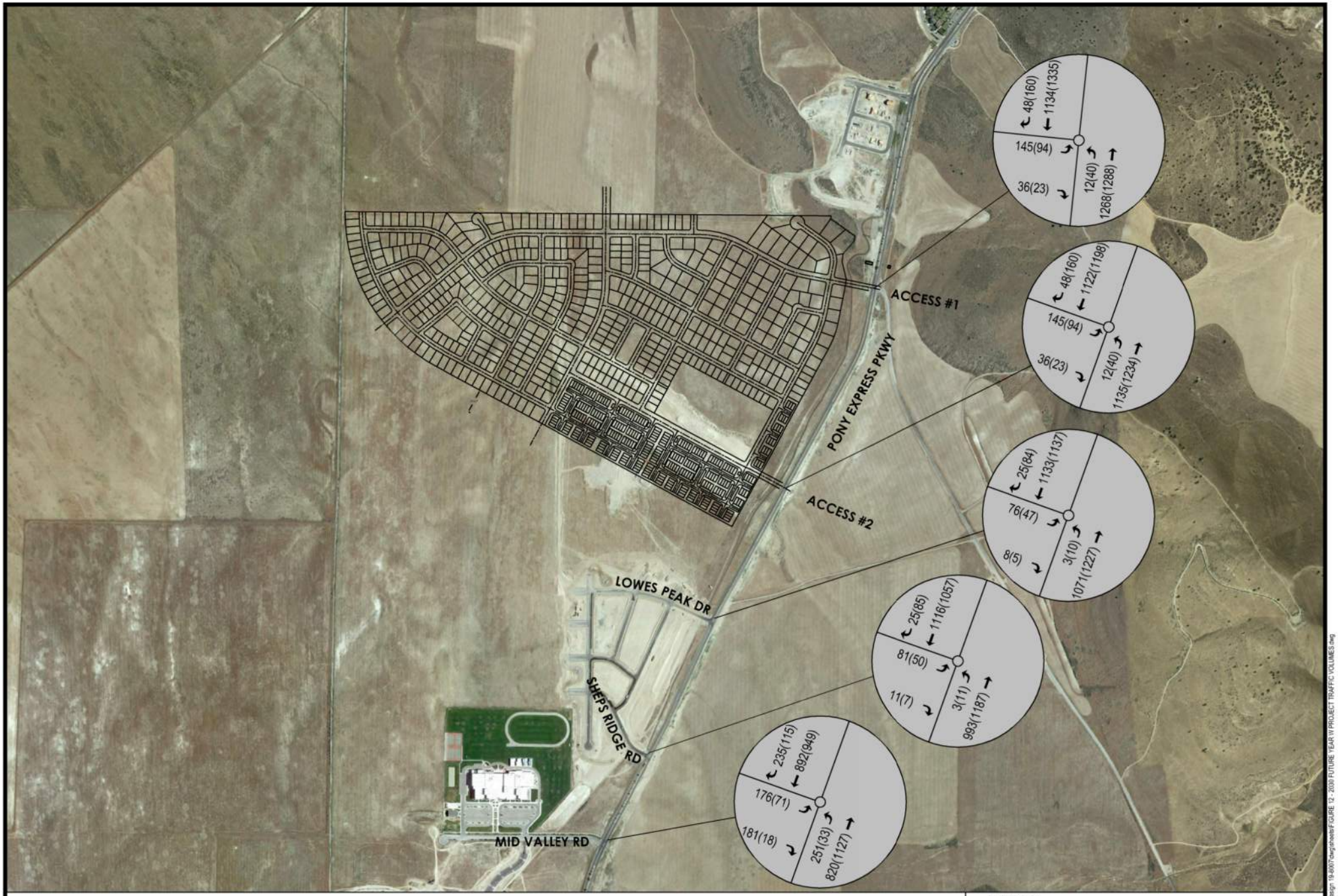


LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES

FOCUS ENGINEERING AND SURVEYING, LLC

OVERLAND VILLAGE 2 TIS

FIGURE 11 - 2025 OPENING YEAR W/ PROJECT TRAFFIC VOLUMES



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FIGURE 12 - 2030 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES



LEGEND
XX(XX) = AM(PM) PEAKHOUR TRAFFIC VOLUMES
*= AM PEAK HOUR TRAFFIC VOLUMES NOT AVAILABLE

FOCUS ENGINEERING AND SURVEYING, LLC

OVERLAND VILLAGE 2 TIS

FIGURE 13 - 2045 FUTURE YEAR W/ PROJECT TRAFFIC VOLUMES

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Overland Village 2. Synchro© Version 10 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual** (**HCM 6th Edition**).

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

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

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

The 2019 Existing, 2025 Opening Year, 2030 Future Year Traffic, and 2040 Future Year traffic volumes at each of the study area intersections were input into the Synchro

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

Table 3 – 2019 Existing Traffic LOS

Intersection	2019 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**A(6)**	A(5)	A(5)	B(14)	N/A
PM Peak Hour	**A(3)**	A(3)	A(3)	B(16)	N/A

Table 4 – 2025 Opening Year Traffic LOS

Intersection	2025 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**A(8)**	A(7)	A(6)	B(14)	N/A
PM Peak Hour	**A(4)**	A(4)	A(4)	B(15)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**1.3**	A(0)	A(0)	D(26)	N/A
PM Peak Hour	**0.7**	A(0)	A(0)	C(22)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**1.2**	A(0)	A(0)	D(27)	N/A
PM Peak Hour	**0.7**	A(0)	A(0)	D(26)	N/A

Table 5 – 2030 Future Year Traffic LOS

Intersection	2030 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**B(10)**	B(11)	A(8)	B(14)	N/A
PM Peak Hour	**A(5)**	A(4)	A(5)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**1.6**	A(0)	A(0)	E(36)	N/A
PM Peak Hour	**0.8**	A(0)	A(0)	D(30)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**1.4**	A(0)	A(0)	E(38)	N/A
PM Peak Hour	**0.8**	A(0)	A(0)	D(34)	N/A

Table 6 – 2045 Future Traffic LOS

Intersection	2045 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**A(8)**	A(8)	A(8)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**0.4**	A(0)	A(0)	E(42)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**0.4**	A(0)	A(0)	E(43)	N/A
4: Pony Express Pkwy & Airport Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**C(26)**	C(28)	C(24)	C(26)	C(25)

With the addition of the Overland Village 2 Development, the following tables illustrate the levels of service under the 2025 Opening Year with Project, 2030 Future Year with Project and 2045 Future with Project traffic scenarios.

Table 7 – 2025 Opening Year with Project Traffic LOS

Intersection	2025 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	**Northbound**	**Southbound**	**Eastbound**	**Westbound**
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**A(8)**	A(7)	A(7)	B(14)	N/A
PM Peak Hour	**A(4)**	A(4)	A(4)	B(15)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**1.4**	A(0)	A(0)	D(28)	N/A
PM Peak Hour	**0.7**	A(0)	A(0)	C(24)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**1.3**	A(0)	A(0)	D(30)	N/A
PM Peak Hour	**0.7**	A(0)	A(0)	D(28)	N/A
5: Pony Express Pkwy & Access #2					
AM Peak Hour	**4.2**	A(0)	A(0)	E(49)	N/A
PM Peak Hour	**2.6**	A(0)	A(0)	E(48)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	**4.5**	A(0)	A(0)	F(56)	N/A
PM Peak Hour	**3.3**	A(0)	A(0)	F(67)	N/A

Table 8 – 2030 Future Year with Project Traffic LOS

Intersection	2030 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**B(11)**	B(12)	A(9)	B(14)	N/A
PM Peak Hour	**A(5)**	A(5)	A(5)	B(14)	N/A
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**1.7**	A(0)	A(0)	E(41)	N/A
PM Peak Hour	**0.8**	A(0)	A(0)	D(32)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**1.6**	A(0)	A(0)	E(43)	N/A
PM Peak Hour	**0.8**	A(0)	A(0)	E(37)	N/A
5: Pony Express Pkwy & Access #2					
AM Peak Hour	**6.9**	A(0)	A(0)	F(94)	N/A
PM Peak Hour	**3.7**	A(0)	A(0)	F(82)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	**7.3**	A(0)	A(0)	F(106)	A(0)
PM Peak Hour	**5.1**	A(0)	A(0)	F(123)	A(0)

Table 9 – 2045 Future Year with Project Traffic LOS

Intersection	2045 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Pony Express Pkwy & Mid Valley Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**C(29)**	D(37)	C(21)	B(17)	C(22)
2: Pony Express Pkwy & Sheps Ridge Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**0.4**	A(0)	A(0)	E(45)	N/A
3: Pony Express Pkwy & Lowe Peak Dr					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**0.4**	A(0)	A(0)	E(46)	N/A
4: Pony Express Pkwy & Airport Rd					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**C(33)**	D(39)	C(28)	C(26)	C(25)
5: Pony Express Pkwy & Access #2					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**0.6**	A(0)	A(0)	E(44)	N/A
6: Pony Express Pkwy & Access #1					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**1.5**	A(0)	A(0)	F(78)	N/A
7: Airport Rd & Access #3					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**1.3**	N/A	B(12)	A(0)	A(0)
8: Airport Rd & Access #4					
AM Peak Hour	**-**	-	-	-	-
PM Peak Hour	**1.6**	N/A	B(12)	A(2)	A(0)

8.0 Recommendations

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

2019 Existing Scenario

The Pony Express Parkway and Mid Valley Road intersection currently functions at a LOS "A" under both the AM and PM peak hours. No improvements are needed under the 2019 Existing Conditions.

2025 Opening Year Scenario

Under the 2025 Opening Year scenario, without the Overland Village 2 Development, and using the existing lane configuration and roadway network, the Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "A" in both the AM and PM peak hours.

It is recommended that by 2025, Mid Valley Road should be fully built-out in order to provide additional access to and from the Overland Village 1 Development. This will help reduce the number of vehicles using the Sheps Ridge Road and Lowes Peak Road intersections, improving the LOS and reducing the delay for vehicles exiting the development. It should also be noted, with the Mid Valley Road and Pony Express Parkway intersection now signalized, this will provide gaps in the flow of traffic along Pony Express Parkway which will allow vehicles a safer movement out of the development from these two roadways.

It is also recommended Airport Road be constructed to its full build-out. This will provide additional accesses in and out of the Overland Village 1 Development and reduce the number of vehicles along Pony Express Parkway and at the intersections of Sheps Ridge Road and Lowe Peak Road, improving the LOS.

2025 Opening Year with Project Scenario

With the addition of the Overland Village 2 Development, the 2025 Opening Year with Project traffic volumes at the Pony Express Parkway and Mid Valley Road intersection will continue to function at an overall acceptable LOS "A" during the AM and PM peak hours. No additional improvements are needed at this intersection.

It is assumed, until the City is able to construct Airport Road, there will only be Access #1 and Access #2 into and out of the Overland Village 2 Development. This will cause the eastbound movement out of the development to experience delays with the increase of traffic along Pony Express Parkway. It is recommended that Airport Road be constructed as soon as funding is available. By constructing Airport Road and extending Mid Valley Road to the west, additional accesses will be created to both the Overland Village 1 and Village 2 Developments. As these additional accesses are constructed, traffic patterns will adjust and become more evenly distributed (as shown in the 2045 Scenarios), which will improve the level of service and reduce delays at Access #1 and Access #2.

2030 Future Year Scenario

In the 2030 Future Year scenario, the Pony Express Parkway and Mid Valley Road signalized intersection, will function at a LOS "B" or better in both the AM and PM peak hours. It is recommended as development occurs along Mid Valley Road, the full build-out of the southern half of the road be completed. The extension of Mid Valley Road to the west will also provide additional access to the Overland Village 1 Development which will help reduce the amount of traffic at the Sheps Ridge Road and Lowes Peak Road intersections with Pony Express Parkway. This will also provide connection to another north/south Major Arterial that will reduce the amount of traffic along Pony Express Parkway.

2030 Future Year with Project Scenario

As mentioned under the 2030 Future Year scenario, it is recommended, Airport Road be constructed. This will provide two additional accesses in and out of the Overland Village 2 Development which will redistribute the projected traffic volumes from Access #1 and Access #2. This will improve the LOS and decrease the delay time for vehicles exiting the proposed development.

With the addition of Airport Road and with Mid Valley Road fully constructed, all other intersections will function at acceptable levels of service.

It is recommended that as Airport Road is constructed, the intersection with Pony Express Parkway be signalized. Signalizing this intersection will also provide adequate gaps in the flow of traffic along Pony Express Parkway which will allow vehicles to exit Overland Village 2 at Access #1 and Access #2 safely and reduce delays.

2045 Future Year Scenario

With Airport Road fully built out and Mid Valley Road fully built out, no additional recommendations are needed at any of the study area intersection. All intersections will function at acceptable levels of service under the 2045 Future Year scenario with these improvements.

It is assumed the Airport Road and Pony Express Parkway intersection will be fully built as per the City's General Plan. It is assumed this will be a signalized 4-legged intersection.

2045 Future Year with Project Scenario

With the recommended improvements to Airport Road and Mid Valley Road, under the 2045 Future Year with Project scenario, all study area intersections will function at acceptable levels of service and no additional recommendations are needed. Using the 2045 Future Year traffic volumes, combined with the Overland Village 2 Project generated traffic volumes, the 2045 Future Year with Project traffic volumes are

generated. These traffic volumes are illustrated in Figure 13. The Pony Express Parkway and Mid Valley Road intersection will continue to function at a LOS "C" under the PM peak hour. Similar to the 2045 Future Year scenario, no additional improvements are needed at this intersection.

The proposed internal roadway network of the Overland Village 2 is designed to provide an efficient flow of traffic throughout the development, as well as provide safe ingress and egress to the existing roadway network. There are Collector Roads that are designed within Village 2 that will connect to Village 1 and other Villages throughout the entire Overland Development.

All accesses to the Overland Village 2 Development along Airport Road should align with the proposed accesses to the existing Overland Village 1 Development.

Each of the site accesses will be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. Left turn movements into the development will be made from the existing left turn pockets along Pony Express Parkway and Airport Road. The projected traffic volumes entering and exiting the proposed development along Pony Express Parkway and Airport Road will not warrant separate right turn lanes once all accesses are constructed.

9.0 Appendix

Existing Traffic Counts

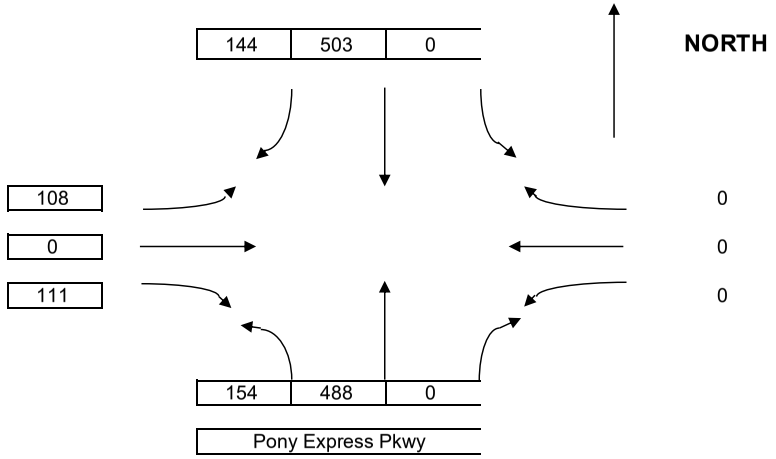
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**P.E.P. & M.V.R.**
N-S STREET:	**Pony Express Pkwy**
E-W STREET:	**Mid Valley Rd**
FOCUS PROJ. NO.:	**19-8007**
COUNT DATE:	**10-Dec-19**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	1,508
PHF:	0.95
PEAK HOUR:	
FROM:	TO:
7:15 AM	8:15 AM

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	1	122		0		0		61	5				189
7:15 AM	7:30 AM	12	156		2		2		163	16				351
7:30 AM	7:45 AM	33	145		10		11		169	29				397
7:45 AM	8:00 AM	64	98		38		38		84	52				374
8:00 AM	8:15 AM	45	89		58		60		87	47				386
8:15 AM	8:30 AM	5	83		18		4		55	10				175
8:30 AM	8:45 AM	2	53		3		2		38	2				100
8:45 AM	9:00 AM	3	43		3		1		41	2				93

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	110	521	0	50	0	51	0	477	102	0	0	0	1,311
7:15 AM	8:15 AM	154	488	0	108	0	111	0	503	144	0	0	0	1,508
7:30 AM	8:30 AM	147	415	0	124	0	113	0	395	138	0	0	0	1,332
7:45 AM	8:45 AM	116	323	0	117	0	104	0	264	111	0	0	0	1,035
8:00 AM	9:00 AM	55	268	0	82	0	67	0	221	61	0	0	0	754

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

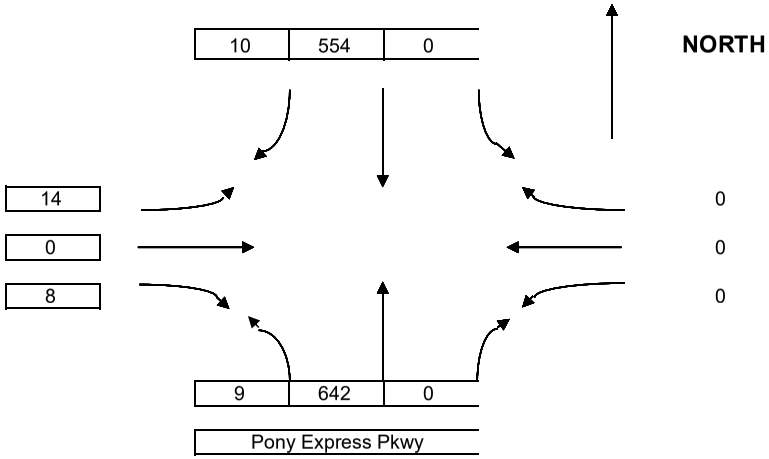
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**P.E.P. & M.V.R.**
N-S STREET:	**Pony Express Pkwy**
E-W STREET:	**Mid Valley Rd**
FOCUS PROJ. NO.:	**19-8007**
COUNT DATE:	**10-Dec-19**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PK HR VOLUME:	1,237
PHF:	0.89
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	3	70		9		6		39	4				131
4:15 PM	4:30 PM	2	118		5		5		110	4				244
4:30 PM	4:45 PM	2	106		6		2		103	1				220
4:45 PM	5:00 PM	0	90		3		2		140	3				238
5:00 PM	5:15 PM	2	136		3		2		132	3				278
5:15 PM	5:30 PM	2	141		7		5		131	4				290
5:30 PM	5:45 PM	4	195		3		0		144	1				347
5:45 PM	6:00 PM	1	170		1		1		147	2				322

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	7	384	0	23	0	15	0	392	12	0	0	0	833
4:15 PM	5:15 PM	6	450	0	17	0	11	0	485	11	0	0	0	980
4:30 PM	5:30 PM	6	473	0	19	0	11	0	506	11	0	0	0	1,026
4:45 PM	5:45 PM	8	562	0	16	0	9	0	547	11	0	0	0	1,153
5:00 PM	6:00 PM	9	642	0	14	0	8	0	554	10	0	0	0	1,237

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

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 2
Phase:
Project: New Project

Open Date: 2/12/2020
Analysis Date: 2/12/2020

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
210	SFHOUSE 2			2365	2364	4729		93	278	371		312	184	496
	501	Dwelling Units												
220	LOW-RISE 2			886	885	1771		26	85	111		86	50	136
	242	Dwelling Units												
Unadjusted Volume				3251	3249	6500		119	363	482		398	234	632
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				3251	3249	6500		119	363	482		398	234	632

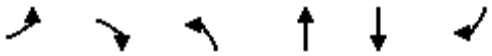
Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

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

Traffic Analysis Reports

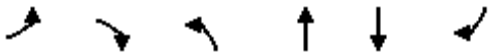
2019 Existing Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	111	154	488	503	144
Future Volume (veh/h)	108	111	154	488	503	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	121	167	530	547	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	248	221	576	2039	1565	447
Arrive On Green	0.14	0.14	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1781	1585	743	3647	2821	780
Grp Volume(v), veh/h	117	121	167	530	356	348
Grp Sat Flow(s),veh/h/ln	1781	1585	743	1777	1777	1730
Q Serve(g_s), s	1.9	2.2	4.9	2.3	3.3	3.4
Cycle Q Clear(g_c), s	1.9	2.2	8.2	2.3	3.3	3.4
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	248	221	576	2039	1019	993
V/C Ratio(X)	0.47	0.55	0.29	0.26	0.35	0.35
Avail Cap(c_a), veh/h	1022	909	576	2039	1019	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	12.6	5.8	3.3	3.6	3.6
Incr Delay (d2), s/veh	1.4	2.1	1.3	0.3	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.5	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	14.7	7.0	3.7	4.5	4.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	238			697	704	
Approach Delay, s/veh	14.3			4.5	4.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		8.9		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		10.2		4.2		5.4
Green Ext Time (p_c), s		2.7		0.6		3.4

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

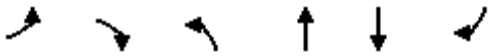


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	8	9	642	554	10
Future Volume (veh/h)	14	8	9	642	554	10
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	9	10	698	602	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	54	48	723	2297	2308	42
Arrive On Green	0.03	0.03	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1781	1585	809	3647	3664	65
Grp Volume(v), veh/h	15	9	10	698	299	314
Grp Sat Flow(s),veh/h/ln	1781	1585	809	1777	1777	1859
Q Serve(g_s), s	0.2	0.2	0.1	2.4	2.0	2.0
Cycle Q Clear(g_c), s	0.2	0.2	2.1	2.4	2.0	2.0
Prop In Lane	1.00	1.00	1.00			0.04
Lane Grp Cap(c), veh/h	54	48	723	2297	1149	1201
V/C Ratio(X)	0.28	0.19	0.01	0.30	0.26	0.26
Avail Cap(c_a), veh/h	1151	1025	723	2297	1149	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	13.2	2.6	2.2	2.1	2.1
Incr Delay (d2), s/veh	2.7	1.8	0.0	0.3	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	15.0	2.6	2.5	2.6	2.6
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	24			708	613	
Approach Delay, s/veh	15.6			2.5	2.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		5.3		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		4.4		2.2		4.0
Green Ext Time (p_c), s		3.8		0.0		2.9

Intersection Summary	
HCM 6th Ctrl Delay	2.8
HCM 6th LOS	A

2025 Opening Year Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	149	206	654	674	193
Future Volume (veh/h)	145	149	206	654	674	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	162	224	711	733	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	271	452	1964	1507	432
Arrive On Green	0.17	0.17	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1781	1585	594	3647	2819	781
Grp Volume(v), veh/h	158	162	224	711	478	465
Grp Sat Flow(s),veh/h/ln	1781	1585	594	1777	1777	1730
Q Serve(g_s), s	2.6	3.1	12.0	3.6	5.4	5.4
Cycle Q Clear(g_c), s	2.6	3.1	17.4	3.6	5.4	5.4
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	304	271	452	1964	982	956
V/C Ratio(X)	0.52	0.60	0.50	0.36	0.49	0.49
Avail Cap(c_a), veh/h	985	876	452	1964	982	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.5	9.8	4.1	4.5	4.5
Incr Delay (d2), s/veh	1.4	2.1	3.9	0.5	1.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	1.3	0.5	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	14.6	13.6	4.6	6.2	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	320			935	943	
Approach Delay, s/veh	14.1			6.8	6.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		10.1		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		19.4		5.1		7.4
Green Ext Time (p_c), s		0.0		0.8		4.2

Intersection Summary		
HCM 6th Ctrl Delay	7.6	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	796	856	25
Future Vol, veh/h	81	11	3	796	856	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	865	930	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1369	465	957	0	-	0
Stage 1	930	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	138	544	714	-	-	-
Stage 1	344	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	544	714	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	714	-	274	-	-
HCM Lane V/C Ratio	0.005	-	0.365	-	-
HCM Control Delay (s)	10.1	-	25.5	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-

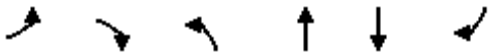
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	874	873	25
Future Vol, veh/h	76	8	3	874	873	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	950	949	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1444	488	976	0	-	0
Stage 1	963	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	123	526	703	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	526	703	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	703	-	256	-	-
HCM Lane V/C Ratio	0.005	-	0.357	-	-
HCM Control Delay (s)	10.1	-	26.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	14	26	860	742	91
Future Volume (veh/h)	56	14	26	860	742	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	15	28	935	807	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	125	543	2183	1957	240
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	615	3647	3280	391
Grp Volume(v), veh/h	61	15	28	935	450	456
Grp Sat Flow(s),veh/h/ln	1781	1585	615	1777	1777	1800
Q Serve(g_s), s	1.0	0.3	0.7	4.0	3.8	3.8
Cycle Q Clear(g_c), s	1.0	0.3	4.6	4.0	3.8	3.8
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	140	125	543	2183	1091	1106
V/C Ratio(X)	0.44	0.12	0.05	0.43	0.41	0.41
Avail Cap(c_a), veh/h	1094	974	543	2183	1091	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.6	4.1	3.0	2.9	2.9
Incr Delay (d2), s/veh	2.1	0.4	0.2	0.6	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.2	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	13.0	4.3	3.6	4.1	4.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	76			963	906	
Approach Delay, s/veh	14.6			3.6	4.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		6.8		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		6.6		3.0		5.8
Green Ext Time (p_c), s		4.9		0.1		4.3

Intersection Summary	
HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	905	826	85
Future Vol, veh/h	50	7	11	905	826	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	984	898	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1414	449	990	0	-	0
Stage 1	898	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	129	557	694	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	557	694	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	694	-	269	-	-
HCM Lane V/C Ratio	0.017	-	0.23	-	-
HCM Control Delay (s)	10.3	-	22.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.7

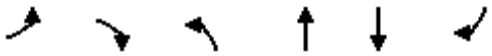
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	945	906	84
Future Vol, veh/h	47	5	10	945	906	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1027	985	91

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1567	538	1076	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	102	488	644	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	488	644	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	300	-	-	-	-	-
Stage 2	551	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	644	-	230	-	-
HCM Lane V/C Ratio	0.017	-	0.246	-	-
HCM Control Delay (s)	10.7	-	25.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

2025 Opening Year with Project Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	149	206	678	746	193
Future Volume (veh/h)	145	149	206	678	746	193
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	162	224	737	811	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	304	271	425	1964	1544	400
Arrive On Green	0.17	0.17	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1781	1585	552	3647	2887	723
Grp Volume(v), veh/h	158	162	224	737	516	505
Grp Sat Flow(s),veh/h/ln	1781	1585	552	1777	1777	1740
Q Serve(g_s), s	2.6	3.1	12.0	3.8	6.0	6.0
Cycle Q Clear(g_c), s	2.6	3.1	18.0	3.8	6.0	6.0
Prop In Lane	1.00	1.00	1.00			0.42
Lane Grp Cap(c), veh/h	304	271	425	1964	982	962
V/C Ratio(X)	0.52	0.60	0.53	0.38	0.53	0.53
Avail Cap(c_a), veh/h	985	876	425	1964	982	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.5	10.8	4.1	4.6	4.6
Incr Delay (d2), s/veh	1.4	2.1	4.6	0.5	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.0	1.4	0.5	1.1	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	14.6	15.4	4.7	6.6	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	320			961	1021	
Approach Delay, s/veh	14.1			7.2	6.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		10.1		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		20.0		5.1		8.0
Green Ext Time (p_c), s		0.0		0.8		4.4

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	820	928	25
Future Vol, veh/h	81	11	3	820	928	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	891	1009	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1461	505	1036	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	120	512	667	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	512	667	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	667	-	251	-	-
HCM Lane V/C Ratio	0.005	-	0.398	-	-
HCM Control Delay (s)	10.4	-	28.5	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	898	945	25
Future Vol, veh/h	76	8	3	898	945	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	976	1027	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1535	527	1054	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	107	496	656	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	496	656	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	656	-	234	-	-
HCM Lane V/C Ratio	0.005	-	0.39	-	-
HCM Control Delay (s)	10.5	-	29.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	1.7	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	962	934	48
Future Vol, veh/h	145	36	12	962	934	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1046	1015	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1590	534	1067	0	-	0
Stage 1	1041	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 98	491	649	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 96	491	649	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	649	-	213	491	-	-
HCM Lane V/C Ratio	0.02	-	0.74	0.08	-	-
HCM Control Delay (s)	10.7	-	58.5	13	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.5

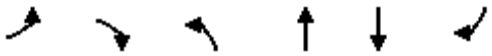
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1095	946	48
Future Vol, veh/h	145	36	12	1095	946	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1190	1028	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1675	540	1080	0	-	0
Stage 1	1054	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 86	486	641	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 84	486	641	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	56	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	641	-	202	486	-	-
HCM Lane V/C Ratio	0.02	-	0.78	0.081	-	-
HCM Control Delay (s)	10.7	-	66.7	13.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	5.4	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	14	26	940	788	91
Future Volume (veh/h)	56	14	26	940	788	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	15	28	1022	857	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	125	524	2183	1971	228
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	587	3647	3303	371
Grp Volume(v), veh/h	61	15	28	1022	474	482
Grp Sat Flow(s),veh/h/ln	1781	1585	587	1777	1777	1804
Q Serve(g_s), s	1.0	0.3	0.8	4.6	4.1	4.1
Cycle Q Clear(g_c), s	1.0	0.3	4.9	4.6	4.1	4.1
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	140	125	524	2183	1091	1108
V/C Ratio(X)	0.44	0.12	0.05	0.47	0.43	0.43
Avail Cap(c_a), veh/h	1094	974	524	2183	1091	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.6	4.3	3.1	3.0	3.0
Incr Delay (d2), s/veh	2.1	0.4	0.2	0.7	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.2	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	13.0	4.5	3.8	4.2	4.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	76			1050	956	
Approach Delay, s/veh	14.6			3.8	4.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		6.8		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		6.9		3.0		6.1
Green Ext Time (p_c), s		5.2		0.1		4.5

Intersection Summary		
HCM 6th Ctrl Delay		4.4
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	985	872	85
Future Vol, veh/h	50	7	11	985	872	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1071	948	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1508	474	1040	0	-	0
Stage 1	948	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	111	537	664	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	537	664	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	664	-	250	-	-
HCM Lane V/C Ratio	0.018	-	0.248	-	-
HCM Control Delay (s)	10.5	-	24.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1025	952	84
Future Vol, veh/h	47	5	10	1025	952	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1114	1035	91

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1660	563	1126	0	-	0
Stage 1	1081	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	88	470	616	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	470	616	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	616	-	214	-	-
HCM Lane V/C Ratio	0.018	-	0.264	-	-
HCM Control Delay (s)	10.9	-	27.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1032	1013	160
Future Vol, veh/h	94	23	40	1032	1013	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1122	1101	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1835	638	1275	0	-	0
Stage 1	1188	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 67	419	540	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 62	419	540	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.5	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	540	-	167	419	-	-
HCM Lane V/C Ratio	0.081	-	0.612	0.06	-	-
HCM Control Delay (s)	12.2	-	55.7	14.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1086	1150	160
Future Vol, veh/h	94	23	40	1086	1150	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1180	1250	174

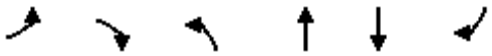
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2013	712	1424	0	-	0
Stage 1	1337	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 51	375	474	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 46	375	474	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	191	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	67.4	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	474	-	140	375	-	-
HCM Lane V/C Ratio	0.092	-	0.73	0.067	-	-
HCM Control Delay (s)	13.4	-	80.1	15.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.3	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2030 Future Year Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	181	251	796	820	235
Future Volume (veh/h)	176	181	251	796	820	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	197	273	865	891	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	365	1901	1459	417
Arrive On Green	0.20	0.20	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	491	3647	2821	779
Grp Volume(v), veh/h	191	197	273	865	580	566
Grp Sat Flow(s),veh/h/ln	1781	1585	491	1777	1777	1730
Q Serve(g_s), s	3.2	3.8	10.4	5.0	7.6	7.6
Cycle Q Clear(g_c), s	3.2	3.8	18.0	5.0	7.6	7.6
Prop In Lane	1.00	1.00	1.00			0.45
Lane Grp Cap(c), veh/h	352	313	365	1901	950	925
V/C Ratio(X)	0.54	0.63	0.75	0.46	0.61	0.61
Avail Cap(c_a), veh/h	953	848	365	1901	950	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.4	13.9	4.8	5.4	5.4
Incr Delay (d2), s/veh	1.3	2.1	13.1	0.8	2.9	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.0	0.8	1.6	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	14.4	27.0	5.6	8.3	8.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1138	1146	
Approach Delay, s/veh	13.9			10.7	8.4	
Approach LOS	B			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		11.2		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		20.0		5.8		9.6
Green Ext Time (p_c), s		0.0		1.0		4.4

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	969	1044	25
Future Vol, veh/h	81	11	3	969	1044	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1053	1135	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1668	568	1162	0	-	0
Stage 1	1135	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 87	466	597	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 87	466	597	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	597	-	213	-	-
HCM Lane V/C Ratio	0.005	-	0.469	-	-
HCM Control Delay (s)	11.1	-	36	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0	-	2.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

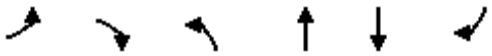
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1047	1061	25
Future Vol, veh/h	76	8	3	1047	1061	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1138	1153	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1742	590	1180	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 78	451	588	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 78	451	588	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	526	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.6	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	588	-	199	-	-
HCM Lane V/C Ratio	0.006	-	0.459	-	-
HCM Control Delay (s)	11.2	-	37.6	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0	-	2.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	18	33	1047	903	115
Future Volume (veh/h)	71	18	33	1047	903	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	20	36	1138	982	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	460	2150	1918	244
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1781	1585	509	3647	3265	403
Grp Volume(v), veh/h	77	20	36	1138	550	557
Grp Sat Flow(s),veh/h/ln	1781	1585	509	1777	1777	1798
Q Serve(g_s), s	1.2	0.3	1.3	5.5	5.3	5.3
Cycle Q Clear(g_c), s	1.2	0.3	6.6	5.5	5.3	5.3
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	165	147	460	2150	1075	1087
V/C Ratio(X)	0.47	0.14	0.08	0.53	0.51	0.51
Avail Cap(c_a), veh/h	1077	959	460	2150	1075	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.4	5.2	3.4	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.4	0.3	0.9	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.8	5.6	4.4	5.1	5.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	97			1174	1107	
Approach Delay, s/veh	14.4			4.4	5.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		7.3		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		8.6		3.2		7.3
Green Ext Time (p_c), s		5.2		0.2		5.0

Intersection Summary		
HCM 6th Ctrl Delay		5.1
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1107	1011	85
Future Vol, veh/h	50	7	11	1107	1011	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1203	1099	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1725	550	1191	0	-	0
Stage 1	1099	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	80	479	582	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	479	582	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	582	-	208	-	-
HCM Lane V/C Ratio	0.021	-	0.298	-	-
HCM Control Delay (s)	11.3	-	29.5	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.8

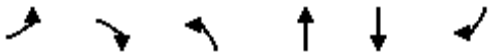
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1147	1091	84
Future Vol, veh/h	47	5	10	1147	1091	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1247	1186	91

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1878	639	1277	0	-	0
Stage 1	1232	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	63	419	540	-	-	-
Stage 1	238	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	419	540	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	540	-	178	-	-
HCM Lane V/C Ratio	0.02	-	0.318	-	-
HCM Control Delay (s)	11.8	-	34.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

2030 Future Year with Project Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	181	251	820	892	235
Future Volume (veh/h)	176	181	251	820	892	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	191	197	273	891	970	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	352	313	344	1901	1490	391
Arrive On Green	0.20	0.20	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	455	3647	2879	730
Grp Volume(v), veh/h	191	197	273	891	618	607
Grp Sat Flow(s),veh/h/ln	1781	1585	455	1777	1777	1739
Q Serve(g_s), s	3.2	3.8	9.6	5.2	8.3	8.4
Cycle Q Clear(g_c), s	3.2	3.8	18.0	5.2	8.3	8.4
Prop In Lane	1.00	1.00	1.00			0.42
Lane Grp Cap(c), veh/h	352	313	344	1901	950	930
V/C Ratio(X)	0.54	0.63	0.79	0.47	0.65	0.65
Avail Cap(c_a), veh/h	953	848	344	1901	950	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.4	14.5	4.9	5.6	5.6
Incr Delay (d2), s/veh	1.3	2.1	17.1	0.8	3.4	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	3.3	0.8	1.9	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	14.4	31.6	5.7	9.0	9.2
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1164	1225	
Approach Delay, s/veh	13.9			11.8	9.1	
Approach LOS	B			B	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		11.2		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		20.0		5.8		10.4
Green Ext Time (p_c), s		0.0		1.0		4.4

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	11	3	993	1116	25
Future Vol, veh/h	81	11	3	993	1116	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	12	3	1079	1213	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1759	607	1240	0	-	0
Stage 1	1213	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 76	439	557	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 76	439	557	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	243	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	557	-	196	-	-
HCM Lane V/C Ratio	0.006	-	0.51	-	-
HCM Control Delay (s)	11.5	-	41.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0	-	2.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	8	3	1071	1133	25
Future Vol, veh/h	76	8	3	1071	1133	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	9	3	1164	1232	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1834	630	1259	0	-	0
Stage 1	1246	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 67	424	548	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 67	424	548	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	233	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	548	-	182	-	-
HCM Lane V/C Ratio	0.006	-	0.502	-	-
HCM Control Delay (s)	11.6	-	43.2	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0	-	2.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1135	1122	48
Future Vol, veh/h	145	36	12	1135	1122	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1234	1220	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1889	636	1272	0	-	0
Stage 1	1246	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 62	421	542	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 61	421	542	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	94.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	542	-	165	421	-	-
HCM Lane V/C Ratio	0.024	-	0.955	0.093	-	-
HCM Control Delay (s)	11.8	-	114.1	14.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.2	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.3

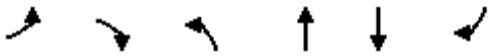
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	36	12	1268	1134	48
Future Vol, veh/h	145	36	12	1268	1134	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	158	39	13	1378	1233	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1974	643	1285	0	-	0
Stage 1	1259	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 54	416	536	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 53	416	536	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	105.8	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	536	-	158	416	-	-
HCM Lane V/C Ratio	0.024	-	0.998	0.094	-	-
HCM Control Delay (s)	11.9	-	128.4	14.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	71	18	33	1127	949	115
Future Volume (veh/h)	71	18	33	1127	949	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	20	36	1225	1032	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	165	147	444	2150	1930	234
Arrive On Green	0.09	0.09	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1781	1585	486	3647	3285	386
Grp Volume(v), veh/h	77	20	36	1225	574	583
Grp Sat Flow(s),veh/h/ln	1781	1585	486	1777	1777	1801
Q Serve(g_s), s	1.2	0.3	1.4	6.2	5.6	5.6
Cycle Q Clear(g_c), s	1.2	0.3	7.0	6.2	5.6	5.6
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	165	147	444	2150	1075	1089
V/C Ratio(X)	0.47	0.14	0.08	0.57	0.53	0.53
Avail Cap(c_a), veh/h	1077	959	444	2150	1075	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.4	5.5	3.5	3.4	3.4
Incr Delay (d2), s/veh	2.0	0.4	0.4	1.1	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	12.8	5.8	4.6	5.3	5.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	97			1261	1157	
Approach Delay, s/veh	14.4			4.7	5.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		7.3		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		9.0		3.2		7.6
Green Ext Time (p_c), s		5.4		0.2		5.1

Intersection Summary		
HCM 6th Ctrl Delay		5.4
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	11	1187	1057	85
Future Vol, veh/h	50	7	11	1187	1057	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	8	12	1290	1149	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1818	575	1241	0	-	0
Stage 1	1149	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	69	461	557	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	461	557	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	557	-	195	-	-
HCM Lane V/C Ratio	0.021	-	0.318	-	-
HCM Control Delay (s)	11.6	-	31.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	5	10	1227	1137	84
Future Vol, veh/h	47	5	10	1227	1137	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	5	11	1334	1236	91

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1971	664	1327	0	-	0
Stage 1	1282	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	55	403	516	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	403	516	-	-	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	516	-	166	-	-
HCM Lane V/C Ratio	0.021	-	0.34	-	-
HCM Control Delay (s)	12.1	-	37.5	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1234	1198	160
Future Vol, veh/h	94	23	40	1234	1198	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1341	1302	174

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2146	738	1476	0	-	0
Stage 1	1389	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 41	360	452	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	360	452	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	81.8	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	452	-	128	360	-	-
HCM Lane V/C Ratio	0.096	-	0.798	0.069	-	-
HCM Control Delay (s)	13.8	-	98	15.7	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	4.8	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	23	40	1288	1335	160
Future Vol, veh/h	94	23	40	1288	1335	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	102	25	43	1400	1451	174

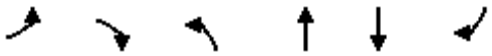
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2324	813	1625	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 31	322	396	-	-	-
Stage 1	163	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 28	322	396	-	-	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	145	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	123.2	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	396	-	107	322	-	-
HCM Lane V/C Ratio	0.11	-	0.955	0.078	-	-
HCM Control Delay (s)	15.2	-	149.2	17.1	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.4	-	5.9	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2045 Future Year Traffic Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	28	67	1631	1407	48
Future Volume (veh/h)	46	28	67	1631	1407	48
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	30	73	1773	1529	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	145	129	346	2176	2147	73
Arrive On Green	0.08	0.08	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	324	3647	3600	119
Grp Volume(v), veh/h	50	30	73	1773	773	808
Grp Sat Flow(s),veh/h/ln	1781	1585	324	1777	1777	1849
Q Serve(g_s), s	0.8	0.5	5.9	11.3	8.8	8.8
Cycle Q Clear(g_c), s	0.8	0.5	14.7	11.3	8.8	8.8
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	145	129	346	2176	1088	1132
V/C Ratio(X)	0.34	0.23	0.21	0.81	0.71	0.71
Avail Cap(c_a), veh/h	1091	970	346	2176	1088	1132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.6	9.0	4.4	3.9	3.9
Incr Delay (d2), s/veh	1.4	0.9	1.4	3.5	3.9	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.4	1.1	1.2	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.2	13.5	10.4	7.9	7.9	7.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	80			1846	1581	
Approach Delay, s/veh	13.9			8.0	7.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.5		6.9		22.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		16.7		2.8		10.8
Green Ext Time (p_c), s		1.1		0.1		5.2

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1663	1447	35
Future Vol, veh/h	21	8	14	1663	1447	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1808	1573	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2507	787	1611	0	-	0
Stage 1	1573	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	334	401	-	-	-
Stage 1	156	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 22	334	401	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	150	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	42.1	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	401	-	128	-	-
HCM Lane V/C Ratio	0.038	-	0.246	-	-
HCM Control Delay (s)	14.3	-	42.1	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

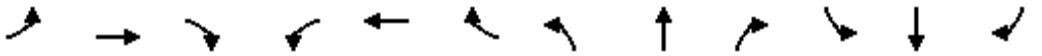
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1672	1475	36
Future Vol, veh/h	19	7	12	1672	1475	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1817	1603	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2558	821	1642	0	-	0
Stage 1	1623	-	-	-	-	-
Stage 2	935	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	22	318	390	-	-	-
Stage 1	147	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	318	390	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	142	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	390	-	122	-	-
HCM Lane V/C Ratio	0.033	-	0.232	-	-
HCM Control Delay (s)	14.6	-	43.2	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

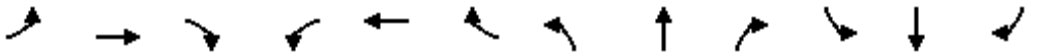


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	112	187	36	114	32	169	1488	34	32	1288	182
Future Volume (veh/h)	172	112	187	36	114	32	169	1488	34	32	1288	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	122	203	39	124	35	184	1617	37	35	1400	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	593	264	317	454	203	273	1694	756	189	1545	689
Arrive On Green	0.08	0.17	0.17	0.04	0.13	0.13	0.08	0.48	0.48	0.04	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	187	122	203	39	124	35	184	1617	37	35	1400	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	1.9	7.8	1.2	2.0	1.3	3.6	28.0	0.8	0.7	23.5	5.2
Cycle Q Clear(g_c), s	5.0	1.9	7.8	1.2	2.0	1.3	3.6	28.0	0.8	0.7	23.5	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	593	264	317	454	203	273	1694	756	189	1545	689
V/C Ratio(X)	0.51	0.21	0.77	0.12	0.27	0.17	0.67	0.95	0.05	0.19	0.91	0.29
Avail Cap(c_a), veh/h	370	999	446	386	999	446	273	1694	756	264	1545	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	23.0	25.5	22.7	25.2	24.9	14.2	16.1	9.0	14.7	16.9	11.7
Incr Delay (d2), s/veh	1.1	0.2	4.7	0.2	0.3	0.4	6.4	13.5	0.1	0.5	9.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.7	0.3	0.5	0.8	0.5	1.6	12.0	0.3	0.2	9.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	23.2	30.1	22.9	25.5	25.3	20.6	29.5	9.1	15.2	26.1	12.7
LnGrp LOS	C	C	C	C	C	C	C	C	A	B	C	B
Approach Vol, veh/h		512			198			1838			1633	
Approach Delay, s/veh		26.2			25.0			28.2			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	35.0	7.0	15.2	9.5	32.3	9.5	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.7	30.0	3.2	9.8	5.6	25.5	7.0	4.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

2045 Future Year with Project Traffic Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	5	28	3	6	20	67	1657	3	11	1419	60
Future Volume (veh/h)	66	5	28	3	6	20	67	1657	3	11	1419	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	5	30	3	7	22	73	1801	3	12	1542	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	21	126	68	15	47	229	1812	3	201	1729	73
Arrive On Green	0.09	0.09	0.09	0.04	0.04	0.04	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	231	1389	1781	397	1248	316	3640	6	261	3475	146
Grp Volume(v), veh/h	72	0	35	3	0	29	73	879	925	12	786	821
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1646	316	1777	1869	261	1777	1844
Q Serve(g_s), s	1.4	0.0	0.7	0.1	0.0	0.6	3.4	17.8	17.8	0.2	14.4	14.6
Cycle Q Clear(g_c), s	1.4	0.0	0.7	0.1	0.0	0.6	18.0	17.8	17.8	18.0	14.4	14.6
Prop In Lane	1.00		0.86	1.00		0.76	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	162	0	148	68	0	63	229	884	930	201	884	918
V/C Ratio(X)	0.44	0.00	0.24	0.04	0.00	0.46	0.32	0.99	0.99	0.06	0.89	0.89
Avail Cap(c_a), veh/h	887	0	806	887	0	819	229	884	930	201	884	918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.3	16.8	0.0	17.0	17.4	9.0	9.0	18.1	8.2	8.2
Incr Delay (d2), s/veh	1.9	0.0	0.8	0.3	0.0	5.3	3.6	28.8	28.2	0.6	13.0	13.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.3	0.0	0.0	0.3	0.7	10.1	10.4	0.1	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	16.1	17.0	0.0	22.3	21.0	37.9	37.2	18.6	21.1	21.3
LnGrp LOS	B	A	B	B	A	C	C	D	D	B	C	C
Approach Vol, veh/h		107			32			1877			1619	
Approach Delay, s/veh		17.0			21.8			36.9			21.2	
Approach LOS		B			C			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		7.8		22.5		5.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		20.0		3.4		20.0		2.6				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			29.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	14	1723	1482	35
Future Vol, veh/h	21	8	14	1723	1482	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	15	1873	1611	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2578	806	1649	0	-	0
Stage 1	1611	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 21	325	388	-	-	-
Stage 1	149	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 20	325	388	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	143	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	388	-	122	-	-
HCM Lane V/C Ratio	0.039	-	0.258	-	-
HCM Control Delay (s)	14.7	-	44.5	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

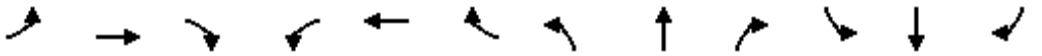
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	12	1732	1510	36
Future Vol, veh/h	19	7	12	1732	1510	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	8	13	1883	1641	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2629	840	1680	0	-	0
Stage 1	1661	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 19	309	377	-	-	-
Stage 1	140	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	309	377	-	-	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	135	-	-	-	-	-
Stage 2	329	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	377	-	116	-	-
HCM Lane V/C Ratio	0.035	-	0.244	-	-
HCM Control Delay (s)	14.9	-	45.8	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	120	203	36	126	40	197	1520	34	37	1307	182
Future Volume (veh/h)	172	120	203	36	126	40	197	1520	34	37	1307	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	130	221	39	137	43	214	1652	37	40	1421	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	633	282	325	494	220	264	1641	732	183	1505	671
Arrive On Green	0.08	0.18	0.18	0.04	0.14	0.14	0.08	0.46	0.46	0.04	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	187	130	221	39	137	43	214	1652	37	40	1421	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	5.0	2.0	8.5	1.2	2.2	1.5	4.4	29.6	0.8	0.8	24.6	5.3
Cycle Q Clear(g_c), s	5.0	2.0	8.5	1.2	2.2	1.5	4.4	29.6	0.8	0.8	24.6	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	633	282	325	494	220	264	1641	732	183	1505	671
V/C Ratio(X)	0.50	0.21	0.78	0.12	0.28	0.20	0.81	1.01	0.05	0.22	0.94	0.29
Avail Cap(c_a), veh/h	378	999	446	395	999	446	264	1641	732	252	1505	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	22.4	25.1	22.1	24.7	24.4	14.7	17.2	9.5	15.2	17.7	12.2
Incr Delay (d2), s/veh	1.0	0.2	4.7	0.2	0.3	0.4	17.1	23.8	0.1	0.6	13.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.8	3.3	0.5	0.9	0.6	2.6	14.9	0.3	0.3	10.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	22.6	29.9	22.3	25.0	24.8	31.8	41.0	9.6	15.8	31.0	13.3
LnGrp LOS	C	C	C	C	C	C	C	F	A	B	C	B
Approach Vol, veh/h		538			219			1903			1659	
Approach Delay, s/veh		25.8			24.5			39.4			28.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	34.1	7.0	15.9	9.5	31.6	9.5	13.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	31.6	3.2	10.5	6.4	26.6	7.0	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	12	20	1712	1514	40
Future Vol, veh/h	23	12	20	1712	1514	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	13	22	1861	1646	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2643	845	1689	0	-	0
Stage 1	1668	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 19	306	374	-	-	-
Stage 1	139	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 18	306	374	-	-	-
Mov Cap-2 Maneuver	92	-	-	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	326	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.1	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	374	-	92	306	-	-
HCM Lane V/C Ratio	0.058	-	0.272	0.043	-	-
HCM Control Delay (s)	15.2	-	58.1	17.3	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	47	12	20	1715	1542	80
Future Vol, veh/h	47	12	20	1715	1542	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	13	22	1864	1676	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2696	882	1763	0	-	0
Stage 1	1720	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 17	289	350	-	-	-
Stage 1	130	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	289	350	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	122	-	-	-	-	-
Stage 2	326	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	78.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	350	-	87	289	-	-
HCM Lane V/C Ratio	0.062	-	0.587	0.045	-	-
HCM Control Delay (s)	16	-	93.4	18	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.7	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	483	485	20	12	47
Future Vol, veh/h	80	483	485	20	12	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	525	527	22	13	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	964	264
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1017	-	-	-	253	734
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1017	-	-	-	231	734
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	509	-
Stage 2	-	-	-	-	619	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1017	-	-	-	605
HCM Lane V/C Ratio	0.086	-	-	-	0.106
HCM Control Delay (s)	8.9	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	119	551	512	20	12	70
Future Vol, veh/h	119	551	512	20	12	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	599	557	22	13	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	1115	279
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	558	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	991	-	-	-	202	718
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	176	718
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SW
HCM Control Delay, s	1.6	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	991	-	-	-	601
HCM Lane V/C Ratio	0.131	-	-	-	0.148
HCM Control Delay (s)	9.2	-	-	-	12
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

EAGLE MOUNTAIN PLANNING COMMISSION MEETING MINUTES

April 28, 2020, 5:30 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

5:30 P.M. Work Session – Electronic Meeting via Lifesize

COMMISSION MEMBERS PRESENT ELECTRONICALLY: Matthew Everett, Christopher Pengra, Erin Wells, Rich Wood, and Brett Wright.

CITY STAFF PRESENT ELECTRONICALLY: Steve Mumford, Community Development Director; Michael Hadley, Planning Manager; Jessa Porter, Planner; Fionnuala Kofoed, City Recorder; and Elizabeth Fewkes, Recording Secretary.

Commissioner Wood called the work session to order at 5:30 p.m.

1. Discussion Items

1.A. Development Code Amendments

The Planning Commission discussed Eagle Mountain Municipal Code Chapter 17.37 Business Park Zones and suggested amendments to the Light Manufacturing Distribution zone, Education Medical Campus zone, Office Professional zone, and Land Use table.

The work session was adjourned at 6:29 p.m.

6:30 P.M. Policy Session – Electronic Meeting via Lifesize

Commissioner Wood called the meeting to order at 6:30 p.m. He announced the meeting was being held remotely via Lifesize and thanked staff for facilitating the remote meeting.

2. Pledge of Allegiance

City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

3. Declaration of Conflicts of Interest

None.

4. Approval of Meeting Minutes

4.A. April 14, 2020 Minutes

MOTION: ***Commissioner Wells moved to approve the April 14, 2020 minutes. Commissioner Everett seconded the motion. Those voting aye: Matthew***

Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.

5. Status Report

Community Development Director Steve Mumford stated the City Council approved an ordinance amending Municipal Code Section 15.80.050 Retaining Walls in PUEs; the preliminary plat and site plan for McDonald's, with a condition for the northeastern access to be designated as an exit only; and the Carson Corner West rezone application from Towne Core Residential to Commercial Community that had been tabled on September 4, 2018 to allow the applicant time for negotiations on land located in the Pony Express Parkway right-of-way. He said the applicant requested to move forward with the rezone application, although land negotiations with the City are not finalized.

Mr. Mumford explained the Council denied approval for the Available Storage amended site plan requesting to delay the construction of the office building from Phase 1 to Phase 2, due to the lack of a specific timeframe for the completion of Phase 2 and concerns regarding conducting the business remotely through a kiosk system. He said the applicant may return to the Planning Commission with another site plan amendment or continue with the original approval, as it is still in place.

6. Action Items – Public Hearings

6.A. Development Code Amendment – Airpark Zone (EMMC 17.45) – Public Hearing

Mr. Mumford presented the item and stated the item was included on the agenda at the Planning Commission's request to consider the removal of the Airpark Zone from the Eagle Mountain Municipal Code due to concerns expressed regarding permitted and conditional uses. The current zone allows for manufacturing, distribution, research and development, shopping centers, aircraft manufacturing, and other uses. The Airpark Zone was intended for the Jake Garn Airport, which has closed. There are no active applications for the Airpark Zone.

Commissioner Wood stated the Airpark Zone is one several zones in need of examination to determine if zone coding needs to be updated to be in accordance with the Eagle Mountain City General Plan.

Commissioner Wood opened the public hearing at 6:41 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs, *and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.*

Commissioner Everett said when the Eagle Mountain Airpark rezone application was brought before the Commission last year, a significant number of residents attended the meeting to advocate for an Airpark Zone and the existence of the zone would be a benefit to local aviation hobbyists. He expressed reluctance to remove the Airpark Zone from the Code due to concerns

the zone would not be readdressed at a future date, due to changes in the Planning Commission members, and stated his preference to amend the Code.

Commissioner Pengra stated the Code is ineffective and needs to be rewritten. He suggested, in order to best determine the location of an Airpark Zone designation within the General Plan and appropriate zone uses, to delay the resource expenditures required to rewrite the Airpark Zone until an active application is presented to the Commission. He said the previous Airpark Zone application was withdrawn due to insufficient investor interest and support, and the removal of the zone would not impact the previous applicant's vested rights.

Commissioner Wright concurred with Commissioner Everett's recollection of resident advocacy for an airpark-type facility within Eagle Mountain City. He said an airpark facility would be of benefit for residents; however, the Code, as written, and the location proposed are inappropriate for the City. He agreed with Commissioner Pengra's assessment and stated being in favor of removing the zone

Commissioner Wells said during discussions with Mr. Mumford prior to the meeting, she verified that although a future airpark use may be appropriate, Eagle Mountain City is unlikely to acquire a commercial airport as the Airpark Zone intended. Where the removal of the zone would not impact the vested rights of residents, she stated favor for the removal of the zone.

Commissioner Wood stated favor of City acquisition of a commercial airport and the associated uses in an appropriate land designation within the City. Due to the current lack of applications and investor interest in a commercial airport, he stated favor for the removal of the Airpark Zone and the future employment of consultants to assist with drafting an Airpark Zone, when requisite.

MOTION: ***Commissioner Wright moved to recommend approval to the City Council of the amendment to Eagle Mountain Municipal Code removing Chapter 17.45 Airpark Zone. Commissioner Pengra seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Matthew Everett. The motion carried with a vote of 4:1.***

6.B. Development Code Amendment – Commercial Zones (EMMC 17.35) – Public Hearing

Mr. Mumford presented the item. The Commercial Community and Commercial Neighborhood Zones were recently approved by the Planning Commission and City Council, in place of the previous Commercial Zone. The proposed amendment to Municipal Code Chapter 17.35 creates the Commercial Regional Zone and associated permitted and special land uses and development standards. Mr. Mumford explained staff amendment suggestions for the front, rear, and side minimum setback requirements for the Commercial Regional Zone and verbiage alterations to Chapter 17.35.020 Commercial Zones. He suggested the removal of all prohibited land uses from the land use table for clarity and the removal of the "with drive-through services" and "without drive-through services" special use specification from restaurant or bakery uses, due to language and standards within the Code addressing drive-through safety concerns.

Commissioner Wood opened the public hearing at 6:58 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs, and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.

Commissioner Wright stated the caretaker/security guard dwelling unit use did not have a designated use within the Commercial Zone but had not been marked by staff for removal from Chapter 17.35. Discussion ensued regarding the appropriate land use designation for caretaker/security guard dwelling units, including potential live/work and mixed-use zoning requisites. The Commission and staff determined to research the use further before determining land use zone designations.

Commissioner Wells was excused at 7:02 p.m.

Mr. Mumford asked if the commission desired to include plasma and blood donation centers in the Commercial Zones Land Use table.

Discussion ensued regarding plasma and blood donation and dialysis centers and appropriate land use designations for the centers.

MOTION: ***Commissioner Everett moved to recommend to the City Council approval of an amendment to Municipal Code Chapter 17.35 Commercial Zones as presented by staff adding the plasma and blood collection land use in the Commercial Regional Zone and the dialysis center land use in the Commercial Community Zone and the Commercial Regional Zone as permitted uses. Commissioner Wright seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, and Christopher Pengra. The motion carried with a vote of 4:0.***

6.C. Development Code Amendment – Sign Regulations and Sign Permits (EMMC 17.80) – Public Hearing

Mr. Mumford presented the item and stated at the suggestion of the City Attorney, staff proposed the addition of a category for "official signs" to Municipal Code Chapter 17.80.120 Exempt Signs. The additional language clarifies that signs that are owned and operated by Eagle Mountain City and are used for informational or civic purposes, including advertising special events within the City, are exempt from the regulations in Chapter 17.80, and do not require a permit. Official signs may include electronic message centers, reader boards, or other replaceable copy signs. Any official sign that does not comply with the standards in Chapter 17.80 requires approval by the City Council.

Commissioner Pengra expressed concern regarding electronic sign adherence to the dark sky ordinance and suggested the addition of a requirement to dim or shut off electronic signs during the evening. Mr. Mumford concurred with Commissioner Pengra and stated he had discussed dark sky ordinance adherence concerns with staff and the electronic sign design consultants.

Commissioner Wells returned to the meeting at 7:16 p.m.

Commissioner Wood opened the public hearing at 7:19 p.m. No comments were submitted to the City Recorder's Office phone line at 801.789.6611 or online via the City website at https://eaglemountaincity.com/city-recorder/city-meetings-portal/#meetingdocs, *and no public was in attendance to make comment. As there were no comments, Commissioner Wood closed the hearing.*

Commissioner Pengra suggested an amendment prohibiting electronic sign usage from 11:00 p.m. to 6:00 a.m.

Commissioner Wright expressed concern regarding an electronic sign time limitation amendment due to the use of City electronic signs to communicate information in the event of an emergency.

Commissioner Wood suggested allowing the City Council to determine electronic sign restrictions.

Mr. Mumford cited Municipal Code dimming requirements per Chapter 17.80. He suggested a future sign code amendment to address dark sky ordinance concerns, if desired.

Commissioner Wells stated as she has managed electronic sign communications previously, her preference for a timing limitation instead of a dimming requirement.

Commissioner Everett suggested the inclusion of a definition and requirements for emergency communication exemptions. Commissioner Pengra stated his desire to allow flexibility within the Code to allow City staff to determine when an emergency communication exemption is warranted.

Discussion ensued regarding dark sky ordinance adherence concerns.

MOTION: ***Commissioner Pengra moved to recommend approval to the City Council of an amendment EMMC 17.80 sign regulations and sign permits with the condition that electronic signs must be turned off between the hours of 11:00 p.m. and 6:00 a.m., except in the case of emergency communications. Commissioner Wells seconded the motion. Those voting aye: Matthew Everett, Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. The motion passed with a unanimous vote.***

Commissioner Wood recessed the meeting at 7:37 p.m. and reconvened the meeting at 7:46 p.m.

7. Action Items

7.A. Overland Village 2 Concept Plan

Mr. Mumford presented the item and explained that it is an action item. He stated the item was tabled at the previous Planning Commission meeting on April 14, 2020. Concerns expressed

during the previous meeting included: the maximization of the allowable density, amendments to the plan submitted prior to the meeting with insufficient time for the Commission to review the changes, the lack of open space within the townhome development, the location of the park, and the transportation network.

Mr. Mumford explained that increases in lot sizes, reduction in units, minor changes to road and lot configurations, and minor changes to trail and park locations are not considered major changes and would not require an amendment to this village concept plan and may be proposed or made during the preliminary plat stage of the project.

Mr. Mumford explained the Overland Master Development Plan (MDP) designates Village 2 with a minimum unit count of 540 units/lots, a base of 675 units/lots, and a maximum count of 743 units/lots. The proposed Village 2 concept plan includes the 743-maximum number of units/lots and includes a mix of lot sizes and housing types. The lots range in size from the smallest, at about 5,200 square feet, to the largest, at about 11,200 square feet. An approximate percentage breakdown of the lot sizes is as follows: 33% Townhomes, 22% Cottage at 5,200 square feet, 15% Collection at 6,000 square feet, 4% Garden at 6,500 square feet, 14% Collection at 8,000 square feet, 10% Estate at 10,000 to 11,000 square feet, and 2% Homesteads at 11,000+ square feet. Mr. Mumford said the proposed village plan also includes a ten-acre elementary school site, already owned by the Alpine School District and density transfer options between villages.

Mr. Mumford stated items suggested for Commission consideration include:

- Parks: the MDA requires a medium park to be improved in Village 2. The plan contains a three-acre park and a couple of smaller parks. The City has planned a hilltop park adjacent to northeast corner of Village 2. The concept plan provides little open space for the townhome units and changes may be necessary to retain connectivity with the existing and planned City trail system.
- Cul-De-Sacs: Per connectivity Code, a cul-de-sac maximum length is 250 feet. The concept plan was modified to comply with this requirement.
- Roads: The north-south road in the middle of the development connects to the north, potentially bringing traffic from Oquirrh Mountain, Lone Tree, and future development through this project. For the safety of residents along this road and the benefit of the overall transportation system, staff recommends that this road be upgraded to a minor collector road and that no lots have direct driveway access onto this road. A City traffic study predicts the failure of other accesses to Pony Express Parkway will make the installation of Airport Road a necessity to provide access to Overland and other developments.
- Commercial Development: The southeast corner of Village 2, at the intersection of Pony Express Parkway and Airport Road, is an ideal location for commercial development. Staff recommends that the Village 2 plan include a minimum five-acre commercial area at the southeast corner and the resulting reduction in density in that location. The MDP and MDA may require an amendment to permit additional commercial development.

Mr. Mumford verified with the City Attorney that the City may require traffic study updates and infrastructure improvements, which may necessitate City reimbursement agreements, to facilitate the demands of City growth.

Mr. Mumford stated the City Attorney and the City Engineer indicated the City may require the installation of additional asphalt to expand the width of the north-south central road in accordance with quality planning principles and as a benefit to the City by providing access to and preventing homes from fronting on a higher capacity road, as the residents are likely to use the road as a minor collector road regardless of road width.

Mr. Mumford explained road access preservation and alterations during the improvement of Pony Express Parkway to maximize turn lane distances in anticipation of future development in accordance with City standards and indicated preexisting accesses within the Overland project in need of improvement, where the City was unable to implement distance standards due to terms of previous agreements with developers and Alpine School District. He said access improvement, such as turn lane installation, traffic study updates, and road widening requirements may be addressed with conditions either during the concept plan or preliminary plat stage of the project.

Commissioner Wright verified road design and connectivity north of the Overland development. Mr. Mumford clarified staff recommendations and options for parks and open space improvements in Village 2.

Discussion ensued regarding concerns due to the lack of open space available for and the townhome units.

Applicant representative Bryon Prince with Ivory Development expressed willingness to install trail connectivity to the Oquirrh Mountain Ranch development trail system to the north of the Overland development. Mr. Prince stated the MDA does not increase open space requirements in conjunction with unit density and said Ivory Development removed parks from the original master plan for the villages due to a fee-in-lieu of $1.7 million paid to the City for the development of Wride Memorial Park. He explained the northern location for the park within Village 2 was due to the elementary school open space and other parks in adjacent villages within the Overland development. He said he would consider options for the relocation of the park, if requested.

Mr. Prince expressed concern regarding the request to widen the north-south road to a minor collector road. He stated he did not believe the road was necessary due to connectivity within the villages, which does not direct traffic to a single road, and the proximity of other major roadways. He stated the installation of a minor collector road would bisect the village and increase the speed of traffic, resulting in pedestrian safety hazards and connectivity impediments.

Mr. Prince stated Ivory Development had not marketed or perused economic opportunities for commercial development in the area called out by staff. He stated a willingness to conduct a market analysis to gage commercial use viability and optimize development timing. He stated the designated church site may be relocated depending upon ecclesiastical interest and requirements.

Commissioner Wood stated the likelihood of the north-south road being used as a minor collector, due to vehicular usage of similar roads within the City and said a collector road would increase connectivity between villages and increase commuter safety. He stated he understood it presented difficulty for the applicant and expressed a desire to work together. Commissioner Wood expressed support for commercial development within Village 2 and the resulting benefits to the City. He requested an increase of more centralized open space within the townhome units and throughout the development.

Mr. Prince stated he was willing to work with staff to widen a neighborhood local road to provide space for residents to safely back out of driveways onto the road. He said his concern is not losing lots, but livability within the community should he install a collector road. Mr. Prince stated Villages 5 and 8 have a combined ninety acres of designated commercial lots and Ivory Development intends to secure a grocery store anchor for the Overland Development. Ivory Development has declined partnerships with industrial business interests. He expressed the desire to employ patience and discretion in order to secure appropriate commercial development for the area.

Commissioner Wells inquired if a cul-de-sac in the northwest corner of Village 2 could be converted into a stub road. Mr. Prince expressed a willingness to consider the suggestion and said the topography of the area and road connectivity availability would determine the feasibility of the change.

Commissioner Wright suggested relocating the park to the western area of the village near the townhomes.

Commissioner Everett asked about the timeframe for the elementary school construction. Mr. Price said a representative from Alpine School Districted projected three to five years during the purchase negotiations a year ago, but an exact timeframe has yet to be determined.

Commissioner Everett expressed concern regarding the townhomes fronting on the same road as the elementary school due to traffic flow congestion and safety issues during school drop off and pick up times and stated this has created traffic issues in other areas in the City. Commissioner Wood concurred with Commissioner Everett's concerns and suggested an additional access for the townhomes that would not conflict with school traffic. Mr. Prince stated a secondary access could not be determined until site design renderings for the elementary school were available and expressed willingness to work with Alpine School District to address traffic flow and safety concerns. Commissioners Wood and Everett suggested determining traffic flow projections based upon current elementary schools within the City, due to the likelihood of the Alpine School District to construct an elementary school with a similar design. Mr. Prince expressed concern that the suggested addition of commercial uses in the southeast corner would augment traffic flow difficulties with the elementary school.

Discussion ensued regarding traffic flow concerns, access to Airport Road, and potential solutions.

Commissioner Pengra verified the concept plan has not changed since the previous meeting and reiterated frustrations and concerns expressed in the previous meeting regarding the presentation of a maximum density concept plan. He concurred with the concerns raised by the other Commissioners and stated detailed examinations of a maximum density concept plan the applicant did not intend to build was an exercise in futility.

Commissioner Everett expressed concern requiring the development of commercial property due to the proximity to the elementary school site and increased traffic concerns. Commissioner Pengra stated the inclusion of commercial development would be a request rather than a requirement and commercial uses would only be an option if included as a condition in the motion due to the terms of the MDA.

Commissioner Everett expressed concern regarding the difficulties the request for the creation of a maximum density concept plan caused for both the applicant and the Planning Commission. He stated frustration in the obstacles in the performance of their duties as Commission that resulted in a situation where the Planning Commission is sending a recommendation to the City Council for a concept plan with an excess of conditions, when it has been stated on public record that the plan, as presented, will not be built.

MOTION: ***Commissioner Pengra moved to recommend to the City Council approval of the Overland Village 2 concept plan with the following conditions:***

1. ***The applicant shall improve access to the Alpine School District's future elementary school site off Pony Express Parkway by adding a deceleration/turn lane;***
2. ***The applicant shall work with the City Engineer to identify and agree upon an acceptable interval by which traffic study updates will be provided by the applicant to ensure appropriate development of Airport Road;***
3. ***The applicant shall work with City staff to determine the appropriate plan to maximize the public benefit of the three-acre park by identifying a way to adjoin the Overland Village 2 park with the Oquirrh Mountain Ranch park;***
4. ***The applicant shall work with City staff to connect trails between Overland Village 2 and Oquirrh Mountain Ranch;***
5. ***The applicant shall upgrade the north/south road through the center of the development to a minor collector road with a width of at least forty feet, and no driveways shall directly access the road unless density is drastically reduced in the development;***
6. ***The applicant shall add at least a five-acre site for commercial development at the intersection of Pony Express Parkway and Airport Road;***
7. ***Additional trails shall be added to improve the connectivity throughout the Village, similar to the approved Master Trails Plan; and***

8. ***Should the proposed ecclesiastical site be developed, an additional park similar to what was planned for the potential church site, if left undeveloped, shall be added in the vicinity.***

Commissioner Wells seconded the motion. Those voting aye: Brett Wright, Rich Wood, Christopher Pengra, and Erin Wells. Those voting nay: Matthew Everett. The motion carried with a vote of 4:1.

8. Discussion Items

9. Next Scheduled Meeting

Commissioner Wood requested for staff to include the Eagle Mountain Municipal Code Chapter 17.37 Business Park Zones on the agenda for discussion during the following work session and a vote during policy session.

Discussion ensued regarding Code amendments to discuss before examining the General Plan for amendment suggestions.

Mr. Mumford stated City Engineer Chris Trusty proposed to update the Transportation Impact Fees Facility Plan the next budget year. Mr. Mumford stated staff would provide change recommendations and traffic modeling to the Planning Commission for discussion.

Commissioner Wood recommended the Commissioners review State statute regarding city General Plans. He expressed the desire to discuss and obtain resident feedback regarding the addition of agricultural land use designations to the General Plan.

Commissioner Wood requested to note for the record his appreciation for the work performed by the Planning Commission and the resulting benefits to City residents and expressed appreciation of City staff and Councilmember support.

Planning Manager Mike Hadley stated he has been working with several developers, and the May 12, 2020 Planning Commission agenda will likely include three commercial site plans.

10. Adjournment

The meeting was adjourned at 9:19 p.m.

MOTION: ***Commissioner Wright moved to adjourn. Commissioner Everett seconded the motion. No vote was called.***

Approved by the Planning Commission on May 12, 2020.

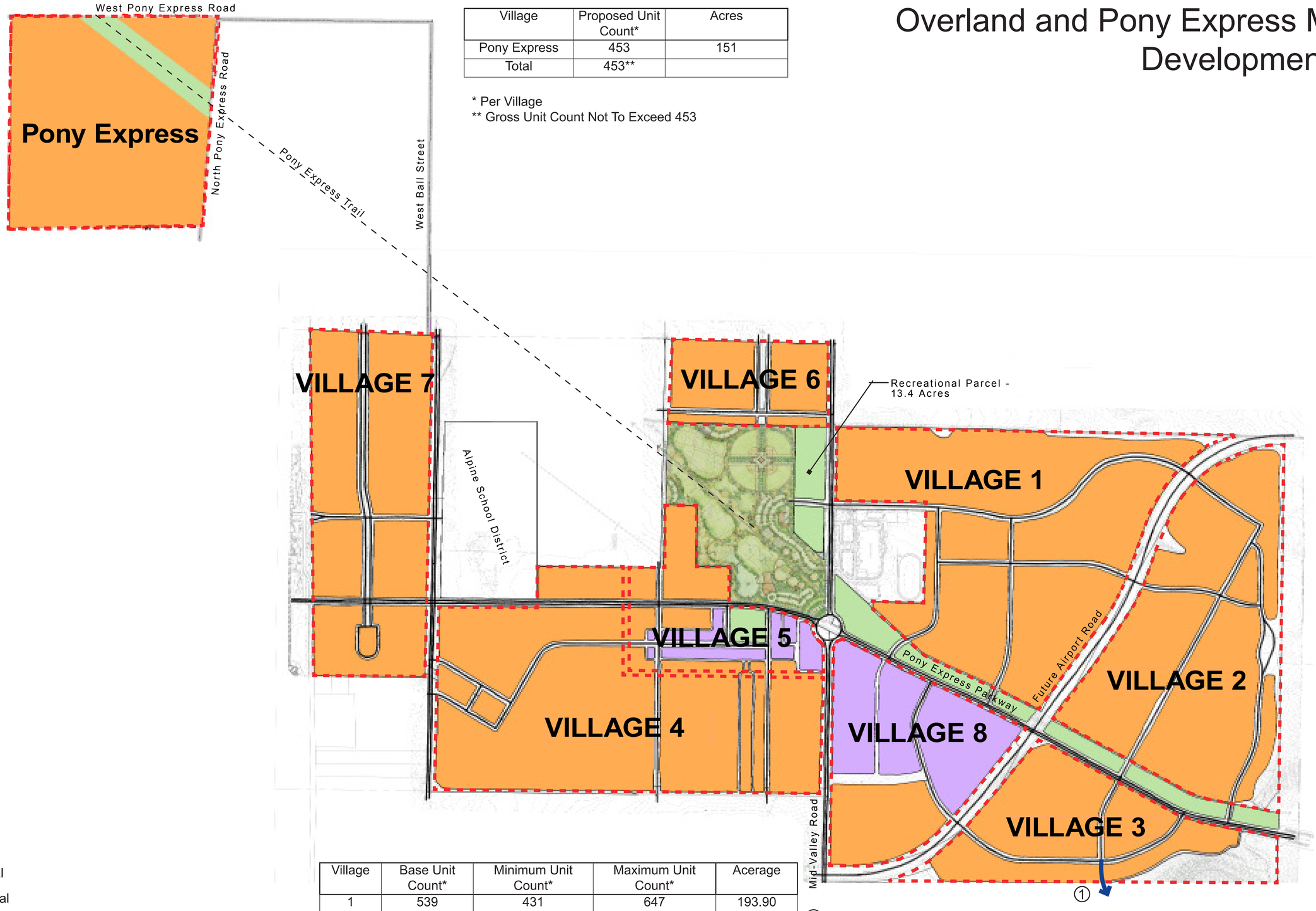
Steve Mumford (May 22, 2020 10:04 MDT)

Steve Mumford, AICP
Community Development Director

Overland and Pony Express Master Development Plan

Village	Proposed Unit Count*	Acres
Pony Express	453	151
Total	453**	

* Per Village
** Gross Unit Count Not To Exceed 453



Legend

- Residential
- Commercial
- Park (Refer to ARMDA for details on other parks and trails)

Village	Base Unit Count*	Minimum Unit Count*	Maximum Unit Count*	Acerage
1	539	431	647	193.90
2	675	540	743	167.12
3	366	293	439	90.26
4	600	480	660	201.22
5	489	391	538	55.45
6	355	284	426	59.53
7	496	397	546	127.89
8	280	224	336	90.88
Total	3,800**			

* Per Village
** Gross Unit Count Not To Exceed 3,800

① HIDDEN VALLEY ROAD LOCATION SUBJECT TO FUTURE VILLAGE PLAN APPROVALS

*Concept Subject To Change per ARMDA

N

Langvardt Design Group

IVORY HOMES

Overland
Eagle Mountain City, Utah
December 2017

Legend

Trails - 10' Width

0 150 300 600 900

SCALE: 1"=300'

Overland Master Trails Plan

LANGVARDT DESIGN GROUP

IVORY HOMES

Overland
Eagle Mountain City, Utah
November 2017

EXHIBIT E

Parks & Open Space Examples

LARGE PARK EXAMPLE:

Bellevue Park
(Draper City, 5 acre park)



LARGE PARK EXAMPLE:

Ivory Ridge Park
(Lehi City, 10 acre park)



MEDIUM PARK EXAMPLE:

Monterey Estates Park
(Syracuse City, 3 acre park)



MEDIUM PARK EXAMPLE:

Colony Pointe Park
(Lehi City, 5 acre park)



SMAL PARK EXAMPLE:

(Lehi City, 2 acre park and Club Ivory)



SMALL PARK EXAMPLE:

Tuscan Estates Park
(South Ogden City, 2 acre park)



ENT 62737:2018 PG 1 of 86
JEFFERY SMITH
UTAH COUNTY RECORDER
2018 Jul 03 2:27 pm FEE 266.00 BY MA
RECORDED FOR EAGLE MOUNTAIN CITY

WHEN RECORDED, RETURN TO:

Ivory Homes, Ltd.
Attn: Eagle Mountain Project
978 Woodoak Lane
Salt Lake City, UT 84117

(Space above for Recorder's use only.)

DEVL 1112

AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT FOR OVERLAND DEVELOPMENT AND PONY EXPRESS PARCEL

DATED: December 5, 2017

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AMENDED AND RESTATED

MASTER DEVELOPMENT AGREEMENT

FOR

OVERLAND DEVELOPMENT AND PONY EXPRESS PARCEL

A MASTER PLANNED COMMUNITY

THIS AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT is made and entered as of the 5th day of December, 2017, by and between Eagle Mountain City, a political subdivision of the State of Utah, the State of Utah, School and Institutional Trust Lands Administration, and Ivory Homes, Ltd, a Utah limited partnership.

RECITALS

A. The capitalized terms used in these Recitals are defined in Section 1.2, below.

B. Owner and the City entered into the Prior Agreement.

C. Since Owner and the City entered into the Prior Agreement, there have been many changes to the economy and to the needs and desires regarding the development of the Property.

D. Also since the execution of the Prior Agreement, Owner has selected a Master Developer for the Overland portion of the Property.

E. The Parties have determined to amend and restate the Prior Agreement and enter into this MDA to memorialize the terms of their relationship and expectations for the development of the Property.

F. On December 5, 2017, the City approved a Master Plan for the Property.

G. The Parties desire that the Property be developed in a unified and consistent fashion pursuant to the Master Plan.

H. Development of the Property will include the Intended Uses specified in the Master Plan.

I. Development of the Property as a master planned community pursuant to this MDA is acknowledged by the Parties to be consistent with the Act, and to operate to the benefit of the City, Owner, Master Developer, and the general public.

J. The City Council has reviewed this MDA and determined that it is consistent with the Act.

K. The Parties acknowledge that development of the Property pursuant to this MDA will result in significant planning and economic benefits to the City and its residents by, among other things, requiring orderly development of the Property as a master planned community and increasing sales tax and other revenues to the City based on improvements to be constructed on the Property.

L. Development of the Property pursuant to this MDA will also result in significant benefits to Owner and Master Developer by providing assurances to Owner and Master Developer that Master Developer will have the ability to develop the Property in accordance with this MDA.

M. The Parties have cooperated in the preparation of this MDA.

N. The Parties desire to enter into this MDA to specify the rights and responsibilities of Owner and Master Developer to develop Overland and Pony Express as part of the Property as expressed in this MDA, and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this MDA.

O. The Parties understand and intend that this MDA is a "development agreement" within the meaning of, and entered into pursuant to, the terms of Utah Code Ann., §10-9a-101, *et seq*. (2017).

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

TERMS

1. **Incorporation of Recitals and Exhibits/ Definitions.**

1.1. **Incorporation**. The foregoing Recitals and Exhibits "A" – "I" are hereby incorporated into this MDA.

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

1.2.1. **Act** means the City Land Use, Development, and Management Act, Utah Code Ann., §10-9a-101, *et seq.* (2017).

1.2.2. **Administrative Action** means and includes any changes or modifications to the Exhibits to this MDA or other action that may be approved by the Administrator as provided in Section 22.

1.2.3. **Administrator** means the person designated by the City as the Administrator of this MDA.

1.2.4. **Applicant** means a person or entity submitting a Development Application, a Modification Application or a request for an Administrative Action.

1.2.5. **Backbone Improvements** means those improvements which are, generally, infrastructure improvements of a comprehensive scale that are a part of the overall development of the Property and not merely a part of the development of any particular Subdivision or Commercial Site Plan. Backbone Improvements

are generally considered to be in the nature of "System Improvements", as defined in the Utah Impact Fees Act, Utah Code Ann., § 11-36a-101, *et seq.* (2017).

1.2.6. **Building Permit** means a permit issued by the City to allow construction, erection or structural alteration of any building, structure, private or public infrastructure, Project Infrastructure on any portion of the Property, or to construct any Backbone Improvements.

1.2.7. **Buildout** means the completion of all of the development on all of the Property.

1.2.8. **CC&Rs** means one or more Conditions, Covenants and Restrictions regarding certain aspects of design and construction on portions of the Property to be recorded in the chain of title on portions of the Property.

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

1.2.10. **City Consultants** means those outside consultants employed by the City in various specialized disciplines such as traffic, hydrology or drainage for reviewing certain aspects of the development of the Property.

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

1.2.12. **City Parks** means those parks shown as being owned by the City on Exhibit "B" and those Medium Parks and Large Parks that may be dedicated to the City as provided in Section 11.5.

1.2.13. **City's Vested Laws** means the ordinances, policies, standards and procedures of the City related to zoning, subdivisions, development, public improvements and other similar or related matters that were in effect as of the date of this MDA, a digital copy of which is attached as Exhibit "C", except for the City's Tier System open space and trail requirements (not including clubhouse and pool requirements) and other provisions of the City's Vested Laws that are specifically superseded by this MDA.

1.2.14. **Commercial/Institutional Development** means the development of a portion of the Property which may include multiple buildings that are not intended to be on individual subdivision lots and includes apartments, office buildings, churches, schools, public buildings, hotels, shopping centers or other similar multi-building developments or plans for other developments on the Property.

1.2.15. **Commercial Site Plan** means the plan submitted to the City for the approval of Commercial/Institutional Development.

1.2.16. **Commercial Uses** including, but not limited to, professional and other offices, retail and commercial business uses (except for sexually oriented business), restaurants, public facilities, and multi-family residential uses shall be governed by City Vested Laws, except vertical mixed use shall be an approved use.

1.2.17. **Council** means the elected City Council of the City.

1.2.18. **Default** means a material breach of this MDA.

1.2.19. **Denial** means a formal denial issued by the final decision-making body of the City for a particular type of Development Application but does not include review comments or "redlines" by City staff.

1.2.20. **Development Application** means an application to the City for development of a portion of the Property including a Subdivision, a Commercial Site Plan, a Building Permit or any other permit, certificate or other authorization from the City required for development of the Property.

1.2.21. **Development Lease** means Development Lease Number 1074, effective February 1, 2016, entered into by the State of Utah, acting through the School and Institutional Trust Lands Administration, and Ivory Homes, Ltd., a Utah limited partnership, for the development of the Overland parcels.

1.2.22. **Development Report** means a report containing the information specified in Sections 6.6 submitted to the City by Master Developer for the development by Master Developer of any Parcel or for the sale of any Parcel to a Subdeveloper or the submittal of a Development Application by a Subdeveloper pursuant to an assignment from Master Developer.

1.2.23. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann., §10-9a-603 (2017), and approved by the City, effectuating a Subdivision of any portion of the Property.

1.2.24. **Homeowner Association(s) (or "HOA(s)")** means one or more associations formed pursuant to Utah law to perform the functions of an association of property owners.

1.2.25. **Impact Fees** means those fees, assessments, exactions or payments of money imposed by the City as a condition on development activity as specified in the Utah Impact Fees Act, Utah Code Ann., §11-36a-101, *et seq.* (2017).

1.2.26. **Intended Uses** means the use of all or portions of the Property for Residential Uses, Commercial Uses and for parks, trails, open space and other uses as more fully specified in the Master Plan.

1.2.27. **Main Sewer Line** means that sewer line constructed by Owner along Pony Express Parkway from Bobby Wren Boulevard northward to manhole SSMH #23 located approximately 265 feet north of Midvalley Road centerline, on the east side of the Pony Express Parkway centerline.

1.2.28. **Master Developer** means Ivory Homes, Ltd., a Utah limited partnership and its assignees or transferees as permitted by this MDA.

1.2.29. **Master Plan** means Exhibit "B", a plan approved by the City on December 5, 2017, that sets forth general guidelines for the proposed future development of the Property.

1.2.30. **Maximum Residential Units** means the development on the Property of three thousand eight hundred (3,800) Residential Dwelling Units for Overland and four hundred fifty three (453) Residential Dwelling Units for Pony Express with a Property total of four thousand two hundred fifty three (4,253) Residential Dwelling Units.

1.2.31. **MDA** means this Amended and Restated Master Development Agreement including all of its Exhibits.

1.2.32. **Modification Application** means an application to amend this MDA (but not including those changes which may be made by Administrative Action).

1.2.33. **Multifamily Residential** means condominiums, apartments or other residential units that are attached vertically or horizontally and each individual residential unit does not separately own the real property underlying the residential unit.

1.2.34. **Non-City Agency** means a governmental or quasi-governmental entity, other than those of the City, which has jurisdiction over the approval of any aspect of the development of the Property.

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

1.2.36. **Outsourc[e][ing]** means the process of the City contracting with City Consultants or paying overtime to City employees to provide technical support in the review and approval of the various aspects of a Development Application as is more fully set out in this MDA.

1.2.37. **Overland** means the Overland parcels described in Exhibit "A" and generally depicted in Exhibit "B".

1.2.38. **Owner** means the State of Utah, through the School and Institutional Trust Lands Administration.

1.2.39. **Parcel** means an area that is not an individually developable lot created by the processes specified in Section 6.7.

1.2.40. **Park, Club Ivory** (or **Club Ivory**) means a park of a type and with such amenities as generally depicted as a Club Ivory on Exhibit "E".

1.2.41. **Park, Large** means a park of a type and with such amenities as generally depicted as a Large Park on Exhibit "E".

1.2.42. **Park, Medium** means a park of a type and with such amenities as generally depicted as a Medium Park on Exhibit "E".

1.2.43. **Park, Neighborhood Project** means a park that is planned and designed as an amenity to serve and is necessary for the use and convenience of a particular Subdivision or Commercial Site Plan (or a group of related Subdivisions or Commercial Site Plans).

1.2.44. **Park, Small** means a park of a type and with such amenities as generally depicted as a Small Park on Exhibit "E".

1.2.45. **Parties** means, collectively, the City, Owner and Master Developer.

1.2.46. **Phase** means the development of a portion of the Property at a point in a logical sequence as determined by Master Developer.

1.2.47. **Planning Commission** means the City's Planning and Zoning Commission established by applicable laws of the City.

1.2.48. **Pony Express** means the Pony Express parcel described in Exhibit "A" and generally depicted in Exhibit "B".

1.2.49. **Pony Express Trail Park** means the approximately 52 acres deeded to the City by Owner through *Amended and Restated State Of Utah Exchange Patent No. 19737 (Pony Express Trail Park)*, recorded as Entry No. 63439:2005.

1.2.50. **Prior Agreement** means the master development agreement between the City and Owner dated October 7, 2003.

1.2.51. **Project Infrastructure** means those items of public or private infrastructure which are a condition of the approval of a Development Application because they are necessary for development of the Property such as local roads or utilities and that are located on or necessary to serve that portion of the Property which is subject to a Development Application. Project Infrastructure does not include Backbone Improvements.

1.2.52. **Property** means, collectively, the Overland and Pony Express parcels of land located in the City, described in Exhibit "A" and generally depicted in Exhibit "B".

1.2.53. **Reimbursable Improvements** means those improvements specified on Exhibit "D" which Owner constructed on, adjacent to, or in the vicinity of the Property pursuant to the Prior Agreement.

1.2.54. **Required Park** means any Park, Club Ivory, Park, Neighborhood Project, Park, Small, Park, Medium, or Park, Large required to be completed pursuant to this MDA.

1.2.55. **Residential Dwelling Unit** means a unit intended to be occupied for residential living purposes; one single-family residential dwelling and each

separate unit in a multi-family dwelling, apartment building, condominium or time-share building equals one Residential Dwelling Unit.

1.2.56. **Residential Uses** shall include structures for Residential Dwelling Units in any configuration including single family detached, single family attached (such as townhomes), and multifamily.

1.2.57. **Site Plan** means the plan submitted to the City for the first stage of the approval of a Subdivision or Commercial/Institutional Development.

1.2.58. **Subdeveloper** means an entity not "related" (as defined by Internal Revenue Service regulations) to Master Developer which purchases a Parcel for development.

1.2.59. **Subdivision** means the division of any portion of the Property into a subdivision pursuant to the laws of the State of Utah and the City's Vested Laws.

1.2.60. **Subdivision Application** means the application to create a Subdivision.

1.2.61. **Subdivision Site Plan** means the plan submitted with a Subdivision Application.

1.2.62. **Substantial Completion** means a point in the progress of a construction project where the work is sufficiently complete such that any remaining work will not interfere with the intended use or occupancy of the Property.

1.2.63. **System Improvement** means those elements of infrastructure that are defined as System Improvements pursuant to Utah Code Ann., §11-36a-102(21) (2017).

1.2.64. **Term, Initial** means the first term of the MDA for the Overland portion of the Property, as described in Section 4.

1.2.65. **Term, Overland Extension** means the extension period beyond the Initial Term for the Overland portion of the Property, as described in Section 4.

1.2.66. **Trail** means a public trail as shown on Exhibit "H".

1.2.67. **Transfer Deed** means a deed of conveyance approved by the Administrator pursuant to Section 8.15.

1.2.68. **Village** means one of the villages depicted in the Master Plan.

1.2.69. **Village Concept Plan** means a conceptual plan for the development of each Village.

2. **Vested Terms from Prior Agreement to be Retained.**

2.1. **Vacating Lehi-Fairfield Road.** The Parties acknowledge that Utah County may have a historic claim over the Lehi-Fairfield Road. To the extent necessary and at Owner's request, the City shall work with Owner, Master Developer and Utah County to vacate those portions of Lehi-Fairfield Road located on the City property generally depicted on Exhibit "B". The City shall work with Owner, Master Developer and Utah County to vacate those portions of Lehi-Fairfield Road located on the City property generally depicted on Exhibit "B", at such time as the roads shown on Exhibit "B" as West Pony Express Road and West High School Road are constructed and open to public use. Once vacated, these City lands that were previously Lehi-Fairfield Road shall be preserved and enhanced as a non-vehicular trail as part of the Pony Express Trail Park.

2.2. **Access to Pony Express Parcel.**

2.2.1. West Pony Express Road. Exhibit "B" shows West Pony Express Road on the west side of Pony Express parcel, connecting the Pony Express parcel and West High School Road. This road is labeled, for purposes of this MDA, West Pony Express Road. The City agrees that this roadway will be built either as an arterial or as a collector road. The City agrees to show this road on its streets plan, or equivalent, and to require any proposed development in the area to provide for the roadway.

2.2.2. North Pony Express Road. Exhibit "B" shows a roadway labeled North Pony Express Road connecting to Major Street immediately south of its intersection with Eagle Mountain Boulevard and running westward along the northerly boundary of the Pony Express parcel. This roadway will improve access to cross the future Pony Express Trail Park and a small area of property owned by the City in the vicinity of the Pony Express Regional Park. The City agrees that this roadway will be constructed as a City collector road if legal access can be obtained without condemnation. Owner agrees that the cost of construction and connection to existing City streets will be an obligation of Owner or the developer of the Pony Express parcel. The City will use the road as access to the Pony Express Regional Park and to the Pony Express parcel. City acknowledges that this access is material to Owner's conditional agreement to forego existing legal vehicular access to City streets across Russell Street in the Overland Trails subdivision. Owner has agreed to forego that access if access can be granted at Major Street, so

as to reduce the traffic impact of development of the Pony Express parcel to the Overland Trails neighborhood.

2.2.3. West High School Road. Exhibit "B" shows a roadway which is a westerly extension of High School Road to a crossing of Eagle Mountain Boulevard, then westward to the road labeled West Pony Express Road. In accordance with the Prior Agreement, the City agrees to include this roadway in the Impact Fee Facilities Plan.

2.2.4. Russell Street, Emergency and Trail Access. As described in Section 2.2.2 above, Owner agreed to forego existing legal vehicular access to City streets for the Pony Express parcel across Russell Street in the Overland Trails subdivision if legal access can be achieved through Overland Trails subdivision at Major Street in the vicinity of the Pony Express Regional Park. If the City cannot grant the necessary replacement access along North Pony Express Road to Major Street, Russell Street will be maintained as a public right-of-way. If Major Street access can be granted, then Russell Street will be only used for emergency vehicular access and for pedestrian and equestrian access between the Overland Trails neighborhood and Pony Express parcel. Design of the emergency access will be subject to the approval of the fire marshal.

3. **Reimbursements.** The City has been reimbursing Owner for the Reimbursable Improvements through the collection of impact fees. Details regarding the reimbursements for the Reimbursable Improvements, including the reimbursement amounts, the prior payments through fiscal year 2017 and the amounts still due, are set forth in Exhibit "D". Reimbursements for the Reimbursable Improvements have been and shall continue to be made by the City through the

collection of impact fees associated with the applicable Reimbursable Improvements until the reimbursement amounts are paid in full. The City will make an annual payment to Owner in an amount equal to the applicable impact fees collected by the City in the applicable fiscal year (running from July 1 to June 30) on or before each subsequent January 2. This payment shall be accompanied with a report detailing the applicable annual impact fees collected by the City.

4. **Effect of this MDA/Term.** This MDA shall be the sole agreement between the Parties for the development of the Property. The Prior Agreement shall be deemed to have been novated and superseded by this MDA. Any and all claims by any of the Parties for any breaches or performances under the Prior Agreement shall be deemed to have been waived or satisfied. The Initial Term of this MDA for the Overland portion of the Property shall be until December 31, 2052. With respect to Overland, if Master Developer or Owner are not in Default at the end of the Initial Term (or if Master Developer or Owner is in Default, but such Default is being cured), the approved land uses, zoning, and densities shall be automatically extended through the Overland Extension Term for a period of an additional fifteen (15) years (i.e. through December 31, 2067). As of January 1, 2053, the City's Future Laws shall be effective regarding Overland except: (1) the open space and park improvement requirements specified in this MDA shall not be modified; and (2) other requirements that deny Master Developer the ability to reasonably develop the approved number of units in each Village. This MDA shall expire with respect to Overland at the end of the Overland Extension Term. With respect to Pony Express only, the term of this MDA shall be ninety (90) years (i.e. through December 31, 2107).

5. **Development of the Property.**

5.1. **Compliance with Law.** Development of the Property shall be in accordance with the City's Vested Laws, the City's Future Laws (to the extent that these are applicable as otherwise specified in this MDA), this MDA and its Exhibits.

5.2. **Matching Lot Sizes.** Where Overland is immediately adjacent to properties in Villages 2, 3 and 7 on the Master Plan that have development rights at the date of the execution of this MDA, Overland will have single family lots no smaller than 1/2 acre or the average lot size of the immediately adjacent property, whichever is smaller. If other properties immediately adjacent to Overland obtain development rights in the future before the portion of Overland to which they are immediately adjacent receive preliminary plat approval, then Master Developer will develop the immediately adjacent portion of the Property with either matching density (if the immediately adjoining property is anything other than single family) or with single family units (if the immediately adjoining property is single family).

6. **Development of the Property in Compliance with the Master Plan.**

6.1. **Maximum Residential Units and other Intended Uses.** Subject to the maximum number of Residential Dwelling Units in each Village, as indicated in Exhibit "B", Owner shall be entitled to develop up to the Maximum Residential Units and to develop the other Intended Uses as specified in the Master Plan.

6.2. **Intended Uses, Residential Dwelling Units and Density Vesting.** Intended Uses and maximum number of Residential Dwelling Units for each Village are shown on the Master Plan. It is the understanding and intent of the Parties that Master Developer is vested with the residential densities shown on the Master Plan, and Master

Developer shall not be required to obtain a conditional use permit, in accordance with Section 17.25.060 of the City's Vested Laws, to develop Tier III and Tier IV residential development densities.

6.3. **Restrictions on Uses in Certain Villages.** Multifamily Residential shall only be allowed in Villages 5 and 8.

6.4. **Village Approvals.** Master Developer shall present to the Planning Commission and City Council a Village Concept Plan, and a traffic study based on the Village Concept Plan, before submitting any Development Application for any such Village (i.e., a Development Application in Village 7 would require a conceptual plan and traffic study for Village 7). Each Village Concept Plan shall generally illustrate the various types of housing, where density of Residential Dwelling Units within each Village will be located, the location and size of parks and trail improvements, the location of roads and infrastructure improvements, and any potential locations for schools, churches or other civic or community uses. The City's review of the Village Concept Plan for any Village may consider legitimate and quality planning principles, adjacent or planned land uses, the location of appropriate public and private infrastructure, the location of public and private open space, the location and type of Commercial Uses and Residential Uses in the Village, and the location and amount of any non-standard lots. The City shall have the right to require changes to the Village Concept Plan provided that the changes do not materially impact Master Developer's ability to obtain the allowed densities, significantly alter the types or locations of residential or commercial uses (i.e. townhomes, cluster homes, etc.), significantly alter proposed lot sizes, or result in unreasonable additional development costs. Village Concept Plans may also propose areas in the Village Concept Plan with

single-family homes at Tier III or Tier IV densities that do not comply with Tier II development standards, including single-family homes with reduced lot frontages or zero lot lines, which deviations from the development standards may be approved by the City Council as part of the Village Concept Plan approval. The Parties acknowledge and agree that Developer has previously submitted and the City has approved a Village Concept Plan for Village 1, which included an area of "cottage" active adult product with lot sizes that do not conform to the City's Vested Laws. The City hereby approves the proposed lot sizes for the "cottage" active adult product in Village 1. In Village 1, Master Developer shall not propose any other areas for a Development Application that do not meet the lot size and lot frontage requirements in the City's Vested Laws.

6.5. **Use of Residential Dwelling Units.** Master Developer may use any of the Maximum Residential Units in the development of any Subdivision (or any approved Commercial Site Plan allowing for residential uses) so long as the number of units requested in the proposed Development Application is no greater than the maximum number specified by the Master Plan and approved Village Conceptual Plan.

6.6. **Accounting for Residential Dwelling Units.** At the recordation of a Final Plat or Commercial Site Plan by Master Developer allowing for residential uses, Master Developer shall provide the City an updated Development Report showing the number of any Residential Dwelling Units used with the Final Plat or Commercial Site Plan and the number of Residential Dwelling Units remaining for use within each Village and for the total Property.

6.6.1. Accounting for Residential Dwelling Units for Parcels Sold to Subdevelopers. Any Parcel sold by Master Developer to a Subdeveloper shall

include the transfer of a specified portion of the Maximum Residential Units and, for any non-residential use, shall specify the type and maximum amount of any such other use sold with the Parcel.

6.6.2. Return of Unused Residential Dwelling Units. At the recordation of a Final Plat or other Development Application Approval for any Parcel sold to a Subdeveloper, Master Developer shall provide the City an updated Development Report showing the number of Residential Dwelling Units and other types and amounts of uses actually used on the Final Plat. If any portion of the Maximum Residential Units or other uses transferred to a Subdeveloper are unused by the Subdeveloper at the time the Final Plat is recorded for the Parcel or a Development Application is approved, any unused portion of the transferred Maximum Residential Units or other uses shall automatically revert back to the Property and the Master Developer shall file with the City an updated Development Report.

6.7. **Parcel Sales.** The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the sale of a Parcel. The City acknowledges that Master Developer may seek and obtain approval for the subdivision of a portion of the Property into a Parcel without providing such detailed development information subject to the specific "Parcel Sales" provisions of the Section 8.15 as is provided in Utah Code Ann., §10-9a-103(57)(c)(v) (2017). The City and Master Developer acknowledge that such sales of Parcels do not create any individually developable lots in the Parcel and are therefore not subject to any requirement in the City's Vested Laws to complete or provide security for Project Infrastructure at the eventual time

of such Subdivision. The responsibility for completing and providing security for completion of any Project Infrastructure in the Parcel shall be that of the Master Developer or a Subdeveloper upon a subsequent Subdivision of the Parcel that creates individually buildable lots.

7. **Zoning and Vested Rights.**

7.1. **Current Zoning.** The Property is currently zoned as specified in the project Master Plan.

7.2. **Vested Rights Granted by Approval of this MDA.** To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this MDA grants Master Developer all rights to develop the Property in fulfillment of this MDA without modification or interference by the City except as specifically provided herein. The Parties intend that the rights granted to Master Developer under this MDA are contractual and also those rights that exist under statute, common law and at equity. The Parties specifically intend that this MDA grants to Master Developer "vested rights" as that term is construed in Utah's common law and pursuant to Utah Code Ann., §10-9a-508 (2017).

7.2.1. Invalidity. Master Developer and Owner covenant not to bring suit to have any of the City's Vested Laws declared to be unlawful, unconstitutional or otherwise unenforceable. If any of the City's Vested Laws are declared to be unlawful, unconstitutional or otherwise unenforceable, then Master Developer and Owner will nonetheless comply with the terms of this MDA. Master Developer and Owner shall also in that event cooperate with the City in adopting and agreeing to comply with a new enactment by the City which is materially similar to any such

stricken provisions and which implements the intent of the Parties in that regard as manifested by this MDA.

7.2.2. Exceptions. The applicability of the City's Vested Laws specified in Section 7.2 are subject to only the following exceptions:

1. *Master Developer Agreement.* City's Future Laws that Master Developer and Owner agree in writing to the application and scope thereof to the Property. Master Developer and Owner may withhold their consent to the application of any of the City's Future Laws in each of their sole discretion;

2. *Compliance with State and Federal Laws.* City's Future Laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Property;

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

4. *Taxes.* Taxes, or modifications thereto, so long as such taxes

are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated, and provided such taxes are applicable to lands owned and managed by Owner;

5. *Fees.* Changes to the amounts of fees (but not changes to the times provided in the City's Vested Laws for the imposition or collection of such fees) for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

6. *Countervailing, Compelling Public Interest.* Laws, rules or regulations that the City's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann., §10-9a-509 (2017); and

7. *Impact Fees.* Impact Fees or modifications thereto which are lawfully adopted, imposed and collected.

8. **Approval Processes for Development Applications.**

8.1. **Phasing.** The City acknowledges that Master Developer, assignees of Master Developer, and Subdevelopers who have purchased Parcels of the Property may submit multiple applications from time-to-time to develop and construct portions of the Master Plan for the Property in phases.

8.2. **Processing Under City's Future Laws.** Approval processes (e.g., which body of the City considers / hears / approves various types of Development Applications) for Development Applications shall be as provided in the City's Future Laws except as

otherwise provided in this MDA.

8.3. **Application Under City's Future Laws.** Without waiving any rights granted by this MDA, Owner and Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application so long as Owner and Master Developer and any Subdeveloper is not in current breach of this Agreement. Any Development Application filed for consideration under the City's Future Laws shall be governed by all portions of the City's Future Laws related to the Development Application. The election by Owner and Master Developer at any time to submit a Development Application under the City's Future Laws shall not be construed to prevent Owner and Master Developer from relying for other Development Applications on the City's Vested Laws.

8.4. **City's Cooperation in Processing Development Applications.** The City shall cooperate reasonably in promptly and fairly processing Development Applications.

8.5. **Outsourcing of Processing of Development Applications.** Within fifteen (15) business days after receipt of a Development Application, and upon the request of any party, the Parties will confer and determine whether the City and the Master Developer or a Subdeveloper (if applicable) wishes the City to Outsource the review of any aspect of the Development Application to ensure that it is processed on a timely basis. If either party determines that Outsourcing is appropriate then the City shall promptly estimate the reasonably anticipated differential cost of Outsourcing in the manner selected by the City in good faith consultation with the Master Developer (either overtime to City employees or the hiring of a City Consultant). If the Master Developer or a Subdeveloper notifies the City that it desires to proceed with the Outsourcing based on the City's estimate of costs

then the Master Developer or Subdeveloper shall deposit in advance with the City the estimated differential cost and the City shall then promptly proceed with the Outsourced work. Upon completion of the Outsourcing services and the provision by the City of an invoice (with such reasonable supporting documentation as may be requested by Master Developer) for the actual differential cost (whether by way of paying a City Consultant or paying overtime to City employees) of Outsourcing, Master Developer or the Subdeveloper shall, within ten (10) business days pay or receive credit (as the case may be) for any difference between the estimated differential cost deposited for the Outsourcing and the actual cost differential.

8.6. **Non-City Agency Reviews.** If any aspect or a portion of a Development Application is governed exclusively by a Non-City Agency, an approval for these aspects does not need to be submitted by Applicant for review by any body or agency of the City. The Applicant shall timely notify the City of any such submittals and promptly provide the City with a copy of the requested submissions. The City may only grant final approval for any Development Application subject to compliance by Applicant with any conditions required for such Non-City Agency's approval.

8.7. **Acceptance of Certifications Required for Development Applications.** Any Development Application requiring the signature, endorsement, or certification or stamping by a person holding a license or professional certification required by the State of Utah in a particular discipline shall be so signed, endorsed, certified or stamped signifying that the contents of the Development Application comply with the applicable regulatory standards of the City. The Development Application shall thus generally be deemed to meet the specific standards which are the subject of the opinion or certification,

subject to required review by the City or any other agency of the City. It is not the intent of this Section to preclude the normal process of the City's "redlining", commenting on or suggesting alternatives to the proposed designs or specifications in the Development Application. Generally, the City should endeavor to make all of its redlines, comments or suggestions at the time of the first review of the Development Application unless any changes to the Development Application raise new issues that need to be addressed.

8.8. **Expert Review of Certifications Required for Development Applications.** If the City, notwithstanding such a certification by Applicant's experts, subjects the Development Application to a review by City Consultants, the City shall bear the costs of such review if the City Consultants determine that the Applicant's expert certification was materially correct and that the City's requiring a review of the certification in the Development Application was unreasonable and not made in good faith. If the City Consultants determine that the City's requirement of a review was reasonable and made in good faith then payment of the reasonable and actual costs of the City Consultants' review shall be the responsibility of Applicant. This Section shall not be construed to relieve the Master Developer of any plan review fees, inspections fees or other fees normally required by the City.

8.8.1. Selection of City Consultants for Review of Certifications Required for Development Applications. The City Consultant undertaking any review by the City required or permitted by this MDA or ordinance shall be selected from a list generated by the City for each such City review pursuant to a "request for proposal" process or as otherwise allowed by City ordinances or regulations. Applicant may, in its sole discretion, strike from the list of qualified proposers any of such proposed

consultants so long as at least three (3) qualified proposers remain for selection. The anticipated cost and timeliness of such review may be a factor in choosing the expert.

8.9. **Independent Technical Analyses for Development Applications.** If the City needs technical expertise beyond the City's internal resources to determine impacts of a Development Application such as for structures, bridges, water tanks, "threatened and endangered species" and other similar matters which are not required by the City's Vested Laws to be certified by such experts as part of a Development Application, the City may engage such experts as City Consultants under the processes specified in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant. If the City needs any other technical expertise other than as specified above, under extraordinary circumstances specified in writing by the City, the City may engage such experts as City Consultants under the processes in Section 8.8 with the actual and reasonable costs being the responsibility of Applicant.

8.10. **City Denial of a Development Application.** If the City denies a Development Application or a Village Concept Plan, the City shall timely provide a written determination advising the Applicant of the reasons for Denial, including specifying the reasons the City believes that the Development Application or Village Concept Plan is not consistent with this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

8.11. **Meet and Confer regarding Development Application Denials.** The City and Applicant shall meet within fifteen (15) business days of any Denial to resolve the issues specified in the Denial of a Development Application or Village Concept Plan.

8.12. **City Denials of Development Applications Based on Denials from Non-City Agencies.** If the City's Denial of a Development Application is based on the Denial of the Development Application by a Non-City Agency, Master Developer shall appeal any such Denial through the applicable procedures for such a decision and not through the processes specified below.

8.13. **Mediation of Development Application Denials.**

8.13.1. Issues Subject to Mediation. Issues resulting from the City's Denial of a Development Application that are not subject to arbitration provided in Section 8.14 shall be mediated.

8.13.2. Mediation Process. If the City and Applicant are unable to resolve a disagreement that is subject to mediation under this MDA, the parties shall attempt within ten (10) business days to appoint a mutually acceptable mediator with knowledge of the issue in dispute. If the parties are unable to agree on a single acceptable mediator they shall each, within ten (10) business days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Applicant shall pay the fees of the chosen mediator. The chosen mediator shall within fifteen (15) business days, review the positions of the parties regarding the mediation issue and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

8.14. **Arbitration of Development Application Objections.**

8.14.1. Issues Subject to Arbitration. Issues regarding the City's Denial of

a Development Application that are subject to resolution by scientific or technical experts such as traffic impacts, water quality impacts, pollution impacts, etc. are subject to arbitration. The failure of a Development Application to comply with an applicable Federal, State or City Vested Law (or, if applicable, a City Future Law) is not an issue subject to arbitration.

8.14.2. Mediation Required Before Arbitration. Prior to any arbitration the parties shall first attempt mediation as specified in Section 8.13.

8.14.3. Arbitration Process. If the City and Applicant are unable to resolve an issue through mediation, the parties shall attempt within ten (10) business days to appoint a mutually acceptable expert in the professional discipline(s) of the issue in question. If the parties are unable to agree on a single acceptable arbitrator they shall each, within ten (10) business days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single arbitrator. Applicant shall pay the fees of the chosen arbitrator. The chosen arbitrator shall within fifteen (15) business days, review the positions of the parties regarding the arbitration issue and render a decision. The arbitrator shall ask the prevailing party to draft a proposed order for consideration and objection by the other side. Upon adoption by the arbitrator, and consideration of such objections, the arbitrator's decision shall be final and binding upon both parties. If the arbitrator determines as a part of the decision that the City's position was not only incorrect but was also maintained unreasonably and not in good faith then the arbitrator may order the City to pay the arbitrator's fees.

8.15. **Parcel Sales.** The Parties acknowledge that the most efficient and

economic development of the Property depends on numerous factors, such as permitting, market orientation and demand, interest rates, competition, and similar factors. Accordingly, the timing, sequencing, and phasing of development of the Property shall be as determined by Master Developer in its sole subjective business judgment and discretion. To the extent that such conveyances are in anticipation or furtherance of future land use approvals and development of the Property or a particular Parcel therein, the City further agrees that, consistent with the provisions of Utah Code Ann., §10-9a-103(60)(c)(v) (2017), Master Developer may convey portions of the Property by metes and bounds prior to recordation of a plat of subdivision for such portion. Master Developer shall issue a Transfer Deed for a Parcel after receiving the written approval of the City to transfer such Parcel via a metes and bounds legal description.

9. **Exclusion from Moratoriums.** The Property shall be excluded from any moratorium adopted pursuant to Utah Code Ann., §10-9a-504, (2017) unless such a moratorium is found on the record by the Council to be necessary to avoid jeopardizing a compelling, countervailing public interest.

10. **Application Under City's Future Laws.** Without waiving any rights granted by this MDA, Master Developer may at any time, choose to submit a Development Application for some or all of the Property under the City's Future Laws in effect at the time of the Development Application as set forth in Section 8.3.

11. **Parks and Open Space.**

11.1. **Cory Wride Memorial Park.** Master Developer will contribute to the City a total of $1,710,000.00 for investment in the Cory Wride Memorial Park. The payments will be made in increments of $570,000.00 per year beginning with the first payment on or

before February 27, 2019 and the remaining two increments on even dates in 2020 and 2021. The obligation to make these payments is a personal covenant of the Master Developer as of the effective date of this MDA, and does not run with the land, provided that City may withhold approval of any final plat on the Property if Master Developer is in breach of its obligation to make such payment.

11.2. **Pony Express Trail Park Improvements.** Master Developer shall install landscaping through the portion of the Pony Express Trail Park adjacent to Villages 1, 2, 3 and 8 on the west side of the existing asphalt trail at the time the City installs the landscaping on the east side of the existing asphalt trail (as required by Section 12.1). If Master Developer is still utilizing the temporary detention basins in the Pony Express Trail Park at such time, then Master Developer shall, instead, landscape the temporary detention basins when the basins are removed. At a minimum, Master Developer will install enhanced native landscaping through the applicable portion of the Pony Express Trail Park. However, in accordance with Section 12.3, the Parties have agreed to cooperate in good faith to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within the Pony Express Trail Park. The improvements within the Pony Express Trail Park shall be in the sole discretion of Master Developer, but it is anticipated that Master Developer may install contouring, grass areas, trees, above-ground drainage streams or other improvements if both Owner and City agree to such improvements.

11.3. **Village 1.** Exhibit "F" is a detailed plan for the Village 1 parks, open space and amenities. Village 1 will include a total of approximately 8 acres of parks, community amenities, open space, Club Ivory, and Trail system:

11.3.1. A Club Ivory and an approximately 4-acre park will be constructed in Village 1 the sooner of the recording of a plat containing the 150th Building Permit for Village 1 or within 3 years of the date of this MDA;

11.3.2. An approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 300th Building Permit for Village 1 or within 5 years of the date of this MDA; and

11.3.3. An additional approximately 2-acre park or community amenity will be constructed in Village 1 the sooner of the recording of a plat containing the 450th building permit for Village 1 or within 7 years of the date of this MDA.

11.4. **Other Villages and Pony Express Parcel.** Parks, open space and amenities in the Property (other than Village 1) shall be dedicated and constructed as specified below.

11.4.1. Parks, Trails and Open Space Requirements. Unless otherwise approved by the City Council, at a minimum park and improved open spaces shall include the following features and improvements: (1) sod areas large enough for children's play (including multi-use fields), (2) irrigation system to City standards (as required by the City's Future Laws); (3) access along a public road; (4) sufficient paved parking for use of improvements; (5) seating areas with shade structures, pavilions, or trees for shade; (6) asphalt trails or concrete sidewalks connecting the park to the neighborhood and internal trail; (7) a variety of landscaping, including trees, shrubs, and water-wise landscaping; (8) garbage receptacles, drinking fountains, picnic tables, barbeques or other improvements necessary for use or enjoyment of park features; and (9) public bathroom facilities

(for Large Parks). In addition, parks should generally include one or more of the following types of park improvements sufficient for the size of the neighborhood and intended use of the park: basketball court, sports court, splash pad, skate park, large playground structure, or large group pavilion. It is the expectation of the Parties that parks will be improved with a similar level of improvements and amenities as the example parks depicted in Exhibit "E". Subject to the foregoing, the Parties agree that the design and amenities in each park will vary based on the location of the park, surrounding housing types, and changing needs of the community, and that the park design and amenities shall generally be in the discretion of the Master Developer.

11.4.2. Public Park Improvements. In order to allow the City to efficiently maintain public parks and open spaces, all improvements in Required Parks that will be dedicated to the City shall comply with the City's Future Laws with respect to sprinkler and irrigation systems, water usage, fencing, plant and tree types, and construction materials, provided that the City's Future Laws do not substantially increase the cost of such improvements. Master Developer shall reasonably cooperate with City to provide improvements and amenities in public parks that can be efficiently and cost effectively maintained by the City.

11.4.3. Park Plan Approval. Prior to construction or dedication of any Required Park, Master Developer shall submit to the City a detailed park plan. The City Council shall review the park plan, and may deny the park plan if the park plan does not comply with the requirements in subsections 11.4.1 or 11.4.2. Any dispute

about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

11.4.4. Village 2. A Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to recordation of a plat containing the 200th Residential Dwelling Unit in Village 2.

11.4.5. Village 3. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 115th Residential Dwelling Unit in Village 3.

11.4.6. Village 4. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 400th Residential Dwelling Unit in Village 4.

11.4.7. Village 5. A Large Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 5.

11.4.8. Village 7. A Small Park shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 150th Residential Dwelling Unit in Village 7 and, also, a Medium Park or Club Ivory (at Master Developer's discretion) shall be constructed and

dedicated to the City (if that is required pursuant to Section 11.5) prior to the recordation of a plat containing the 300th Residential Dwelling Unit in Village 2.

11.4.9. Village 8. A Small Park or Club Ivory (at Master Developer's discretion) shall be constructed and dedicated to the City (if that is required pursuant to Section 11.5) upon the sooner of the recordation of a plat containing the 80th Residential Dwelling Unit in Village 8 or within 2 years of the recordation of the first plat in Village 8.

11.4.10. Pony Express Parcel. A Medium Park shall be constructed and dedicated to the City prior to the recordation of a plat containing the 150th Residential Dwelling Unit in the Pony Express portion of the Property.

11.4.11. Alternative Bonding for Park Improvements. In the event that Master Developer is unable to complete any Required Park in the timeframes specified in Sections 11.3.1 – 11.4.9, Master Developer may provide to the City a cash bond in the amount of 150% the anticipated cost of all remaining improvements in the Required Park, which cost shall be commercially reasonable. Notwithstanding the bond, Master Developer shall prosecute the completion of the Required Park with commercial due diligence.

11.5. **Dedication of Parks.** Certain of the parks in Sections 11.3 and 11.4 and, also, certain Neighborhood Project Parks, may be dedicated to the City upon their completion and acceptance. Unless otherwise agreed to by the Parties, those parks described as Club Ivory, or Neighborhood Project Parks will not be dedicated to the City but, instead, be owned and maintained by an HOA while Small Parks, Medium Parks and Large Parks will be dedicated to the City.

11.6. **Trails.** Exhibit "I" is the Trails Master Plan. Master Developer will dedicate to the City and construct the Trails with the improvements of each Phase to which a section of Trail is adjacent or included.

11.6.1. Trails Standards. Asphalt Trails shall be 10 feet wide along pedestrian corridors. Unless amended by the City Future Laws as provided herein, asphalt Trails shall consist of six inches of base and three inches of asphalt and shall be placed on undisturbed native material or documented fill material properly compacted. Base shall extend past Trail edges six inches on both sides. Master Developer, in its discretion, may use alternative upgraded designs or materials including concrete or adding additional width.

11.7. **Maintenance of Parks and Trails Dedicated to the City.** Upon acceptance by the City of any park being dedicated to the City pursuant to Section 11.6, the City shall be responsible for maintaining such park or Trail.

11.8. **Owners Dedication Language.** Most dedications by Owner to the City pursuant to this MDA shall occur through a dedication plat. In such circumstances, the plat shall contain Owner's dedication language materially the same as the example in Exhibit "G". Certain dedications may occur through the issuance of a patent deed or other type of deed. In both circumstances, the plat and conveyance deed shall contain restrictions regarding the use of such lands restricting the use of such lands for the purpose for which it was granted.

11.8.1. Use Restrictions. Conveyances to the City of properties for Parks or Trails shall include deed restrictions limiting the uses of the property to passive and active recreation improvements.

11.9. **Tax Benefits.** The City acknowledges that Master Developer may seek to qualify for certain tax benefits by reason of conveying, dedicating, gifting, granting or transferring any of the property for the Cory Wride Memorial Park, other City Parks, or contributing payments for investment in Cory Wride Memorial Park to the City or to a charitable organization to the extent that Master Developer or Owner is not otherwise paid for those properties. Master Developer shall have the sole responsibility to claim and qualify for any tax benefits sought by Master Developer by reason of the foregoing. The City shall reasonably cooperate with Master Developer to allow Master Developer to take advantage of any such tax benefits.

12. **Additional Consideration by Owner and Master Developer.** As additional consideration to the City in the nature of parks and open space dedications, Owner and Master Developer shall:

12.1. **Pony Express ROW Expansion.** On or before June 30, 2018, dedicate to the City and release or amend deed restrictions for approximately 11 acres of additional right-of-way along the Pony Express Parkway to allow the City to expand the Pony Express Parkway right-of-way to 152 feet. The details of the expansion of the Pony Express Parkway as it relates to the presently existing asphalt trail and Pony Express Trail Park and to the future expansion are illustrated, in cross-section view, on Exhibit "I". In the event the City allows Pony Express Parkway to be expanded to three lanes in each direction, City will install a 30-foot landscaped park strip on the east side of Pony Express Parkway and install landscaping between the existing asphalt trail and Pony Express Parkway on the west side of Pony Express Parkway. For purposes of this MDA, a "lane" shall include those lanes constructed for through-traffic as well as any turn, emergency or similar lanes.

The type of landscaping and amenities, and the design of the park strips, shall be in the sole discretion of the City, provided that the landscaping does not include amenities or improvements that violate the deed restrictions that encumber the property. If the expanded Pony Express Parkway encroaches upon the presently existing asphalt trail, then the City shall relocate the affected portion of the asphalt trail at its own expense.

12.2. **Recreational Parcel.** On or before June 30, 2018, dedicate to the City approximately 13.4 acres, as shown on the Master Plan. The deed restrictions shall be the same as the deed restrictions in State of Utah Exchange Patent 19738, except paragraph 3 under Prohibited Improvements and Uses shall read: "Commercial uses (other than minor concession, minor commercial uses directly related to allowed recreational amenities, or fees related to use of the recreational amenity)" and a new paragraph 4 under Prohibited Improvements and Uses shall read: "Parking lots that are unrelated to permissible improvements."

12.3. **Pony Express Trail Park Restrictions.** The Pony Express Trail Park was dedicated by Owner to City for the purpose of preserving the existing Pony Express trail and associated historic and scenic features. The conveyance document for this park contains deed restrictions intended to cause this preservation. Owner shall cooperate in good faith with City to consider amending the deed restrictions on the Pony Express Trail Park to allow for additional improvements or uses within this park, provided such improvements or uses are compatible with the purposes for which the park was dedicated.

12.4. **High School Road.** On or before June 30, 2018, dedicate to the City approximately 0.8 acres to allow High School Road, including a reasonably-sized turn lane, on the Property to be completed to City standards.

12.4.1. The City will complete the dedicated portion of High School Road on the Property to the west of the High School prior to the High School's anticipated fall-2019 opening.

12.5. **Airport Road.** Owner has already dedicated to the City property commonly referred to as the "Airport Road". The Master Plan contemplates a different alignment of Airport Road. The City and Owner shall work together to relocate the dedicated portions of Airport Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.6. **Bypass Road.** Owner has already dedicated to the City property commonly referred to as the "Bypass Road". Instead, the City and Owner shall, as and when requested by Master Developer, work together to relocate the dedicated portions of Bypass Road to accommodate the alignment that may be actually constructed in the future. In such circumstances, the land previously dedicated to the City would be re-conveyed to Owner in return for Owner dedicating land underlying the new alignment. It is anticipated that the re-conveyance and dedication would encompass generally equivalent land areas.

12.7. **Lake Mountain Road.** Owner has provided an easement from Pony Express Parkway to the City-owned portion of Lake Mountain Road. That easement will be relinquished by the City when Master Developer completes a publicly dedicated connection in an alignment to be determined in the future by Master Developer and the

City as a part of a Subdivision of the relevant portion of the Property, as set forth in the easement.

12.8. **Hidden Valley Road.** The Master Plan shows a road connection through the project know as Hidden Valley Road. Master Developer shall, as a part of the completion of the infrastructure for any Development Application that would include a portion of Hidden Valley Road, complete that portion of the road within the Property. The location of Hidden Valley Road on the Master Plan is a general depiction only. The actual alignment of said road is to be determined in the future by Master Developer and the City as a part of a Subdivision of the relevant portion of the Property and may be combined with the future Lake Mountain Road connection.

13. **Public Improvements.**

13.1. **Utilities and Project Infrastructure.** Master Developer shall have the right and the obligation to construct or cause to be constructed and installed all portions of Project Infrastructure which are required as a condition of approval of each Development Application.

13.2. **No Additional Backbone Improvements Requirements.** Any development fees, impact fees, water hookup fees, or any similar fees, charges, assessments or exactions for the development of the Property shall be in accordance with Utah law.

13.3. **Construction Prior to Completion of Infrastructure.** City shall comply with Utah law and the City's Vested Laws with respect to building permits or permits for model homes, home shows, sales offices, construction trailers, or similar temporary uses.

13.3.1. Restrictions on Certificates of Occupancy. No permanent Certificate of Occupancy shall be issued by the City and no residential occupancy

shall be permitted unless all Project Infrastructure and Backbone Improvements (except for landscaping which shall be considered pursuant to Section 17.1) required pursuant to an approved Development Application are installed to Substantial Completion.

14. **Water.**

14.1. **Water Rights.** Owner has banked water rights with the City for use on several properties within the City boundaries. The banked water rights are 785.402 acre-feet of water from Utah Water Right No. 54-1173 (a23069f) (500-acre feet), Utah Water Right No. 54-1153 (a29551) (200.376-acre feet), Utah Water Rights No. 54-1146 and 54-1147 (a28384) (52.506-acre feet), and Utah Water Right No. 54-145 (a36950) (32.52-acre feet).

14.2. **CWP Water Leased By Owner.** Owner has previously purchased the right to use 1,000 acre-feet of the City's interest in Central Utah Water Conservancy District water delivered to the City.

14.3. **Water Reservation.** The City and Owner shall cooperate in good faith to consider the reservation of water for the development of the Property, subject to payment of a reasonable reservation fee.

15. **CC&Rs**. The Homeowners Association(s) will be responsible for the implementation and enforcement of the CC&Rs. The CC&Rs may be amended by the processes specified in the CC&Rs without any requirement of approval of such amendments by the City.

16. **Payment of Fees.**

16.1. **General Requirement of Payment of Fees.** Master Developer or a Subdeveloper shall pay to the City all fees (including, but not limited to, plan review fees,

Impact Fees, hookup fees and inspection fees) in amounts specified in the City's Future Laws.

16.2. **Infrastructure Built by Master Developer.** Master Developer or Subdevelopers may, from time-to-time, install and construct portions of the infrastructure which are System Improvements. City shall ensure that Master Developer is either not charged Impact Fees for System Improvements constructed by Master Developer or that Master Developer otherwise receives the full amounts of credits, adjustments or reimbursements for System Improvements constructed by Master Developer as required by State law.

16.3. **Reimbursement for "Upsizing".** In accordance with Utah law, the City shall not require Owner or Master Developer to "upsize" any public improvements (i.e., to construct the improvements to a size larger than required to service the Property) unless financial arrangements reasonably acceptable to Owner and Master Developer are made to compensate Master Developer for the costs of such upsizing.

16.4. **Main Sewer Line.** Owner constructed the Main Sewer Line. The Main Sewer Line was intended to provide all capacity necessary to provide sanitary sewer services to the estimated 3,800 Residential Dwelling Units for Overland, as described in Exhibit "B". The City acknowledges that Owner and Master Developer are concerned that by allowing other property owners to connect to the Main Sewer Line without the City constructing other sewer lines to service any portion of Overland, Master Developer may be in a situation in the future in which a new major sanitary sewer line is necessary to service Overland that would not have been necessary if City did not allow other property owners to connect to the Main Sewer Line. Accordingly, in the event the City allows other

property owners to utilize capacity in the Main Sewer Line, and the utilization of such capacity requires the construction of additional sanitary sewer capacity that would not have otherwise been required as part of Overland, the City shall construct such additional capacity, and City may assess impact fees to property owners (other than Master Developer or Owner) to cover the cost of such capacity. Any dispute about this subsection shall be resolved by the meet and confer, mediation and arbitration provisions of Sections 8.11, 8.13 and 8.14, respectively.

17. **Construction Standards and Requirements.**

17.1. **Separate Security for Landscaping.** Master Developer shall comply with City bonding requirements for required improvements, except security for the completion of those items of landscaping that are weather dependent may be, at the option of Master Developer, by a security instrument acceptable to the City separate from the security instrument(s) used for the other portion of the public improvements.

17.2. **Building Permits.** No buildings or other structures shall be constructed within the Property without the Applicant first obtaining building permits. The Applicant may apply for and obtain a grading permit following approval by the Planning Commission of a Commercial Site Plan or a Subdivision Site Plan if the Applicant has submitted and received approval of a site grading plan from the City Engineer. Any grading performed by the Applicant pursuant to only a grading permit prior to the establishment of finished grades by a final approval shall be at the risk of the Applicant meaning that if there are any changes between the grade elevations created by the grading permit activities and the final, approved elevations then such changes must be made at the sole cost and expense of the Applicant that created the discrepancy.

17.3. **City and Other Governmental Agency Permits.** Before commencement of construction or development of any buildings, structures or other work or improvements upon any portion of the Property, the Applicant shall, at its expense, secure, or cause to be secured, any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. The City shall reasonably cooperate with the Applicant in seeking to secure such permits from other governmental entities.

18. **Provision of Municipal Services**. The City shall provide all City services to the Property that it provides from time-to-time to other residents and properties within the City including, but not limited to, culinary water, sanitary sewer, garbage collection, police, fire and other emergency services. Such services shall be provided to the Property at the same levels of services, on the same terms and at the same rates as provided to other residents and properties in the City.

19. **Default.**

19.1. **Notice.** If the Owner, Master Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a Default has occurred shall provide Notice to the other Parties. If the City believes that the Default has been committed by a Subdeveloper then the City shall also provide a courtesy copy of the Notice to Master Developer and Owner.

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

19.2.1. Claim of Default. Specify the claimed event of Default;

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

19.2.3. Specify Materiality. Identify why the Default is claimed to be material; and

19.2.4. Optional Proposed Cure. If the City chooses, in its discretion, propose a method and time for curing the Default which shall be of no less than sixty (60) days duration.

19.3. **Meet and Confer, Mediation, Arbitration.** Upon the issuance of a Notice of Default, the Parties shall engage in the "Meet and Confer" and "Mediation" processes specified in Sections 8.11, 8.13 and 8.14. If the claimed Default is subject to Arbitration as provided in Section 8.14.3 then the Parties shall follow such processes.

19.4. **Remedies.** If the Parties are not able to resolve the Default by "Meet and Confer" or by "Mediation", and if the Default is not subject to Arbitration then the Parties may have the following remedies:

19.4.1. Owner and Master Developer's Remedies. Owner and Master Developer's sole and exclusive remedy under this Agreement shall be specific performance of the rights granted in this MDA and City's obligations under this MDA. IN NO EVENT SHALL CITY BE LIABLE TO OWNER OR MASTER DEVELOPER, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

19.4.2. City's Remedy Upon Default. City shall have the right to withhold all further reviews, approvals, licenses, building permits and other permits for development of the Property in the case of a Default by Master Developer or

Owner, or in the case of a default by a Subdeveloper, development of those Parcels owned by the Subdeveloper until the Default has been cured. City shall further have the right to draw on any security posted or provided in connection with the Property and relating to remedying of the particular Default.

19.5. **Public Meeting.** Before any remedy in Section 19.4.2 may be imposed by the City, the party allegedly in Default shall be afforded the right to attend a public meeting before the Council and address the Council regarding the claimed Default.

19.6. **Emergency Defaults.** Anything in this MDA notwithstanding, if the Council finds on the record that a Default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a Default would also impair a compelling, countervailing interest of the City then the City may impose the **remedies** of Section 19.4.2 without the requirements of Sections 19.3. The City shall give Notice to the Master Developer, Owner and any applicable Subdeveloper of any public meeting at which an emergency default is to be considered and the Master Developer, Owner and any applicable Subdeveloper shall be allowed to address the Council at that meeting regarding the claimed emergency Default.

19.7. **Extended Cure Period.** If any Default cannot be reasonably cured within sixty (60) days of receipt of notice by the defaulting party then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

19.8. **Cumulative Rights.** The rights and remedies set forth herein shall be cumulative.

20. **Assumption of Rights of Master Developer.**

20.1. **Owner Right to Assume Position of Master Developer.** The Parties

acknowledge that Master Developer and Owner have entered into the Development Lease for the development of Overland, and that Master Developer also has a right of first refusal on Pony Express. If the Development Lease expires or otherwise terminates prior to Buildout, then Owner shall have the right (in its sole discretion) to assume the position of the Master Developer under this MDA and shall thereby assume all the rights, responsibilities and obligations of the Master Developer, except as expressly set forth herein. Owner shall exercise its right to assume the position of the Master Developer by providing Notice of such to the City. Owner shall have the right to further assign these rights and obligations in its sole discretion, and shall exercise its right to further assign by providing Notice of such to the City. The obligations of the Parties concerning the assignment of rights under this MDA, as set forth in Section 30, shall not apply to those circumstances described in this Section 21.1.

20.2. **Appointment of Additional Master Developer for Pony Express.** The Parties acknowledge that Owner and a party other than the Parties to this MDA may enter into a development agreement for Pony Express at some point in the future. In such circumstances, Owner shall have the right to add such developer as a party to this MDA. That developer shall also be considered a Master Developer under this MDA, and shall have all those rights, responsibilities and obligations associated with the Master Developer for Pony Express only. In such circumstances, the rights, responsibilities and obligations of Ivory Homes, Ltd. as Master Developer shall be limited to those associated with Overland only. Owner shall add a developer of Pony Express to this MDA by providing Notice of such to the other Parties, and executing any legal documents reasonably required by the other Parties to this MDA to effectuate such an addition.

20.3. **Exceptions.** If Owner assumes the position of Master Developer under this MDA pursuant to Section 20.1 prior to the payment of the entire $1,710,000.00 investment for Cory Wride Memorial Park, described in Section 11.1, Owner shall not be responsible for any portion of these payments.

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

To the Master Developer:
Ivory Homes, Ltd.
Attn: Eagle Mountain Project
978 Woodoak Lane
Salt Lake City, UT 84117

To Owner:
School and Institutional Trust Lands Administration
Attn: Development Group
675 East 500 South, Suite 500
Salt Lake City, UT 84102

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

21.1. **Effectiveness of Notice.** Except as otherwise provided in this MDA, each Notice shall be effective and shall be deemed delivered on the earlier of:

21.1.1. Physical Delivery. Its actual receipt, if delivered personally, or by courier service.

21.1.2. Mail Delivery. On the day the Notice is postmarked for mailing, postage prepaid, by First Class or Certified United States Mail and actually deposited in or delivered to the United States Mail. Any party may change its

address for Notice under this MDA by giving written Notice to the other party in accordance with the provisions of this Section.

22. **Administrative Actions.**

22.1. **Allowable Administrative Actions.** The following modifications to this MDA may be considered and approved by the Administrator.

22.1.1. Infrastructure. Modification of the location and sizing of the infrastructure for the Property that does not materially change the functionality of the infrastructure.

22.2. **Application to Administrator.** Applications for Administrative Action shall be filed with the Administrator.

22.2.1. Referral by Administrator. If the Administrator determines for any reason that it would be inappropriate for the Administrator to determine any Administrative Action, then the Administrator may require the Administrative Action to be processed as a Modification Application.

22.2.2. Administrator's Review of Administrative Action. The Administrator shall consider and decide upon the Administrative Action within a reasonable time.

22.2.3. Notification Regarding Administrator's Approval. If the Administrator approves any Administrative Action the Administrator shall notify the Council in writing of the proposed approval. Unless the Administrator receives a notice pursuant to Section 22.2.1 requiring that the proposed Administrative Action be considered by the City Council as a Modification Application then

approval of the Administrative Action by the Administrator shall be conclusively deemed binding on the City.

22.2.4. City Council Requirement of Modification Application Processing. Any member of the Council may, within ten (10) business days after notification by the Administrator, notify the Administrator that the Administrative Action must be processed as a Modification Application.

22.2.5. Appeal of Administrator's Denial of Administrative Action. If the Administrator denies any proposed Administrative Action, the Applicant may process the proposed Administrative Action as a Modification Application.

23. **Amendment**. Except for Administrative Actions, any future amendments to this MDA shall be considered as Modification Applications subject to the following processes.

23.1. **Who may Submit Modification Applications.** Only the City and Master Developer or an assignee that succeeds to all of the rights and obligations of Master Developer under this MDA (and not including a Subdeveloper) may submit a Modification Application.

23.2. **Modification Application Contents.** Modification Applications shall:

23.2.1. Identification of Property. Identify the property or properties affected by the Modification Application.

23.2.2. Consent of Owner. Owner's consent to filing a Modification Application shall be required.

23.2.3. Description of Effect. Describe the effect of the Modification Application on the affected portions of the Property.

23.2.4. Identification of Non-City Agencies. Identify any Non-City Agencies potentially having jurisdiction over the Modification Application.

23.2.5. Map. Provide a map of any affected property and all property within three hundred feet (300') showing the present or Intended Use and number of Residential Dwelling Units of all such properties.

23.2.6. Fee. Modification Applications shall be accompanied by a fee in an amount reasonably estimated by the City to cover the costs of processing the Modification Application.

23.3. **City Cooperation in Processing Modification Applications.** The City shall cooperate reasonably in promptly and fairly processing Modification Applications.

23.4. **Planning Commission Review of Modification Applications.**

23.4.1. Review. All aspects of a Modification Application required by law to be reviewed by the Planning Commission shall be considered by the Planning Commission as soon as reasonably possible in light of the nature and complexity of the Modification Application.

23.4.2. Recommendation. The Planning Commission's vote on the Modification Application shall be only a recommendation and shall not have any binding or evidentiary effect on the consideration of the Modification Application by the Council.

23.5. **Council Review of Modification Application.** After the Planning Commission, if required by law, has made or been deemed to have made its recommendation of the Modification Application, the Council shall consider the Modification Application.

23.6. **Council's Objections to Modification Applications.** If the Council objects to the Modification Application, the Council shall provide a written determination advising the Applicant of the reasons for Denial including specifying the reasons the City believes that the Modification Application is not consistent with the intent of this MDA and the City's Vested Laws (or, if applicable, the City's Future Laws).

23.7. **Meet and Confer regarding Modification Applications.** The Council and Master Developer shall meet within fourteen (14) calendar days of any objection to resolve the issues presented by the Modification Application and any of the Council's objections.

23.8. **Mediation of Council's Objections to Modification Applications.** If the Council and Master Developer are unable to resolve a dispute regarding a Modification Application, the Parties shall attempt within seven (7) days to appoint a mutually acceptable expert in land planning or such other discipline as may be appropriate. If the Parties are unable to agree on a single acceptable mediator they shall each, within seven (7) days, appoint their own individual appropriate expert. These two experts shall, between them, choose the single mediator. Master Developer and the City shall each pay one-half of the fees of the chosen mediator. The chosen mediator shall within fourteen (14) days, review the positions of the Parties regarding the mediation issue and promptly attempt to mediate the issue between the Parties. If the Parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the parties.

24. **10-year Reviews**. Every ten years after the date of this MDA, the Parties shall meet and confer to consider any issues that may have arisen regarding the MDA, the development of the Property, the general economy, and other issues. The first meeting shall take place at a time

and place mutually agreeable to the Parties between January 15 and February 15 of 2028 and then every ten years thereafter. The Parties shall not be required to make any modifications of this MDA as a result of these reviews but may propose amendments for the consideration of the Parties.

25. **Estoppel Certificate**. Upon twenty (20) days prior written request by Owner, Master Developer or a Subdeveloper, the City will execute an estoppel certificate to any third party certifying that Owner, Master Developer or a Subdeveloper, as the case may be, at that time is not in default of the terms of this Agreement.

26. **Attorney's Fees.** In addition to any other relief, the prevailing party in any action, whether at law, in equity or by arbitration, to enforce any provision of this MDA shall be entitled to its costs of action including a reasonable attorneys' fee.

27. **Entire Agreement**. This MDA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

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

29. **No Third-Party Rights/No Joint Venture**. This MDA does not create a joint venture relationship, partnership or agency relationship between the City, Owner and Master Developer. Further, the Parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property unless the City has accepted the dedication of such improvements at which time all rights and responsibilities for the dedicated public improvement shall be the City's.

30. **Assignability**. The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part by Master Developer with the consent of the City and Owner as provided herein.

30.1. **Certain Sales not an Assignment.** Master Developer's selling or conveying lots in any approved Subdivision or Parcels to builders, users, or Subdevelopers, shall not be deemed to be an "assignment" subject to the above-referenced approval by the City unless specifically designated as such an assignment by the Master Developer.

30.2. **Related Party Transfer.** Master Developer's transfer of all or any part of the Property to any entity "related" to Master Developer (as defined by regulations of the Internal Revenue Service), Master Developer's entry into a joint venture for the development of the Property or Master Developer's pledging of part or all of the Property as security for financing shall also not be deemed to be an "assignment" subject to the above-referenced approval by the City and Owner unless specifically designated as such an assignment by the Master Developer. Master Developer shall give the City and Owner Notice of any event specified in this sub-section within ten (10) days after the event has occurred. Such Notice shall include providing the City with all necessary contact information for the newly responsible party.

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

30.4. **Deemed Approved.** Unless the City or Owner objects in writing within

twenty (20) business days, the City and Owner shall be deemed to have approved of and consented to the assignment.

30.5. **Partial Assignment.** If any proposed assignment is for less than all of Master Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment, Master Developer shall be released from any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations that were not assigned.

30.6. **Grounds for Denying Assignment.** The City and Owner may only withhold their consent if the City and Owner are not reasonably satisfied of the assignee's financial ability to perform the obligations of Master Developer proposed to be assigned. Any refusal of the City or Owner to accept an assignment shall be subject to the "Meet and Confer" and "Mediation" processes specified in Sections 8.11 and 8.13. If the refusal is subject to "Arbitration" as provided in Section 8.14 then the Parties shall follow such processes.

30.7. **Assignee Bound by this MDA.** Any assignee shall consent in writing to be bound by the assigned terms and conditions of this MDA as a condition precedent to the effectiveness of the assignment.

31. **Binding Effect**. If Master Developer sells or conveys Parcels of lands to Subdevelopers or related parties, the lands so sold and conveyed shall bear the same rights, privileges, Intended Uses, configurations, and number of Residential Dwelling Units as applicable to such Parcel and be subject to the same limitations and rights of the City when owned by Master

Developer and as set forth in this MDA without any required approval, review, or consent by the City except as otherwise provided herein.

32. **No Waiver**. Failure of any of the Parties to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

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

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

35. **Time is of the Essence**. Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

36. **Appointment of Representatives**. To further the commitment of the Parties to cooperate in the implementation of this MDA, the City, Owner and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer. The initial representative for the City shall be the Mayor of the City. The initial representative for Master Developer shall be Chris Gamvroulas. The initial

representative for Owner shall be Elise Erler. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this MDA and the development of the Property.

37. **Mutual Drafting**. Each of the Parties has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against any Party based on which party drafted any particular portion of this MDA.

38. **Applicable Law**. This MDA is entered into in the City in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

39. **Venue**. Any action to enforce this MDA shall be brought only in the Fourth District Court for the State of Utah.

40. **Counterpart Execution**. This MDA may be executed in counterparts.

41. **Recordation and Running with the Land**. This MDA shall be recorded in the chain of title for the Property. This MDA and the obligations herein shall be deemed to run with the land, except as expressly set forth in this MDA. The electronic data disk of the City's Vested Laws, Exhibit "C", shall not be recorded in the chain of title. A secure copy of Exhibit "C" shall be filed with the City Recorder and each party shall also have an identical copy.

42. **Authority**. The Parties to this MDA each warrant that they have all of the necessary authority to execute this MDA. Specifically, on behalf of the City, the signature of the Mayor of the City is affixed to this MDA lawfully binding the City pursuant to the motion approving the MDA adopted by the City on December 5, 2017. This MDA is approved as to form and is further certified as having been lawfully adopted by the City by the signature of the City Attorney.

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

MASTER DEVELOPER
Ivory Homes, Ltd.

By: CLARK D. IVORY
Its: CEO

MASTER DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF SALT LAKE)

On the 31st day of May, 2018, personally appeared before me CLARK IVORY the CEO of Ivory Homes, Ltd. A Utah limited partnership, who acknowledged that he/she, being duly authorized, did execute the foregoing instrument on behalf of Ivory Homes, Ltd.

NOTARY PUBLIC
Residing at: Salt Lake County

BRYON FRANKLIN PRINCE
NOTARY PUBLIC - STATE OF UTAH
COMMISSION# 681328
COMM. EXP. 01-26-2019

CITY
EAGLE MOUNTAIN CITY

By: Tom Westmoreland
Its: Mayor

Approved as to form and legality:

City Attorney

Attest:

City Recorder

CORPORATE SEAL EAGLE MOUNTAIN EST. 1996 STATE OF UTAH

CITY ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF UTAH)

On the 31 day of May, 2018, Tom Westmoreland personally appeared before me who being by me duly sworn, did say that he is the Mayor of Eagle Mountain City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its governing body and said Mayor acknowledged to me that the City executed the same.

NOTARY PUBLIC

FIONNUALA B KOFOED
NOTARY PUBLIC-STATE OF UTAH
COMMISSION# 686717
COMM. EXP. 01-17-2020

OWNER
STATE OF UTAH, through
the School and Institutional
Trust Lands Administration

David Ure

By: David Ure
Its: Director

Approved as to Form:

Special Assistant Attorney General

OWNER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF SALT LAKE)

On 24th the day of May, 2018, personally appeared before me David Ure, the Director of the School and Institutional Trust Lands Administration, who acknowledged that he, being duly authorized, did execute the foregoing instrument on behalf of the School and Institutional Trust Lands Administration.

Alan Russell Roe
NOTARY PUBLIC
Residing at: Salt Lake County

ALAN RUSSELL ROE
Notary Public State of Utah
My Comm. Exp: May 6, 2021
Comm. Number: 694764

TABLE OF EXHIBITS

Exhibit "A"	Legal Description and General Depiction of Property
Exhibit "B"	Master Plan
Exhibit "C"	City's Vested Laws
Exhibit "D"	Reimbursable Improvements
Exhibit "E"	Parks and Open Space Examples
Exhibit "F"	Village 1 Parks, Open Space, Trails, and Amenities Master Plan
Exhibit "G"	Sample Owner's Dedication Language
Exhibit "H"	Trails Plan
Exhibit "I"	Cross Section of Expansion of Pony Express Parkway

Exhibit "A"

Legal Description and General Depiction of Property

Legal Description of Property:

Overland parcels:

VILLAGE 1 (PARCEL 36-E)

A portion of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B.& M.; thence N1°04'47"E along the Section line 2,671.07 feet to a 1987 Utah County monument marking the West ¼ Corner of said Section 36; thence N0°36'31"E along the Section line 2,062.29 feet to the southwesterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Southeasterly along the arc of a 1,675.07 foot radius non-tangent curve (radius bears: N70°24'53"E) 1,226.75 feet through a central angle of 41°57'40" (chord: S40°33'57"E 1,199.52 feet); thence S61°32'47"E 2,832.41 feet to the westerly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 2 (two) courses and distances: S28°27'14"W 517.50 feet; thence Southwesterly along the arc of a 795.58 foot radius non-tangent curve (radius bears: S61°36'35"E) 64.28 feet through a central angle of 4°37'46" (chord: S26°04'32"W 64.26 feet) to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail D1 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S65°29'22"E along said property 197.11 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S24°30'33"W along said road 59.86 feet to the northeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail E in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence N65°29'22"W along said property 197.17 feet to the easterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S24°30'38"W 886.52 feet; thence along the arc of a 202.61 foot radius curve to the right 60.92 feet through a central angle of 17°13'38" (chord: S33°07'27"W 60.69 feet); thence S41°44'16"W 716.26 feet to the southwesterly line of said Trail D1; thence along said trail parcel the following 5 (five) courses and distances: Southeasterly along the arc of a 655.00 foot radius non-tangent curve (radius bears: N84°54'06"E) 269.20 feet through a central angle of 23°32'52" (chord: S16°52'20"E 267.31 feet); thence S30°48'02"E 180.77 feet; thence along the arc of a 15.00 foot radius curve to the left 17.21 feet through a central angle of 65°43'37" (chord: S63°39'50"E 16.28 feet) to a point of reverse curvature; thence along the arc of a 130.00 foot radius curve to the right 21.26 feet through a central angle of 9°22'07" (chord: N88°09'25"E 21.23 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 14.99 feet through a central angle of 57°15'43" (chord: N64°12'37"E 14.38 feet) to the northwesterly line of said Sweetwater Road; thence along said road the following 2 (two) courses

Exhibit "A" (continued)

and distances: S27°16'59"W 74.53 feet; thence along the arc of a 2,495.00 foot radius curve to the left 40.92 feet through a central angle of 0°56'23" (chord: S26°48'48"W 40.92 feet); thence N65°14'49"W 24.00 feet; thence along the arc of a 267.00 foot radius curve to the left 62.47 feet through a central angle of 13°24'21" (chord: N71°56'59"W 62.33 feet) to the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail F in Deed Entry No. 63439:2005 of the Official Records of Utah County, the previous 2 (two) courses along the extension of, and along the northerly line of Midvalley Road as dedicated as part of MIDVALLEY ROAD Phase 1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence along said Trail parcel the following 4 (four) courses and distances: Northeasterly along the arc of a 130.00 foot radius non-tangent curve (radius bears: S61°05'44"E) 12.89 feet through a central angle of 5°40'49" (chord: N31°44'41"E 12.88 feet) to a point of reverse curvature; thence along the arc of a 15.00 foot radius curve to the left 17.12 feet through a central angle of 65°23'09" (chord: N1°53'31"E 16.20 feet); thence N30°48'04"W 182.70 feet; thence along the arc of a 745.00 foot radius curve to the right 227.50 feet through a central angle of 17°29'47" (chord: N20°02'13"W 226.62 feet) to the southeasterly line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S41°44'18"W 0.54 feet to the easterly line of said MIDVALLEY ROAD Phase 1 Subdivision; thence along said Plat the following 4 (four) courses and distances: Northwesterly along the arc of a 745.00 foot radius non-tangent curve (radius bears: N78°39'39"E) 153.00 feet through a central angle of 11°46'00" (chord: N5°27'21"W 152.73 feet); thence N0°25'39"E 513.37 feet; thence N89°34'21"W 1,084.31 feet; thence S0°25'39"W 1,110.53 feet to the Section line; thence N89°17'16"W along the Section line 982.89 feet to the point of beginning.

Contains: 193.90+/- acres

VILLAGE 2 (PARCEL 36-A)

A portion of the NW1/4 and the NE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located S89°27'10"E along the Section line 103.03 feet from a 2002 Utah County monument marking the Northwest Corner of Section 36, T5S, R2W, S.L.B.& M.; thence S89°27'10"E along the Section line 2,572.06 feet to a 1960 Utah County monument marking the North ¼ Corner of said Section 36; thence S89°36'58"E along the Section line 1,522.16 feet to the northwest corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail A in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S0°23'02"W 25.00 feet; thence S54°09'26"E 248.32 feet; thence S11°08'55"W 48.72 feet to the northeast corner of that Real Property conveyed to Eagle Mountain City described as Exhibit "A" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said property the following 3 (three) courses and distances: S42°09'31"W 134.22 feet; thence S6°36'38"W 68.52 feet; thence S13°15'31"E 154.22 feet to the southwest corner of said Pony Express Trail A; thence S78°51'05"E along said trail parcel 199.60 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County;

Exhibit "A" (continued)

thence S11°08'50"W along said roadway 60.00 feet to the north line of Pony Express Trail B described in said Deed Entry No. 63439:2005; thence N78°51'05"W along said trail parcel 196.98 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence along said lands the following 3 (three) courses and distances: S11°08'55"W 315.69 feet; thence along the arc of a 712.61 foot radius curve to the right 215.23 feet through a central angle of 17°18'19" (chord: S19°48'05"W 214.42 feet); thence S28°27'14"W 1,194.43 feet to the south line of said Pony Express Trail B; thence S61°32'46"E along said trail parcel 197.10 feet to the westerly line of said Sweetwater Road; thence S28°27'09"W along said Road 59.99 feet to the north line of Pony Express Trail C1 described in said Deed Entry No. 63439:2005; thence N61°32'46"W along said trail parcel 197.10 feet to the east line of lands of the State of Utah described as Exhibit "B" in Deed Entry No. 28888:2007 of the Official Records of Utah County; thence S28°27'14"W along said lands 469.02 feet to the northeasterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: N61°32'47"W 2,832.41 feet; thence along the arc of a 1,469.07 foot radius curve to the right 1,593.70 feet through a central angle of 62°09'23" (chord: N30°28'08"W 1,516.69 feet) to the point of beginning.

Contains: 167.12+/- acres

VILLAGE 3 (PARCEL 36-B)

A portion of the NE1/4 and the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2001 Utah County monument marking the Northeast Corner of Section 36, T5S, R2W, S.L.B.& M.; thence S0°36'01"W along the Section line 2,698.21 feet to a 1971 Utah County monument marking the East ¼ Corner of said Section 36; thence S0°36'01"W along the Section line 2,640.39 feet to a 1913 GLO monument marking the Southeast Corner of said Section 36, said corner also being on the easterly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N1°02'41"W 468.20 feet; thence along the arc of a 2,103.00 foot radius curve to the left 2,220.67 feet through a central angle of 60°30'06" (chord: N31°17'44"W 2,118.93 feet); thence N61°32'47"W 447.25 feet to the southeasterly corner of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail C2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northwesterly along the arc of a 216.85 foot radius non-tangent curve (radius bears: N65°46'55"W) 308.63 feet through a central angle of 81°32'47" (chord: N16°33'18"W 283.23 feet) to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 3 (three) courses and distances: N28°27'09"E 1,522.91 feet; thence along the arc of a 1000.00 foot radius curve to the left 302.03 feet through a central angle of 17°18'19" (chord: N19°48'00"E 300.89 feet); thence N11°08'50"E 975.50 feet to the north line of said Section 36; thence S89°36'58"E along the Section line 623.01 feet to the point of beginning.

Contains: 90.26+/- acres

Exhibit "A" (continued)

VILLAGE 4 (ALL OF PARCEL 1-C & PORTIONS OF PARCELS 1-B & 1-A)

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 3 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County located N89°22'22"W along the Section line 100.06 feet from a 1913 GLO monument marking the Northeast Corner of Section 1, T6S, R2W, S.L.B.& M.; thence along said Parcel 3 & Parcel 2 of said Exhibit B the following 3 (three) courses and distances: S0°18'26"W 1,937.28 feet; thence along the arc of a 1,543.83 foot radius curve to the right 819.70 feet through a central angle of 30°25'17" (chord: S15°31'05"W 810.11 feet); thence S30°43'43"W 2,249.70 feet to the south line of said Section 1; thence N89°30'11"W along the Section line 731.62 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 2,257.61 feet; thence East 780.42 feet; thence North 2,402.25 feet to the Section line; thence S89°22'22"E along the Section line 1,328.04 feet to the point of beginning.

Contains: 145.25+/- acres

PARCEL 1-C: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Southeast Corner of Section 1, T6S, R2W, S.L.B.& M.; thence N89°30'11"W along the Section line 1,347.75 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 & Parcel 1 of said Exhibit B the following 2 (two) courses and distances: N30°43'43"E 2,197.26 feet; thence along the arc of a 1,723.83 foot radius non-tangent curve (radius bears: N56°39'47"W) 605.16 feet through a central angle of 20°06'50" (chord: N23°16'48"E 602.06 feet) to the east line of said Section 1; thence S0°18'12"W along the Section line 2,453.52 feet to the point of beginning.

Contains: 35.74+/- acres

PORTION OF PARCEL 1-A: A portion of the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northwest Corner of that Real Property described in Deed Entry No. 18900:2017 of the Official Records of Utah County, located N00°27'00"E along the ¼ Section line 1,337.61 feet from the South 1/4 Corner of Section 1, T6S, R2W, SLB&M; thence N0°27'00"E along the 1/4 Section line 918.83 feet; thence East 381.86 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S0°00'12"E along said Right-of-Way 919.45 feet to the northerly line of said Deed Entry No. 18900:2017; thence N89°27'44"W along said deed 389.12 feet to the point of beginning.

Contains: 8.12+/- acres

Exhibit "A" (continued)

VILLAGE 5 (PORTIONS OF PARCELS 1-B & 1-A)

PORTION OF PARCEL 1-B: A portion of the NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B.& M.; thence S89°22'22"E along the Section line 244.89 feet; thence South 2,402.25 feet; thence West 780.42 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 1,246.31 feet to the south line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park C in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence along said Park Parcel the following 4 (four) courses and distances: N89°59'41"E 399.92 feet; thence N0°00'20"W 430.00 feet; thence Southwesterly along the arc of a 1,616.71 foot radius non-tangent curve (radius bears: N6°53'57"W) 332.40 feet through a central angle of 11°46'48" (chord: S88°59'27"W 331.81 feet); thence N81°14'44"W 43.67 feet to the easterly line of said Sweetwater Road; thence Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S81°44'14"E) 770.18 feet through a central angle of 18°20'55" (chord: N17°26'14"E 766.89 feet) to the north line of said Section 1; thence S89°12'34"E along the Section line 280.88 feet to the point of beginning.

Contains: 37.25+/- acres

PORTION OF PARCEL 1-A: A portion of the NW1/4, NE1/4 and the SE1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the southerly line of that Real Property described in Deed Entry No. 19072:2005 of the Official Records of Utah County, located S01°22'27"W along the Section line 1,603.65 feet and East 1,942.99 feet from the Northwest Corner of Section 1, T6S, R2W, SLB&M; thence along said deed the following 3 (three) courses and distances: N89°59'40"E 719.20 feet; thence N00°00'18"W 400.00 feet; thence N89°59'40"E 400.08 feet to the Westerly Right-of-Way line of Sweetwater Road; thence S00°00'12"E along said Right-of-Way line 1,246.32 feet; thence West 381.86 feet to the 1/4 Section line; thence N00°27'05"E along the 1/4 Section line 421.83 feet to the Center 1/4 Corner of said Section 1; thence N89°25'35"W along the 1/4 Section line 740.79 feet; thence N00°00'17"W along the extension of and along said deed 416.97 feet to the point of beginning.

Contains: 18.20 acres+/-

VILLAGE 6 (PORTION OF PARCEL 1-A)

A portion of the NW1/4 of Section 1, Township 6 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 1, T6S, R2W, S.L.B.& M.; thence S89°25'23"E along the Section line 951.55 feet to a 1976 Utah County monument marking the Southwest Corner of Section 36, T5S, R2W, S.L.B.& M.; thence S89°17'16"E along the Section line 982.89 feet to the westerly line of MIDVALLEY ROAD Phase

Exhibit "A" (continued)

1 Subdivision, according to the Official Plat thereof on file in the Office of the Utah County Recorder; thence S0°25'39"W along said Plat 84.27 feet; thence S89°34'21"E along said Plat and extension thereof 601.05 feet to the northwesterly line of that Real Property conveyed to Eagle Mountain City described as Pony Express Trail G in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence S41°43'17"W along said Trail parcel 482.17 feet; thence N89°01'19"W 1,242.21 feet along the extension of, and along the northerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park A in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S1°14'03"W along said Park Parcel 1,449.26 feet to the southwesterly line of said Pony Express Trail G Parcel; thence S3°01'08"W along said Trail Parcel 66.85 feet; thence S89°18'12"E 967.57 feet along said Trail Parcel and along the southerly line of that Real Property conveyed to Eagle Mountain City described as Mid-Valley Regional Park B in Deed Entry No. 19072:2005 of the Official Records of Utah County; thence S0°00'17"E 43.48 feet to the 1/4 Section line; thence N89°25'34"W along the ¼ Section line 1,952.67 feet to a 1990 Utah County monument marking the West ¼ Corner of said Section 1; thence N1°22'28"E along the Section line 2,001.17 feet to the point of beginning.

Contains: 59.53+/- acres

VILLAGE 7 (PARCELS 12-A, 12-B AND 12-C):

PARCEL 12-A: A portion of the NW1/4 and the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 1958 Utah County monument marking the Northwest Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S89°21'52"E along the Section line 2,685.10 feet to a 1958 Utah County monument marking the North ¼ Corner of said Section 12; thence S89°30'11"E along the Section line 399.70 feet to the westerly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence S0°00'12"E along said road 1,404.25 feet to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of the NW1/4 of the NE1/4 of said Section; thence S88°44'07"W along the 40 acre (1/16th Section) line 409.41 feet to the southeast corner of the N1/2 of the NW1/4 of said Section; thence S88°46'11"W along the 40 acre (1/16th Section) line 2,736.06 feet to the west line of Section 12; thence N2°17'03"E along the Section line 1,506.48 feet to the point of beginning.

Contains: 103.99+/- acres

PARCEL 12-B: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County located S89°30'11"E along the Section line 489.70 feet from a 1958 Utah County monument marking the North ¼ Corner of Section 12, T6S, R2W, S.L.B.& M.; thence S89°30'11"E along the Section line 731.62 feet to the westerly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 of said Exhibit B the following 4 (four) courses and distances: S30°43'43"W 1,000.19 feet; thence along the arc of a 555.00 foot radius curve to the right 188.22

Exhibit "A" (continued)

feet through a central angle of 19°25'50" (chord: S40°26'38"W 187.32 feet); thence S50°09'33"W 84.57 feet; thence along the arc of a 345.00 foot radius curve to the left 47.12 feet through a central angle of 7°49'29" (chord: S46°14'48"W 47.08 feet) to the easterly line of said Sweetwater Road; thence N0°00'12"W along said road 1,095.40 feet to the point of beginning.

Contains: 10.09+/- acres

PARCEL 12-C: A portion of the NE1/4 of Section 12, Township 6 South, Range 2 West, Salt Lake Based & Meridian located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at the Northeast corner of the NW1/4 of the NE1/4 of Section 12, T6S, R2W, S.L.B.& M. located N89°30'11"W along the Section line 1,336.62 feet from a 1958 Utah County monument marking the Northeast Corner of said Section 12; thence S0°25'35"W 1,375.70 feet along the east line of said NW1/4 of the NE1/4 to the north line of lands of Eagle Mountain City described in Deed Entry No. 39229:2008 of the Official Records of Utah County, said north line is also the south line of said NW1/4 of the NE1/4 of said Section; thence S88°44'07"W along the 40 acre (1/16th Section) line 836.77 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence N0°00'12"W along said road 73.71 feet to a point on the southeasterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Bypass Road Parcel 2 the following 4 (four) courses and distances: Northeasterly along the arc of a 255.00 foot radius non-tangent curve (radius bears: N89°59'55"E) 223.26 feet through a central angle of 50°09'54" (chord: N25°04'52"E 216.20 feet); thence N50°09'33"E 84.57 feet; thence along the arc of a 645.00 foot radius curve to the left 218.74 feet through a central angle of 19°25'50" (chord: N40°26'38"E 217.69 feet); thence N30°43'46"E 1,052.65 feet to the north line of said Section; thence S89°30'11"E along the Section line 11.12 feet to the point of beginning.

Contains: 13.81+/- acres

VILLAGE 8 (PARCELS 36-C AND 36-D):

PARCEL 36-C: A portion of the SE1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point on the westerly line of Airport Road as described in Deed Entry 19071:2005 of the Official Records of Utah County, located N88°59'18"W along the Section line 206.14 feet from a 1913 GLO monument marking the Southeast Corner of Section 36, T5S, R2W, S.L.B.& M.; thence N88°59'18"W along the Section line 749.99 feet to the easterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 1 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 1 and along Parcel 2 of said Exhibit B of said deed the following 3 (three) courses and distances: N0°18'26"E 638.43 feet; thence along the arc of a 1,194.67 foot radius curve to the left 1,374.04 feet through a central angle of 65°53'55" (chord: N32°38'31"W 1,299.55 feet); thence N65°29'30"W 421.12 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 2 (two) courses and distances: Northeasterly along the arc of a 455.00 foot radius non-tangent curve (radius bears: S65°17'44"E) 29.76 feet through a central angle of 3°44'53" (chord: N26°34'42"E 29.76 feet); thence N28°27'09"E 317.98 feet to the southwesterly corner of that

Exhibit "A" (continued)

Real Property conveyed to Eagle Mountain City described as Pony Express Trail D2 in Deed Entry No. 63439:2005 of the Official Records of Utah County; thence Northeasterly along the arc of a 221.37 foot radius non-tangent curve (radius bears: N23°13'44"E) 306.85 feet through a central angle of 79°25'10" (chord: N73°31'09"E 282.87 feet) to the southwesterly line of said Airport Road; thence along said roadway the following 3 (three) courses and distances: S61°32'47"E 447.30 feet; thence along the arc of a 1,897.00 foot radius curve to the right 2,003.14 feet through a central angle of 60°30'06" (chord: S31°17'44"E 1,911.37 feet); thence S1°02'41"E 460.79 feet to the point of beginning.

Contains: 39.04+/- acres

PARCEL 36-D: A portion of the SE1/4 and the SW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base & Meridian, located in Eagle Mountain, Utah, more particularly described as follows:

Beginning at a 2004 Utah County monument marking the South ¼ Corner of Section 36, T5S, R2W, S.L.B.& M.; thence N89°12'34"W along the Section line 280.88 feet to the easterly line of Sweetwater Road described as Exhibit C in Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said roadway the following 4 (four) courses and distances: Northeasterly along the arc of a 2,405.00 foot radius non-tangent curve (radius bears: S63°23'19"E) 28.20 feet through a central angle of 0°40'18" (chord: N26°56'50"E 28.19 feet); thence N27°16'59"E 1,067.90 feet; thence along the arc of a 545.00 foot radius curve to the left 26.39 feet through a central angle of 2°46'26" (chord: N25°53'46"E 26.38 feet); thence N24°30'33"E 884.25 feet to the southwesterly line of that Real Property conveyed to Eagle Mountain City described as Bypass Road Parcel 2 in Exhibit B of Deed Entry No. 19071:2005 of the Official Records of Utah County; thence along said Parcel 2 and along Parcel 1 of said Exhibit B of said deed the following 3 (three) courses and distances: S65°29'35"E 421.11 feet; thence along the arc of a 1,014.67 foot radius curve to the right 1,165.25 feet through a central angle of 65°47'56" (chord: S32°35'32"E 1,102.27 feet); thence S0°18'26"W 720.28 feet to the south line of said Section 36; thence N89°22'22"W along the Section line 1,572.93 feet to the point of beginning.

Contains: 51.84+/- acres

The Overland parcels contain 974.14+/- acres

Pony Express parcel

THE EAST 1/ 2 OF THE SOUTHWEST 1/4 AND THE WEST 1/ 2 OF THE SOUTHEAST 1/4 OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASIS OF BEARING BEING N89°33'04"W BETWEEN THE MONUMENTS LOCATED AT THE SOUTHEAST CORNER AND THE SOUTH 1/ 4 CORNER OF SECTION 11, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BASED ON THE UTAH STATE PLANE COORDINATE SYSTEM, NAD83. CONTAINS 151.00 ACRES, MORE OR LESS. *LESS AND EXCEPTING THE FOLLOWING PARCEL OF LAND THAT WAS DEEDED TO EAGLE MOUNTAIN CITY FOR USE AS*

Exhibit "A" (continued)

PUBLIC SPACE (PONY EXPRESS TRAIL PARK): BEGINNING AT A POINT S00°20'56"E 2911.14 FEET AND S89°39'04"W 158.94 FEET FROM THE NORTH 1/ 4 CORNER OF SECTION 11, T6S, R2W, SLB&M. BASIS OF BEARING BEING: S89°39'04"W BETWEEN THE NORTHEAST CORNER AND THE NORTH 1/ 4 CORNER OF SAID SECTION 11. THENCE S36°42'15"W 1810.28 FEET; THENCE N00°05'38"W 476.33 FEET; THENCE N36° 42'15"E 1243.06 FEET; THENCE S86°22'06"E 340.48 FEET TO THE POINT OF BEGINNING. CONTAINING 10.00 ACRES, MORE OR LESS.

The Pony Express parcel contains 141.00 +/- acres

The Property contains 1,115.14+/- acres

Exhibit "A" (continued)

General Depiction of Property:

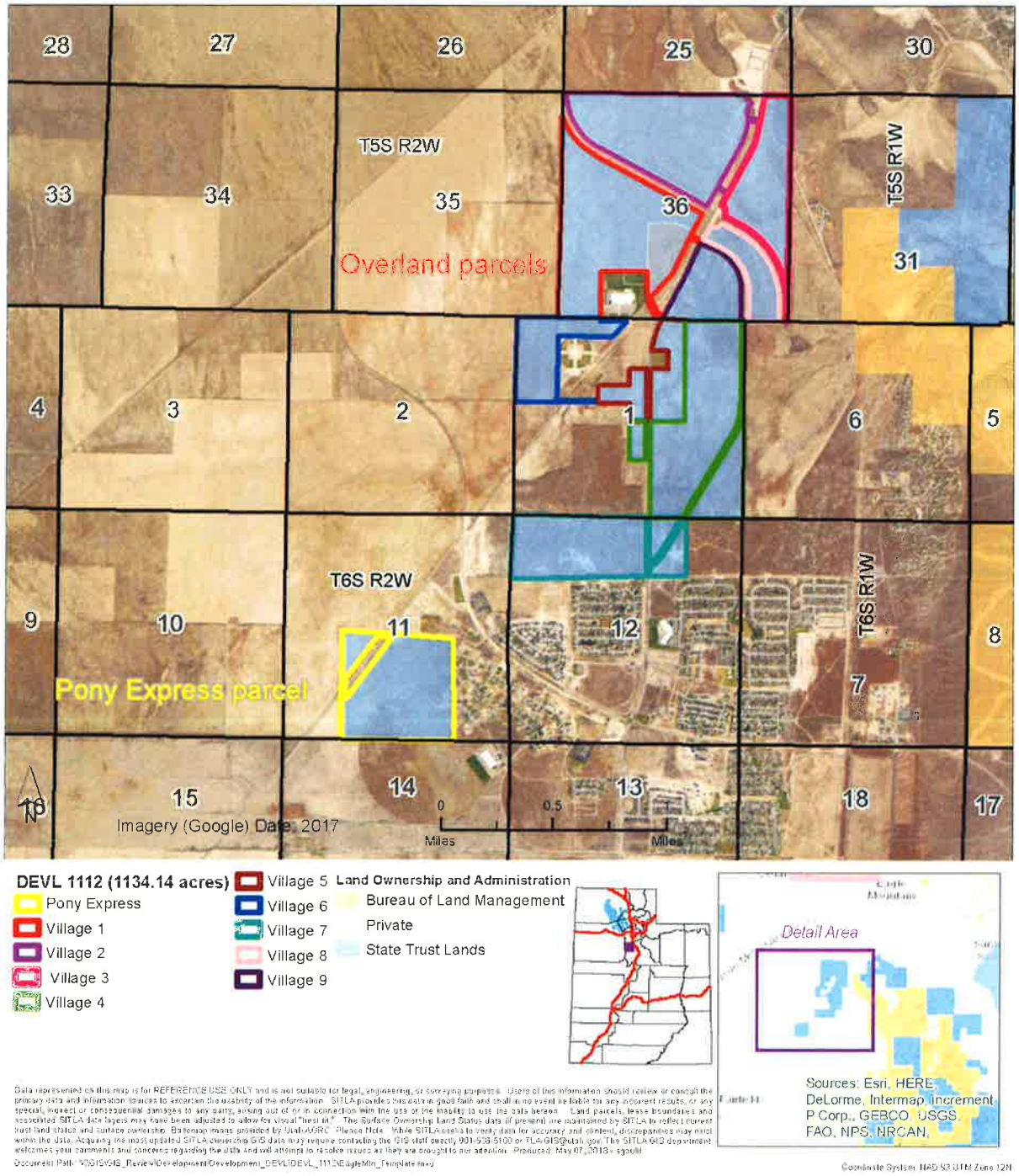


Exhibit "B"

Master Plan

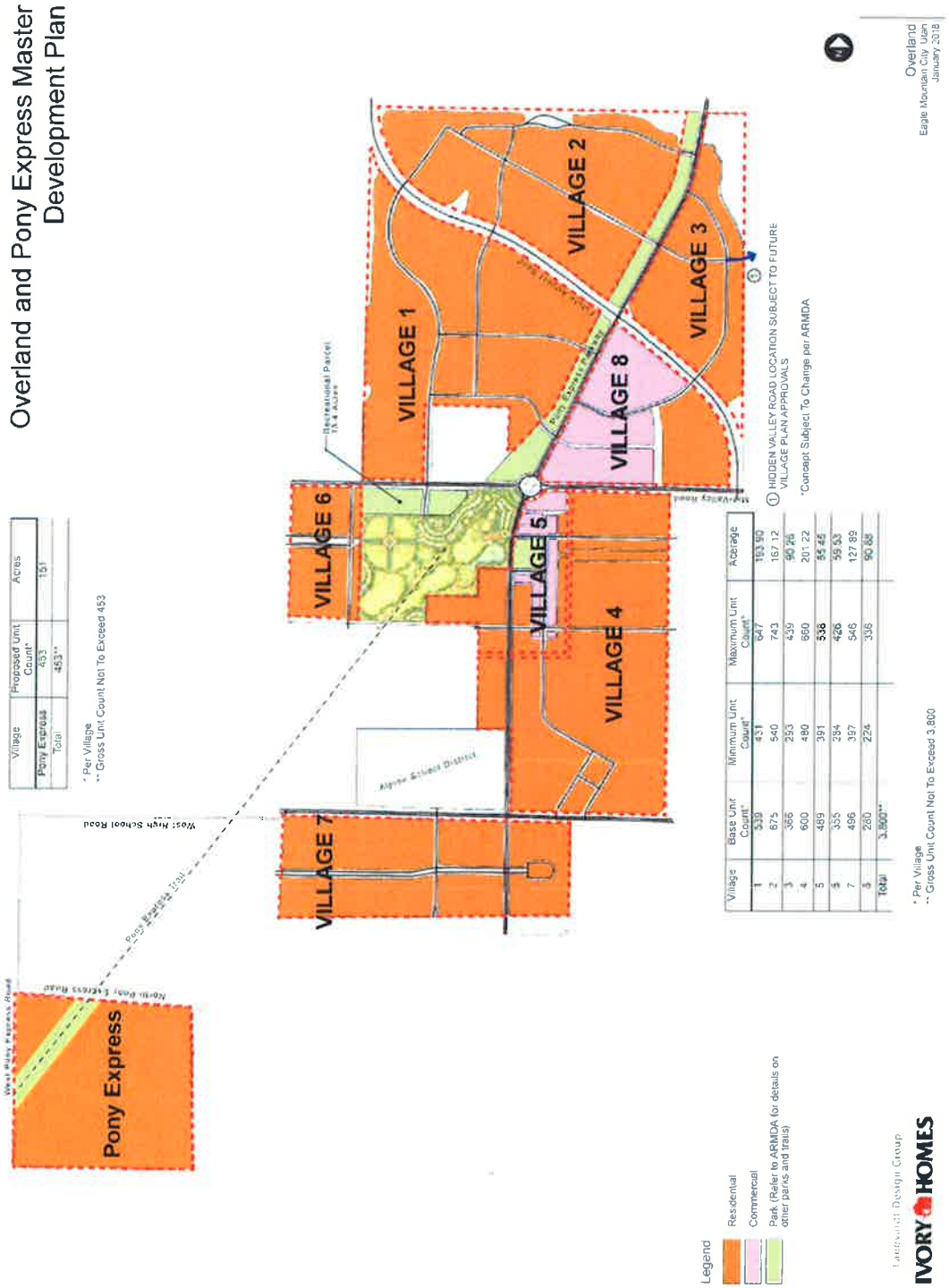


Exhibit "C"

City's Vested Laws

[not attached to recorded version]

Exhibit "D"

Reimbursable Improvements

Impact Fee Reimbursements	Paid thru FY2017	Remaining to be paid to Owner	Total
Excess Capacity - 12" Water Line	$ 206,458.16	$ 217,460.84	$ 423,919.00
Excess Capacity - Airport Rd ROW	$ 107,719.64	$ 125,949.36	$ 233,669.00
Parks	$ 623,948.12	$ 476,051.88	$ 1,100,000.00
Sweetwater Rd - Construction Ph 1	$ 872,332.51	$ 430,759.49	$ 1,303,092.00
Sweetwater Rd - Initial ROW	$ 30,000.00	$ 30,000.00 (A)	$ 60,000.00
Water System Improvements	$ -	$ 750,000.00 (B)	$ 750,000.00
TOTAL	**$ 1,840,458.43**	**$ 2,030,221.57**	**$ 3,870,680.00**

Notes

(A) City-Owner agreement dated Aug. 15, 1999: DEVL 634 - Paragraph 1 (ROW value is $60,000; developer paid $30,000 in 1999).

(B) City-Owner Master Development Agreement dated Oct. 7, 2003: DEVL 703 - Paragraph IX on water system improvements; City-Owner Election of Reimbursement Agreement dated Jul. 9, 2008 for reimbursement of $750,000 advanced funds; and City-Owner Release of Funds letter dated Aug. 4, 2010.

Exhibit "E"

Parks and Open Space Examples

LARGE PARK EXAMPLES

Bellevue Park *(Draper City)*



Ivory Ridge Park *(Lehi City)*



Exhibit "E" (continued)

MEDIUM PARK EXAMPLES

Monterey Estates Park *(Syracuse City)*



Colony Pointe Park *(Lehi City)*



Exhibit "E" (continued)

SMALL PARK EXAMPLES

Cranberry Farms Park *(Lehi City)*



Tuscan Estates Park *(South Ogden City)*

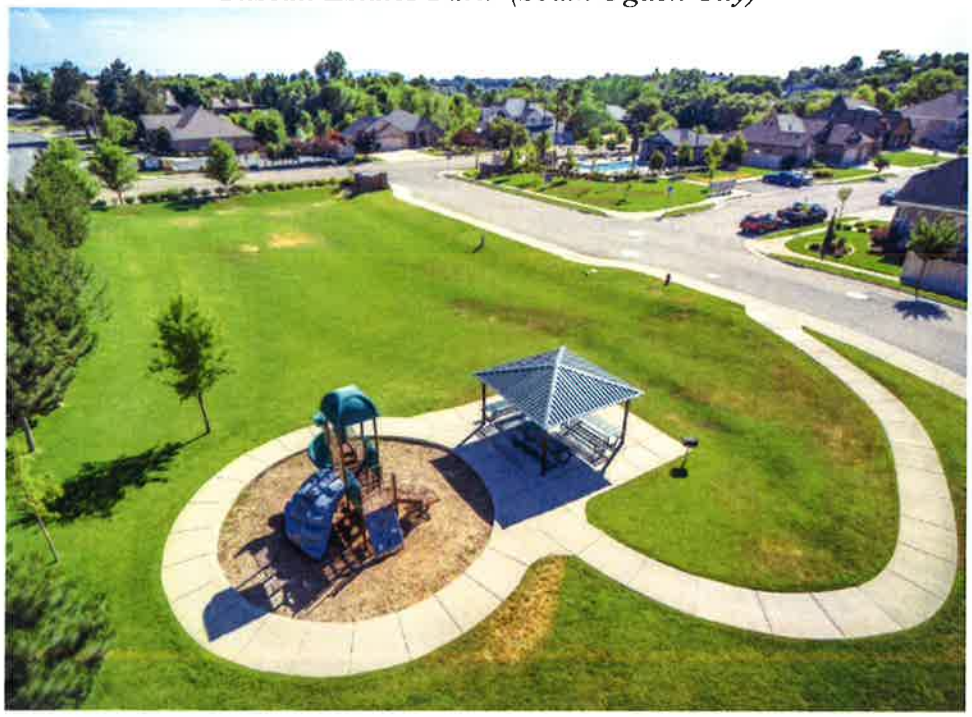


Exhibit "F"

Village 1 Parks, Open Space, Trails, and Amenities Master Plan



Exhibit "G"

Sample Owner's Dedication Language for Plats

OWNER'S DEDICATION

KNOW ALL MEN by these presents that the State of Utah, acting through the School and Institutional Trust Lands Administration, for good and valuable consideration received, does hereby dedicate and convey to Eagle Mountain City, a political subdivision of the State of Utah, for perpetual use of the public, those parcels of land designated herein as _____, as shown on this plat, and to each public utility providing utility services, non-exclusive easements over, on, under, and across the utility easements as shown or referenced on this plat. [Add use restrictions, as applicable.]

Excepting and reserving to the State of Utah all coal, oil and gas, and other mineral deposits in the dedicated lands.

In witness hereof we hereunto set our hands this ____ day of _____ 20____.

STATE OF UTAH

THE STATE OF UTAH, ACTING THROUGH THE SCHOOL AND INSTITUTIONAL TRUST LANDS ADMINISTRATION

_____

_____, Director

APPROVED AS TO FORM

_____

_____, Utah Attorney General

_____ My commission expires:

_____ Notary Public
Residing in: _____

Exhibit "H"

Trails Plan

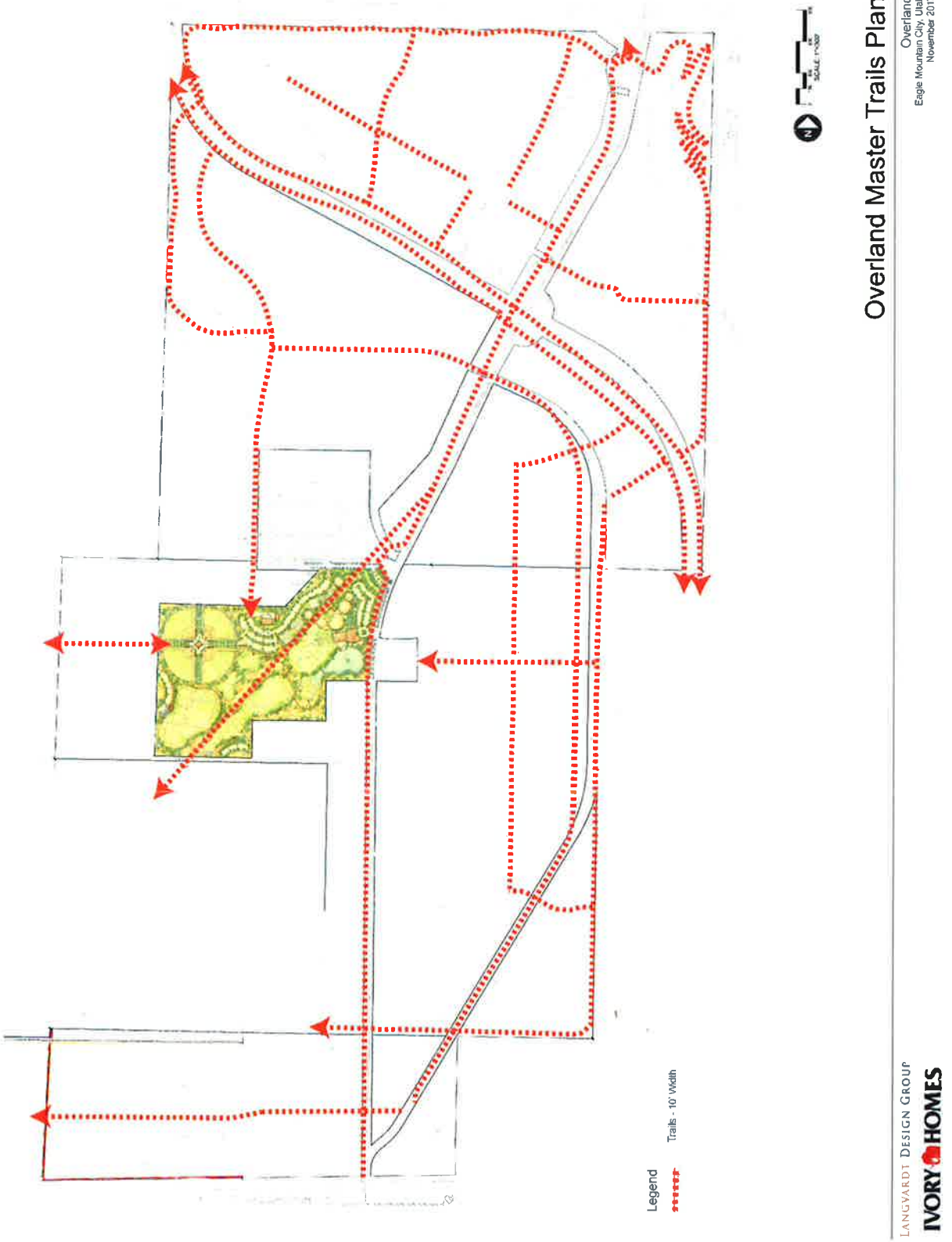
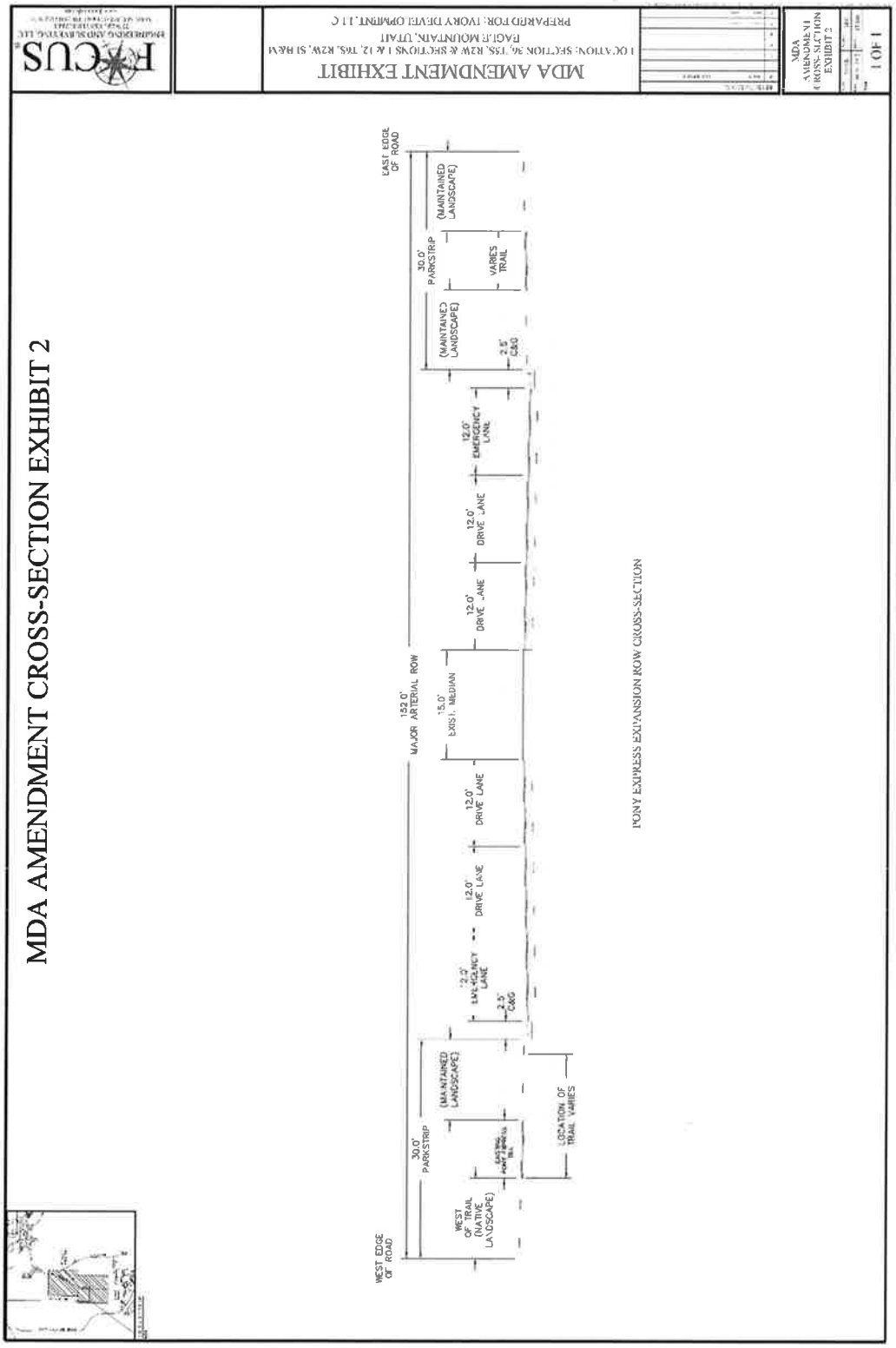


Exhibit "I"

Cross-Section of Expansion of Pony Express Parkway



	EAGLE MOUNTAIN CITY **PLANNING COMMISSION MEETING** **OCTOBER 13, 2020**
TITLE:	PUBLIC HEARING - C Jay Properties Building (Site Plan & Rezone)
ITEM TYPE:	Site Plan & Rezone
APPLICANT:	Darren Gillespie

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:

The applicant is seeking to build a professional office building on about 0.81 acres of undeveloped land on the south side of E Campus Drive (3714 E Campus Drive). The site plan includes the details for an about 8,000 square foot building at the rear of the property with 41 parking spaces (two of which to be ADA-accessible). The property backs onto a golf course; the plans include screening along the back property line to protect the property from stray golf balls.

The subject property is part of The Ranches and was identified for commercial use through the master development plan and agreement. That agreement has since expired and the vested rights no longer carry. The City has been evaluating rezoning commercial properties in The Ranches to the current commercial zone code in order to secure those development rights. At present, staff has recommended that this property be rezoned to Commercial Community. This application includes a rezone request to Commercial Community, in line with staff's recommendation. The property is also identified in the General Plan's Future Land Use Map with a Community Commercial land use designation.

ITEMS FOR CONSIDERATION:

REZONE REQUEST

The application includes a request to rezone the property to Commercial Community (CC). The General Plan's Future Land Use Map gives the property the Community Commercial land use designation. The CC zone is an appropriate zone for that particular land use designation.

ACCESS (EMMC 17.100.050(C))
The site plan includes access to the property from E Campus Drive utilizing an existing curb cut. This access is about 25 feet in width which does not exceed the 40 foot maximum allowed. Additionally, access is provided through the parking lot to the property to the east.

MECHANICAL EQUIPMENT (EMMC 17.100.060(A))
Although not noted in the plans, the mechanical equipment must be screened or located in a way so that its not visible from a roadway.

BUILDING LIGHTING (EMMC 17.100.060(C))
The exterior lighting is fully-shielded and the photometric plan demonstrates that the light does not extend beyond the property.

TRASH ENCLOSURE (EMMC 17.100.060(D))
The trash enclosure includes a solid wall of about 6 feet in height with a stone veneer to match the building. It is located at the rear of the property to the northeast of the proposed building.

EXTERIOR MATERIALS (EMMC 17.100.060(E))
The building facade includes dark grey cement fiber board (vertical siding) and a light grey stone veneer for the base and entry areas. The primary roof is proposed with dark asphalt shingles while the roof at the entries is proposed as a grey metal standing seam roof. The gutters, fascia, and soffit will be metal in a dark grey tone.

ARCHITECTURAL STANDARDS (EMMC 17.72.040)
City code recommends that commercial buildings should be similar in style to adjacent buildings. The plans call for similar materials, but in a different color palette to the adjacent buildings which are primarily red/brown/tan.

Each face of the building includes horizontal articulation to emphasize entry points to the building. Vertical articulation is achieved through the mix of facade materials.

The architectural plans also include the required architectural details for commercial buildings including decorative trim/moldings, decorative doors and windows, and decorative roof treatment.

PARKING LOT LIGHTING (EMMC 17.100.060(G))
The plans call for pole-mounted lighting using a decorative/historic

design. The pole, base, and light fixture mimic the existing parking lot lighting used on the adjoining lot to the northeast (Direct Communications).

BUILDING ORIENTATION & PARKING LOCATION (EMMC 17.72.030(A) & (B))
The proposed building is sited at the rear of the property with the parking lot at the front. City code states that "[b]uildings should be located at or near the minimum front setback line... Parking should be located to the side or rear of the commercial building." The property directly to the west has its building sited at the rear of the lot with the parking lot at the front. Staff has recommended that the building be sited at the western side of the property (with the building perpendicular to the street) and the parking lot to the east/side to maintained the shared access with the property to the east. The applicant would prefer the siting as demonstrated in the submitted plans as the location will help to improve safety of pedestrians and vehicles on the property from stray golf balls from the adjacent golf course.

PROPERTY SAFETY
Due to the property's proximity to the golf course, the plans call for netting along the eastern side of the property similar in style and size to the netting used on the adjacent commercial property to the east. The outdoor patio space at the rear of the building also includes decorative stretched fabric overhead for additional protection.

REQUIRED FINDINGS:

Rezone approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for a rezone request can be found in EMMC 17.90.060.

Site plan approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for a site plan can be found in EMMC 17.100.080.

RECOMMENDATION:

We recommend that the Planning Commission make a motion to recommend approval of the applications to the City Council, for the reasons set forth in the staff report and in the meeting, with the following conditions:

The building elevations shall be modified to better relate the building with adjacent commercial buildings in color;

1. Mechanical equipment shall be located or screened in a way that it is not viewable from a street.

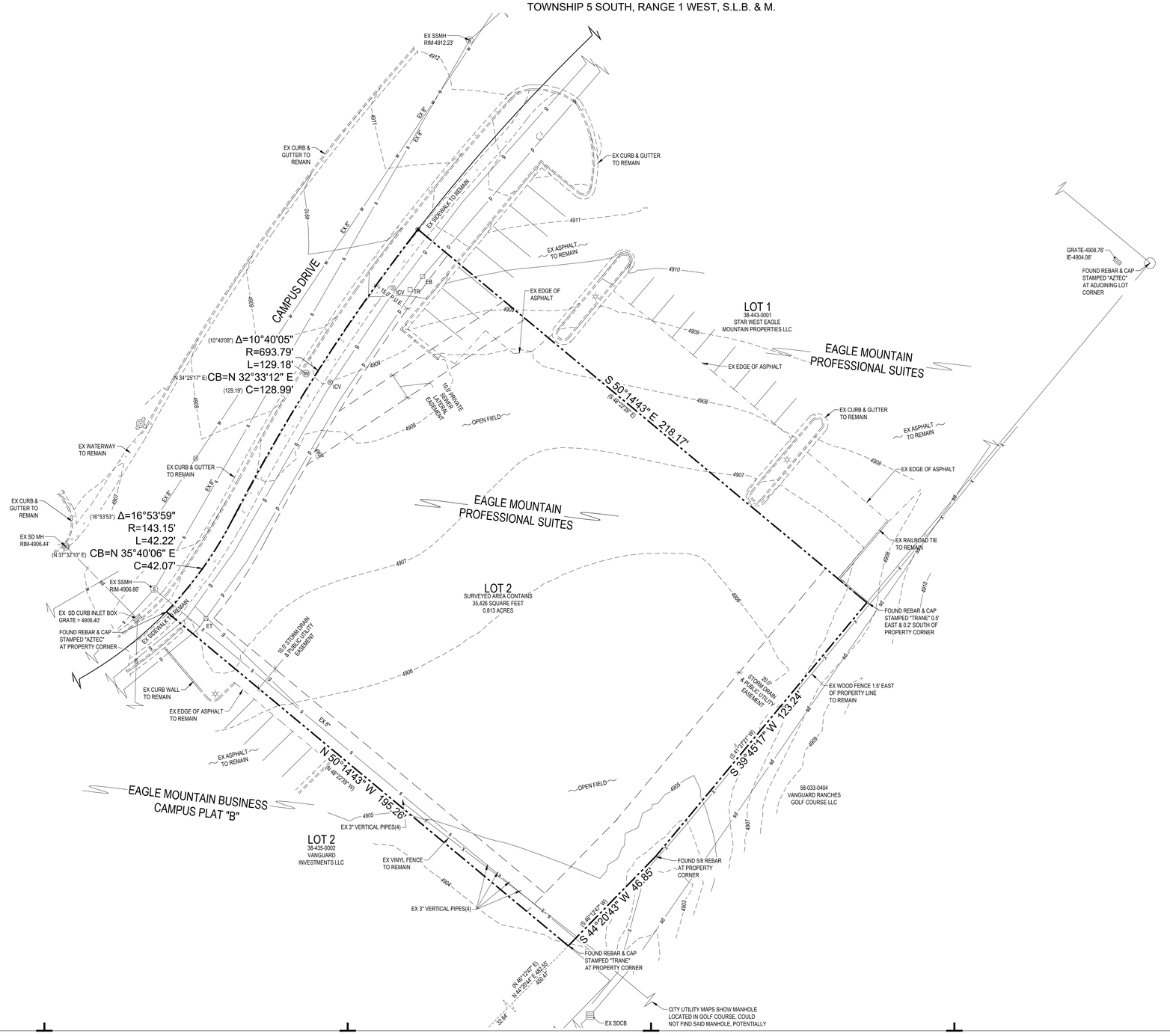
ATTACHMENTS:

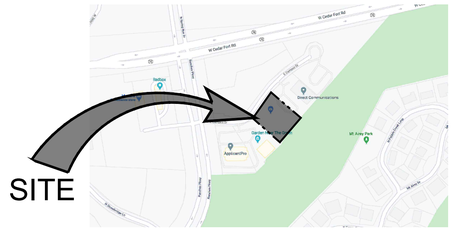
Rezone Exhibits
Site and Construction Plans
Building Location Option Review
Colored Elevations and Perspective Rendering
Floor Plan
Landscape Plan
Photometric Plan
Parking Lot Light Spec
Wall Lighting Spec

C. JAY PROPOERTIES BUILDING

REZONING EXHIBIT - EXISTING CONDITIONS

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH
LOCATED IN THE SW 1/4 OF SECTION 17,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, S.L.B. & M.





VICINITY MAP
SCALE: N.T.S.

LEGAL DESCRIPTION

COMMENCING NORTH 395.94 FEET AND WEST 289.11 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 56°56'02" WEST 33.3 FEET; ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 60°24'26" WEST 140.45 FEET; RADIUS=275 FEET) ARC LENGTH=142.02 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: NORTH 57°31'04" WEST 288.59 FEET, RADIUS=475 FEET) ARC LENGTH=293.22 FEET; THENCE ALONG A CURVE TO THE LEFT (CHORD BEARS: NORTH 46°06'25" WEST 66.44 FEET, RADIUS = 304 FEET) ARC LENGTH = 66.57 FEET; THENCE NORTH 08°43'19" WEST 82.71 FEET; THENCE SOUTH 87°02'05" EAST 563.17 FEET; THENCE ALONG A CURVE TO THE RIGHT (CHORD BEARS: SOUTH 17°38'28" WEST 358.04 FEET, RADIUS = 397 FEET) ARC LENGTH = 371.44 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THEREFROM:

BEGINNING AT A POINT WHICH IS NORTH 482.52 FEET AND WEST 435.67 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 17, TOWNSHIP 5 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN;

RUNNING THENCE ALONG THE ARC OF A 275.00 FOOT RADIUS CURVE TO THE LEFT 3.60 FEET (CURVE HAS A CENTRAL ANGLE OF 00°45'01" AND A CHORD THAT BEARS NORTH 74°49'39" WEST 3.60 FEET); THENCE ALONG THE ARC OF A 475.00 FOOT RADIUS CURVE TO THE RIGHT OF 293.23 FEET (CURVE HAS A CENTRAL ANGLE OF 35°22'11" AND A CHORD THAT BEARS NORTH 57°31'04" WEST 288.59 FEET); THENCE ALONG THE ARC OF A 304 FOOT RADIUS CURVE TO THE LEFT 66.64 FEET (CURVE HAS A CENTRAL ANGLE OF 12°33'34" AND A CHORD THAT BEARS NORTH 46°06'45" WEST 66.50 FEET); THENCE NORTH 08°43'19" WEST 82.68 FEET; THENCE SOUTH 87°02'05" EAST 348.13 FEET; THENCE SOUTH 02°42'23" WEST 87.34 FEET; THENCE ALONG THE ARC OF A 250.00 FOOT RADIUS CURVE TO THE RIGHT 38.53 FEET (CURVE HAS A CENTRAL ANGLE OF 08°49'53" AND A CHORD THAT BEARS SOUTH 07°07'19" WEST 38.50 FEET); THENCE SOUTH 11°32'16" WEST 111.40 FEET; THENCE ALONG THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE RIGHT 9.73 FEET (CURVE HAS A CENTRAL ANGLE OF 05°34'29" AND A CHORD THAT BEARS SOUTH 14°19'30" WEST 9.73 FEET); THENCE SOUTH 17°06'45" WEST 22.74 FEET TO THE POINT OF BEGINNING.

DEVELOPER & CLIENT INFO

DEVELOPER: INTERIOR DEVELOPMENT, INC
CONTACT: KURT DEHARD
8283 SOUTH 4300 WEST
WEST JORDAN, UTAH 84088
PHONE: 801-432-7895
EMAIL: KURT.IDI@GMAIL.COM

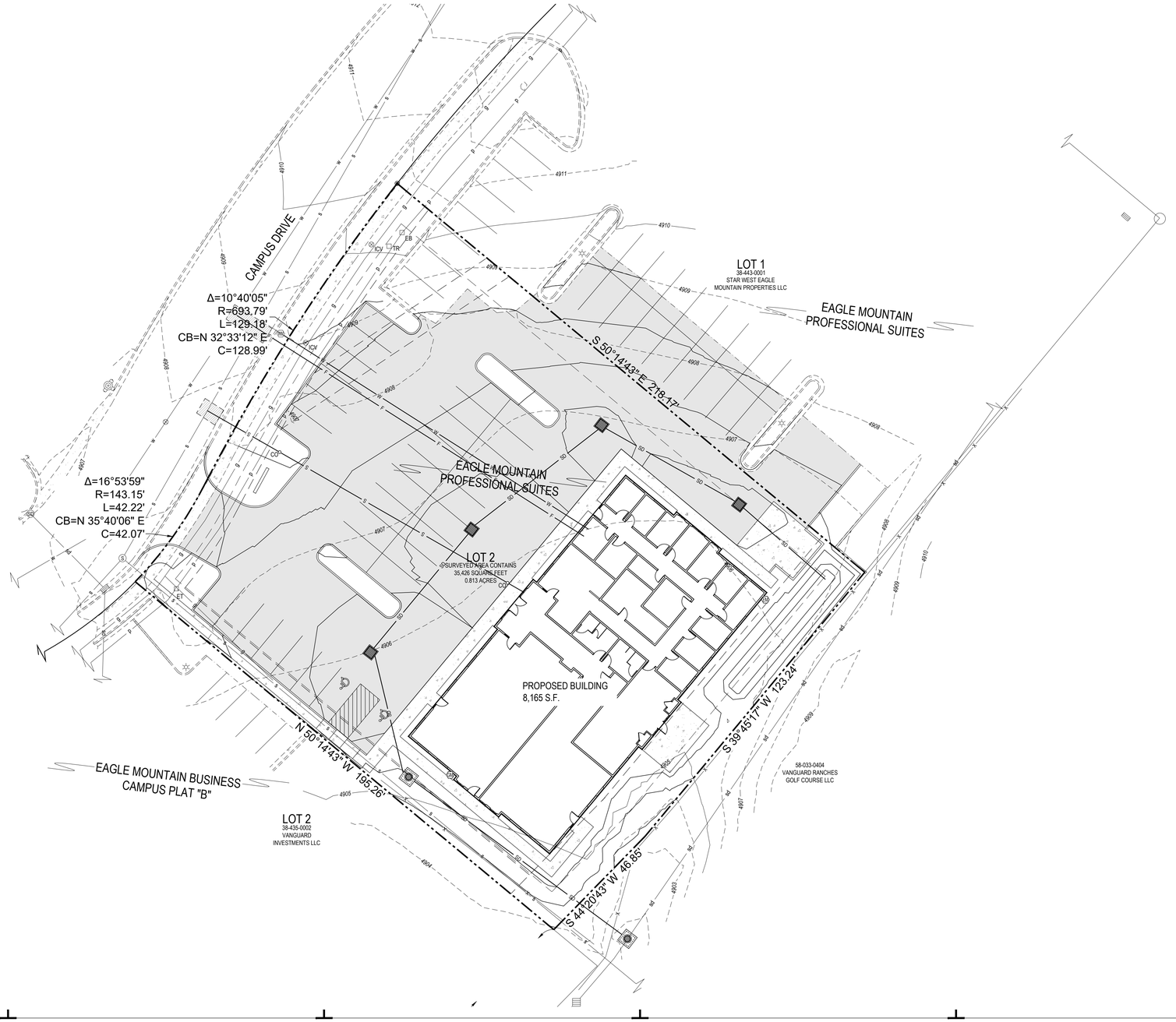
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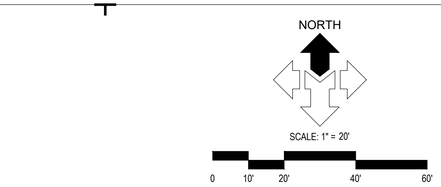
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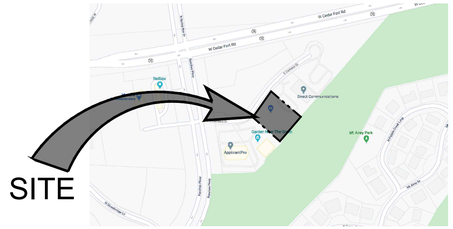
C. JAY PROPOERTIES BUILDING

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LOCATED IN THE SW 1/4 OF SECTION 17,
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PROPOSED USE

THE PROPOSED USE FOR THE SUBJECT PROPERTY WITH THIS SUBMITTAL IS TO BUILD A PROFESSIONAL OFFICE BUILDING THAT WILL HOUSE A DENTAL PRACTICE AND POSSIBLY OTHER SMALL PROFESSIONAL OFFICE TYPE BUSINESSES AS WELL ALONG WITH A PARKING LOT ADJACENT TO THAT BUILDING TO SERVE IT. THIS PROPOSED USE WOULD BE VERY SIMILAR TO THE CURRENT USE OF THE ADJACENT LOTS TO THE SUBJECT PROPERTY WHICH CURRENTLY HAVE PROFESSIONAL OFFICE TYPE BUILDINGS AND PARKING LOTS TO SERVE THEM. ADJACENT TO THE NORTHEAST IS EAGLE MOUNTAIN PROFESSIONAL SUITES AND ADJACENT TO THE SOUTHWEST IS EAGLE MOUNTAIN BUSINESS CAMPUS PLAT B.

GENERAL DESCRIPTION

THE PROPOSED PROFESSIONAL OFFICE BUILDING AS SHOWN WOULD HAVE A FOOTPRING OF 8,165 SQUARE FEET, PAVED PARKING LOT OF 17,575 SQUARE FEET AND 9,686 SQUARE FEET LANDSCAPING AROUND THE PARKING LOT AND BUILDING SITTING ON A LOT THAT IS 35,426 SQUARE FEET. THE SUBJECT LOT IS CURRENTLY ONE THAT IS REQUIRED TO GO THROUGH THE CITY REZONING PROCESS. THE CURRENT ZONING FOR THIS LOT HAS EXPIRED AND THE PROPOSED ZONE IS COMMERCIAL COMMUNITY (CC).

DEVELOPER & CLIENT INFO

DEVELOPER: INTERIOR DEVELOPMENT, INC
CONTACT: KURT DEHARD
8283 SOUTH 4300 WEST
WEST JORDAN, UTAH 84088
PHONE: 801-432-7895
EMAIL: KURT.IDI@GMAIL.COM

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Structural Engineering • Land Surveying & HDS

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C. JAY PROPOERTIES BUILDING

CONSTRUCTION PLANS

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH
LOCATED IN THE SW 1/4 OF SECTION 17,
TOWNSHIP 5 SOUTH, RANGE 1 WEST, S.L.B. & M.



NORTH

SCALE: 1" = 20'

0 10' 20' 40' 60'



VICINITY MAP
SCALE: N.T.S.

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ALL WORK AND MATERIALS FOR WATER MUST CONFORM TO EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS

ALL WORK AND MATERIALS FOR SEWER MUST CONFORM TO EAGLE MOUNTAIN CITY STANDARDS AND SPECIFICATIONS

ALL WORK AND MATERIALS MUST CONFORM TO APWA STANDARDS AND SPECIFICATIONS

DEVELOPER & CLIENT INFO

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GENERAL NOTES

1.1 COMPLIANCE

1. ALL WORK TO CONFORM TO GOVERNING MUNICIPALITY'S STANDARDS, SPECIFICATIONS AND REQUIREMENTS.
2. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLLOWING: INTERNATIONAL BUILDING CODE (IBC), THE INTERNATIONAL PLUMBING CODE, STATE DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, ADA ACCESSIBILITY GUIDELINES.
3. ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS MUST HAVE PRIOR WRITTEN APPROVAL.

1.2 PERMITTING AND INSPECTIONS

1. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
2. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ARCHITECT/ENGINEER OR INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING OBSERVATION.
3. ANY WORK IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE PERMITS FROM THE APPROPRIATE, CITY, COUNTY OR STATE AGENCY CONTROLLING THE ROAD AND WITH APPROPRIATE INSPECTIONS.

1.3 COORDINATION & VERIFICATION

1. ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF NOT VERIFIED AND NOTIFICATION OF CONFLICTS HAVE NOT BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
2. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP ANY QUESTIONS BEFOREHAND. NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED.
3. CONTRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES, INCLUDING BUT NOT LIMITED TO: LANDSCAPE PLANS, SITE ELECTRICAL SITE LIGHTING PLANS AND ELECTRICAL SERVICE TO THE BUILDING(S), MECHANICAL PLANS FOR LOCATION OF SERVICES TO THE BUILDING(S), INCLUDING FIRE PROTECTION, ARCHITECTURAL SITE PLAN FOR DIMENSIONS, ACCESSIBLE ROUTES, ETC., NOT SHOWN ON CIVIL PLANS.
4. CONTRACTOR IS TO COORDINATE LOCATION OF NEW TELEPHONE SERVICE, GAS SERVICE, CABLE, ETC. TO BUILDING WITH THE APPROPRIATE UTILITY COMPANY. FOR TELEPHONE, CONTRACTOR TO FURNISH CONDUIT, PLYWOOD BACKBOARD, AND GROUND WIRE, AS REQUIRED.

1.4 SAFETY AND PROTECTION

1. CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION,
2. CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA REQUIREMENTS.
3. CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS AND PUBLIC.
4. CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE PROPERTY, ROADWAYS, AND UTILITY IMPROVEMENTS. DAMAGE TO EXISTING IMPROVEMENTS CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID IMPROVEMENTS.
5. CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNMENT AGENCY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
7. CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
8. CONTRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS.
9. CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS.
10. CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNECTION WITH CONSTRUCTION. SUBMIT A STORM WATER POLLUTION PREVENTION PLAN, IF REQUIRED.
11. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
12. CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION.
13. NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ONE APPROACH TO THE SITE. THE APPROACH SHALL BE DESIGNATED BY THE OWNER OR GOVERNING AGENCY.
14. THE CONTRACTOR SHALL TAKE REASONABLE MEASURE TO PROTECT EXISTING IMPROVEMENTS FROM DAMAGE AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPAIRED OR RECONSTRUCTED TO THE ENGINEER/OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.

1.5 MATERIALS

1. SITE CONCRETE SHALL BE A MINIMUM 6.5 BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUMP WITH 5 + OR - 1% AIR ENTRAINMENT, UNLESS SPECIFIED OTHERWISE. -SEE SPECIFICATION
   A. SLABS-ON-GRADE WILL BE TYPICALLY SCORED (1/4 THE DEPTH) AT INTERVALS NOT TO EXCEED THEIR WIDTH OR 12 TIMES THEIR DEPTH, WHICHEVER IS LESS. SCORING WILL BE PLACED TO PREVENT RANDOM CRACKING. FULL DEPTH EXPANSION JOINTS WILL BE PLACED AGAINST ANY OBJECT DEEMED TO BE FIXED, CHANGES IN DIRECTION AND AT EQUAL INTERVALS NOT TO EXCEED 50 FEET.
   B. CONCRETE WATERWAYS, CURBWALLS, MOWSTRIPS, CURB AND GUTTER, ETC. WILL TYPICALLY BE SCORED (1/4 THE DEPTH AT INTERVALS NOT TO EXCEED 10 FEET AND HAVE FULL DEPTH EXPANSION JOINTS AT EQUAL SPACING NOT TO EXCEED 50 FEET.
   C. UNLESS OTHERWISE NOTED, ALL SLABS-ON-GRADE WILL HAVE A MINIMUM 8" TURNED-DOWN EDGE TO HELP CONTROL FROST HEAVE.
   D. UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL COMPACTED (90%) SUBGRADE.
   E. ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
   F. ALL JOINTS (CONTROL, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED WITH A ONE PART POLYURETHANE SEALANT (SEE SPECIFICATION).
2. ASPHALTIC CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 8" OF COMPACTED (95%) ROAD BASE OVER PROPERLY PREPARED AND COMPACTED (90%) SUBGRADE, UNLESS NOTED OTHERWISE. -SEE SPECIFICATIONS, AND DETAIL 'D1' SHEET C5.01
   A. ASPHALT COMPACTION SHALL BE A MINIMUM 96% (MARSHALL DESIGN).
   B. SURFACE COARSE SHALL BE ½ " MINUS. MIX DESIGN TO BE SUBMITTED FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE.
   C. AC PAVEMENT TO BE A ¼" ABOVE LIP OF ALL GUTTER AFTER COMPACTION.
   D. THICKNESSES OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPROVED 3/4" MINUS DESIGN.

1.6 GRADING / SOILS

1. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT, WHICH BY REFERENCE ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE PRECEDENCE, UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS, OR IN THE SPECIFICATIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN THE SOILS REPORT AND THESE PLANS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE SOILS REPORT.
3. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557, EXCEPT UNDER BUILDING FOUNDATIONS WHERE IT SHALL BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM.
4. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITH THE BUILDING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.
5. SITE CLEARING SHALL INCLUDE THE LOCATING AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
6. ALL EXISTING VALVES, MANHOLES, ETC. SHALL BE RAISED OR LOWERED TO GRADE AS REQUIRED.

GENERAL NOTES: CONTINUED

1.7 UTILITIES

1. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION.
2. CONTRACTOR TO VERIFY BY POTHOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
3. CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES. MECHANICAL SUB-CONTRACTOR MUST BE PROVIDED CIVIL SITE DRAWINGS FOR COORDINATION AND TO CHECK THE FLOW FROM THE LOWEST POINT IN BUILDING TO THE FIELD VERIFIED CONNECTION AT THE EXISTING MAIN. NO EXTRA COMPENSATION IS TO BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO FAILURE TO COMPLY WITH THESE REQUIREMENTS.
4. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300 FEET AHEAD, PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. EXISTING UTILITY INFORMATION SHOWN ON PLANS OR OBTAINED FROM UTILITY COMPANIES OR BLUE STAKED MUST BE ASSUMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION.
5. CULINARY WATER AND FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
6. SANITARY SEWER MAINS AND LATERALS TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY SEWER DISTRICT STANDARDS AND SPECIFICATIONS.
7. STORM SEWER TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
8. ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS AND CONNECTIONS.
9. ALL STORM DRAIN PIPE PENETRATIONS INTO BOXES SHALL BE CONSTRUCTED WITH WATER TIGHT SEALS ON THE OUTSIDE AND GROUTED SMOOTH WITH A NON-SHRINK GROUT ON THE INSIDE. CONDUITS SHALL BE CUT OFF FLUSH WITH THE INSIDE OF THE BOX.
10. NO CHANGE IN THE DESIGN OF UTILITIES AS SHOWN WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE GOVERNING MUNICIPALITY, OR OTHER AUTHORITY HAVING JURISDICTION OVER THAT UTILITY.
11. ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND CONSTRUCTION DEBRIS PRIOR TO FINAL INSPECTION.

1.8 SURVEY CONTROL

1. CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER THE SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR THE ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS SHOWN ON THE PLANS. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE APPROVED GRADE OF THE MAIN AND OR FACILITY AS SHOWN ON THE PLANS.
2. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS FOR VERIFICATION PURPOSES.
3. CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE.

1.9 AMERICAN DISABILITIES ACT

1. PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:
   *ROUTES SHALL HAVE A 2.08% (1:48) MAXIMUM CROSS SLOPE.
   *ROUTES SHALL HAVE A 5.00% (1:20) MAXIMUM RUNNING SLOPE.
   *RAMPS SHALL HAVE A 8.33% (1:12) MAXIMUM RUNNING SLOPE.
2. ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.08% (1:48) MAXIMUM SURFACE SLOPE IN ANY DIRECTION.
3. THE CONTRACTOR SHALL ADHERE TO THE ABOVE SPECIFICATIONS. IN THE EVENT OF A DISCREPANCY IN THE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER PRIOR TO ANY CONSTRUCTION.

LEGEND

NEW	EXISTING	
		MONUMENT LINE
		CENTER LINE
		SUBJECT PROPERTY LINE
		ADJACENT PROPERTY LINE
		EASEMENT LINE
		DITCH FLOWLINE
X	X	FENCE LINE
ATMS	atms	ATMS CABLE
TV	tv	CABLE TV LINE
C	c	COMMUNICATIONS LINE
FO	fo	FIBER-OPTIC CABLE
F	f	FIRE LINE
IRR	irr	IRRIGATION LINE
G	g	NATURAL GAS LINE
OHC	ohc	OVERHEAD COMMUNICATIONS
OHP	ohp	OVERHEAD POWER LINE
OHT	oht	OVERHEAD TELEPHONE LINE
OHTV	ohtv	OVERHEAD TELEVISION LINE
P	p	POWER LINE
P/C	p/c	POWER/COMMUNICATIONS LINE
P/T	p/t	POWER/TELEPHONE LINE
P/T/C	p/t/c	POWER/TELE/COMM LINE
RD	rd	ROOF DRAIN LINE
SW	sw	SECONDARY WATER LINE
S	s	SANITARY SEWER LINE
ST	st	STEAM LINE
SD	sd	STORM DRAIN LINE
T	t	TELEPHONE LINE
T/C	t/c	TELEPHONE/COMM LINE
UD	ud	UNDERDRAIN
UGC	ugc	UNDERGROUND COMMUNICATIONS
UGP	ugp	UNDERGROUND POWER LINE
UGT	ugt	UNDERGROUND TELEPHONE LINE
UGTV	ugtv	UNDERGROUND TELEVISION
W	w	WATER LINE
72	4572	CONTOUR LINE
		CURB & GUTTER (STD)
		CURB & GUTTER (OUTFALL)

NEW	EXISTING	
		SECTION CORNER (FOUND)
		SECTION CORNER (NOT FOUND)
		STREET MONUMENT
		BRASS CAP MONUMENT
		POWER POLE
		UTILITY POLE
GUY	GUY	GUY ANCHOR
TRANS	TRANS	POWER TRANSFORMER
		TRAFFIC SIGNAL CABINET
		LIGHT POLE
TR	TR	TELEPHONE RISER
T	T	TELEPHONE MANHOLE
		TRAFFIC SIGNAL BOX
W	W	WATER MANHOLE
		WATER VALVE
WM	WM	WATER METER
		FIRE HYDRANT
S	S	SANITARY SEWER MANHOLE
SSCO	SSCO	SANITARY SEWER CLEANOUT
SD	SD	STORM DRAIN MANHOLE
		STORM DRAIN CURB INLET
		STORM DRAIN CATCH BASIN
SD	SD	STORM DRAIN CLEANOUT
		STORM DRAIN COMBO BOX
MB	MB	MAILBOX
		SIGN
		FLOW DIRECTION
44.00 TOC	44.00 EX TOC	SPOT ELEVATION
		CONIFEROUS TREE
		DECIDUOUS TREE

ABBREVIATIONS

AC	ACRE	DIP	DUCTILE IRON PIPE	GM	GAS METER	PCC	POINT OF COMPOUND CURVE
ADA	AMERICANS WITH DISABILITIES ACT	DTREE	DECIDUOUS TREE	GMH	GAS MANHOLE	PI	POINT OF INTERSECTION
ATMS	ADVANCED TRAFFIC MGMT. SYSTEM	DYL	DOUBLE YELLOW LINE	GUY	GUY WIRE	PM	PARKING METER
B&C	BAR & CAP	E	EAST	GV	GAS VALVE	PP	POWER POLE
BC	BUILDING CORNER	EB	ELECTRIC BOX	HDPE	HIGH DENSITY POLYETHYLENE	PRC	POINT OF REVERSE CURVE
BFG	BOTTOM FINISH GRADE	EGL	ENERGY GRADE LINE	HG	HEADGATE	PRK	PARKING STRIPE
BLUE	BLUE STAKED ELECTRIC	ELEV	ELEVATION	HGL	HYDRAULIC GRADE LINE	POC	POINT OF CONNECTION
BLUFO	BLUE STAKED FIBER OPTIC	EM	ELECTRIC METER	HP	HIGH POINT	PT	POINT OF TANGENCY
BLUG	BLUE STAKED NATURAL GAS	EMH	ELECTRIC MANHOLE	HW	HEADWALL or HIGH WATER	PWR	POWER
BLUIRR	BLUE STAKED IRRIGATION	EOA	EDGE OF ASPHALT	HWY	HIGHWAY	PVC	POLYVINYL CHLORIDE PIPE
BLUSD	BLUE STAKED STORM DRAIN	EOC	EDGE OF CONCRETE	ICO	IRRIGATION CLEANOUT	R	RANGE
BLUSS	BLUE STAKED SANITARY SEWER	EOG	EDGE OF GRAVEL	ICV	IRRIGATION CONTROL VALVE	RCP	REINFORCED CONCRETE PIPE
BLUT	BLUE STAKED TELEPHONE	EOL	EDGE OF LAWN	IE	INVERT ELEVATION	RD	ROOF DRAIN
BLUW	BLUE STAKED WATER	EX or EXIST	EXISTING	IRR	IRRIGATION	REV	REVISION
BM	BENCHMARK	F	FIRE	LF	LINEAR FEET	ROW	RIGHT-OF-WAY
BOF	BOTTOM OF FOOTING	FC	FOUNDATION CORNER	LIP	LIP OF GUTTER	RR	RAILROAD
BOB	BOTTOM OF BOX	FD	FOUND or FOUNDATION DRAIN	LP	LOW POINT or LIGHT POLE	S	SOUTH
BOL	BOLLARD	FDC	FIRE DEPT. CONNECTION	MAX	MAXIMUM	SAD	SEE ARCHITECTURAL DRAWINGS
BOT	BOTTOM	FDMN	FOUND MONUMENT	MIN	MINIMUM	SD	STORM DRAIN
BOV	BLOW-OFF VALVE	FDSC	FOUND SECTION CORNER	MON	MONUMENT	SDCB	STORM DRAIN CATCH BASIN
BOW	BACK OF WALK	FFE	FINISHED FLOOR ELEVATION	MP	METAL PIPE	SDCO	STORM DRAIN CLEOUNOUT BOX
BW	FINISH GRADE AT BOTTOM OF WALL	FG	FINISHED GRADE	MW	MONITORING WELL	SDMH	STORM DRAIN MANHOLE
℄	CENTERLINE	FH	FIRE HYDRANT	N	NORTH	SEC	SECTION
CATV	CABLE TELEVISION	FL	FLOW LINE	NG	NATURAL GROUND	SPECS	SPECIFICATIONS
CBR	CONCRETE BARRIER	FNC	FENCE	NGRET	NG AT RETAINING WALL	SLB&M	SALT LAKE BASE & MERIDIAN
CC	CURB CUT	FNCCL	CHAIN LINK FENCE	NR	NAIL & RIBBON	SQ	SQUARE
COL	COLUMN	FNCIRN	IRON FENCE	NW	NAIL & WASHER	SQFT	SQUARE FEET
COMM	COMMUNICATIONS	FNCVYL	VINYL FENCE	NTS	NOT TO SCALE	SQYD	SQUARE YARD
CONC	CONCRETE	FNCWD	WOOD FENCE	OG	ORIGINAL GROUND	SS	SANITARY SEWER
CONST	CONSTRUCTION	FNCWR	WIRE FENCE	OH	OVERHANG	SSCO	SANITARY SEWER CLEANOUT
CMP	CORRUGATED METAL PIPE	FO	FIBER OPTIC	OHC	OVERHEAD COMMUNICATIONS	SSMH	SANITARY SEWER MANHOLE
CP	CONTROL POINT	FOW	FRONT OF WALK	OHP	OVERHEAD POWER	ST	STEAM
CTREE	CONIFEROUS TREE	FT	FEET	OHT	OVERHEAD TELEPHONE	STA	STATION
CUFT	CUBIC FOOT	G	NATURAL GAS	OHTV	OVERHEAD TELEVISION	STD	STANDARD
CUYD	CUBIC YARD	GAR	GARAGE	ℙ	PROPERTY LINE	STM	STORM
DEL	DELINEATOR	GB	GRADE BREAK	PB	POWER BOX	SYL	SOLID YELLOW LINE
DIA or Ø	DIAMETER	GL	GROUND LIGHT	PC	POINT OF CURVATURE	SWL	SOLID WHITE LINE

T	TOWNSHIP		
TBC	TOP BACK OF CURB		
TELE	TELEPHONE		
TFC	TOP FACE OF CURB		
TFG	TOP FINISH GRADE		
TL	TREE LINE		
TMH	TELEPHONE MANHOLE		
TOA	TOP OF ASPHALT		
TOC	TOP OF CONCRETE		
TOF	TOP OF FOOTING		
TOG	TOP OF GRATE		
TOE	TOE OF SLOPE		
TOP	TOP OF SLOPE or TOP OF PIPE		
TOW	TOP OF WALL		
TR	TELEPHONE RISER		
TV	TELEVISION		
TW	FINISH GRADE AT TOP OF WALL		
TRANS	TRANSFORMER		
TSP	TRAFFIC SIGNAL POLE		
TSB	TRAFFIC SIGNAL BOX		
UD	UNDERDRAIN		
UGC	UNDERGROUND COMMUNICATIONS		
UGP	UNDERGROUND POWER		
UGT	UNDERGROUND TELEPHONE		
UGTV	UNDERGROUND TELEVISION		
U.N.O.	UNLESS NOTED OTHERWISE		
UP	UTILITY POLE		
VCP	VITRIFIED CLAY PIPE		
VP	VERTICAL PIPE		
W	WEST or WATER		
WM	WATER METER		
WMH	WATER MANHOLE		
WS	WATER SURFACE		
WTR	WATER		
WV	WATER VALVE		
WW	WATERWAY		

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C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513
DRAWN BY: DJC
CHECKED BY: RJP
DATE: 09-29-2020

GENERAL NOTES, LEGEND AND ABBREVIATIONS

C0.01

S:\2020Files\20513\Civil\Prod Dwg\20513-plot.dwg Daniel Sep 29, 2020 - 3:45pm



NORTH

SCALE: 1" = 20'

0 10' 20' 40' 60'

DESCRIPTION	AREA	%
HARDSCAPE	17,575 SQFT	50%
LANDSCAPE	9,686 SQFT	27%
BUILDINGS	8,165 SQFT	23%
TOTAL	35,426 SQFT	100%

GENERAL NOTES:

ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.

SEE ARCHITECTURAL SITE PLAN FOR ADDITIONAL INFORMATION.

SEE LANDSCAPE PLANS FOR IRRIGATION AND PLANTING.

ALL WORK TO COMPLY WITH GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. STANDARD DUTY ASPHALT PAVEMENT WITH GRANULAR BASE PER DETAIL 'D1', SHEET C5.01.
2. ASPHALT T-PATCH, PER APWA PLAN NO. 255.
3. CONCRETE PAVEMENT WITH GRANULAR BASE PER DETAIL 'C1', SHEET C5.01.
4. CONCRETE SIDEWALK, PER APWA PLAN NO. 231.
5. CONCRETE OPEN DRIVE APPROACH, PER APWA PLAN NO. 225.
6. CONCRETE CURB WALL. SEE DETAIL 'C2', SHEET C5.01.
7. INTEGRAL WALK AND CURB. SEE DETAIL 'C3', SHEET C5.01.
8. ADA RAMP WITH DETECTABLE WARNING SURFACE. SEE APWA PLAN NO. 236.3, FOR RAMP DETAIL AND APWA PLAN NO. 238 FOR DETECTABLE WARNING SURFACE DETAIL.
9. ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01.
10. VAN ACCESSIBLE ADA PARKING SIGN. SEE DETAIL 'D6', SHEET C5.01.
11. PAINTED ADA SYMBOL. SEE DETAIL 'D5', SHEET C5.01.
12. 4" WIDE SOLID YELLOW PARKING STALL STRIPE LINES.
13. 4" WIDE SOLID YELLOW PEDESTRIAN STRIPE LINES.
14. DUMPSTER ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
15. PROPOSED NEW BUILDING, SEE ARCHITECTUAL PLANS.
16. MONUMENT SIGN. SEE ELECTRICAL PLAN FOR POWER CONNECTION AND WIRING.

◆ ◆ ◆ ACCESSIBLE ROUTE WITH MAXIMUM 1:48 CROSS-SLOPE AND MAXIMUM 1:20 RUNNING-SLOPE.

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C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS		
REV	DATE	DESCRIPTION

PROJECT NO:	20513
DRAWN BY:	DJC
CHECKED BY:	RJP
DATE:	09-29-2020

HORIZONTAL CONTROL PLAN

C1.01

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NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

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NORTH

SCALE: 1" = 20'

0 10' 20' 40' 60'

GENERAL NOTES:

SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT (IF AVAILABLE). THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE SOILS REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557 EXCEPT UNDER BUILDING FOUNDATION WHERE IT SHALL BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS & SPECS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.

THE CONTRACTOR IS TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. SPECIFIC DETAILS SHOWN ON SHEET C3.01 SHALL BE USED IN COMBINATION WITH OTHER ACCEPTED LOCAL PRACTICES.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THOSE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT.

ALL ELEVATIONS SHOWN AT TOP AND BOTTOM OF WALL(S), IF ANY, ARE ELEVATIONS AT FINISH GRADE, UNLESS OTHERWISE NOTED.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. GRADE SITE TO ELEVATIONS AND CONTOURS SHOWN ON PLAN.
2. STORM DRAIN CATCH BASIN WITH HEAVY DUTY BICYCLE SAFE GRATE.
3. STORM DRAIN CLEANOUT BOX.
4. 18" DIAMETER HDPE STORM DRAIN LINE. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING DETAIL.
5. 15" DIAMETER RCP STORM DRAIN LINE. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING DETAIL.
6. 4' x 4' OUTLET CONTROL STRUCTURE WITH ORIFICE AND OVERFLOW WEIR. SEE DETAIL 'A5', SHEET C5.01 AND DETENTION CALCULATIONS. HIGH WATER / OVERFLOW = 4905.75', ORIFICE SIZE = 2.0" Ø

COMMON GRADING ABBREVIATIONS:

SEE SHEET C0.01 FOR ADDITIONAL ABBREVIATIONS

- BFE	BASEMENT FLOOR ELEVATION
- BW	FINISH GRADE AT BOTTOM OF WALL
- EX or EXIST	EXISTING
- EOA	EDGE OF ASPHALT
- EOC	EDGE OF CONCRETE
- FFE	FINISH FLOOR ELEVATION
- FG	FINISH GRADE
- FL	FLOW LINE
- GB	GRADE BREAK
- HP	HIGH POINT
- LP	LOW POINT
- NG	NATURAL GROUND
- SDCB	STORM DRAIN CATCH BASIN
- SDCO	STORM DRAIN CLEANOUT BOX
- SDDB	STORM DRAIN DRAIN BASIN
- SDMH	STORM DRAIN MANHOLE
- TBC	TOP BACK OF CURB
- TOA	TOP OF ASPHALT
- TOC	TOP OF CONCRETE
- TOG	TOP OF GRATE
- TOW	TOP OF WALL
- TW	FINISH GRADE AT TOP OF WALL
- WW	WATERWAY

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

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C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513
DRAWN BY: DJC
CHECKED BY: RJP
DATE: 09-29-2020

GRADING AND DRAINAGE PLAN

C2.01

STORM RUNOFF
CALCULATION SHEET
Project No. 20513

Title : Eagle Mountain Dental
Scope : Site Drainage Design
Detention Facilities
Engineer : RJP Check: RJP
Authority : Eagle Mtn Rev. No.: 0

Mcneil Engineering
8610 S. Sandy Pkwy, Sandy, UT

Design Philosophy:
The storm water runoff from the project site will sheet flow across the pavement and be collected in catch basins and detained on-site by means of surface ponding and storage in the boxes and pipes. Storm water will outlet through an orifice as sized below, then be discharged into a city pipe system. Per City City of Eagle Mountain storm water will be discharged at a rate of 0.2 cfs / acre.

	Area Identification (A)		Runoff Coefficient (C)		(C*A)
Hardscape	17,575 sf	(0.40 ac)	0.85	=	14,851 sf
Roof Area	8,165 sf	(0.19 ac)	0.90	=	7,308 sf
Landscaped	9,686 sf	(0.22 ac)	0.12	=	1,114 sf
Total	35,426 sf	(0.81 ac)	0.66 (ave)		23,272 sf

Allowable Discharge Rate = 0.20 cfs/ac

100-Year, 24-Hour Storm: Allowable Peak Discharge = 0.16 cfs

Time (min)	Rate (in/hr)	Rainfall (Inches)	Q in (cfs)	Add'l Q in (cfs)	Total Q in (cfs)	Q out (cfs)	Storage (cf)
5	6.00	0.5	3.23	0.00	3.23	0.16	921
10	4.56	0.76	2.46	0.00	2.46	0.16	1,376
15	3.72	0.93	2.00	0.00	2.00	0.16	1,657
30	2.50	1.25	1.35	0.00	1.35	0.16	2,131
60	1.47	1.47	0.79	0.00	0.79	0.16	**2,265**
120	0.83	1.65	0.44	0.00	0.44	0.16	2,029
180	0.57	1.72	0.31	0.00	0.31	0.16	1,579
360	0.30	1.80	0.16	0.00	0.16	0.16	0
720	0.17	2.01	0.09	0.00	0.09	0.09	0
1440	0.09	2.09	0.05	0.00	0.05	0.05	0

Storm Pipe Detention Provided:

Pipe Size	Length (LF)	Unit Storage (CF/LF)	Storage
6 in. Pipe	0	0.196	0 cf
12 in. Pipe	0	0.785	0 cf
18 in. Pipe	245	1.767	433 cf
24 in. Pipe	0	3.142	0 cf
Total Pipe Storage			**433 cf**

Storm Structure Detention Provided:

Amount	Box Length	Box Width	Av. Depth	Storage
0				0 cf
4	4	4	4.00 ft	256 cf
Total Structure Storage				**256 cf**

Storage Provided:

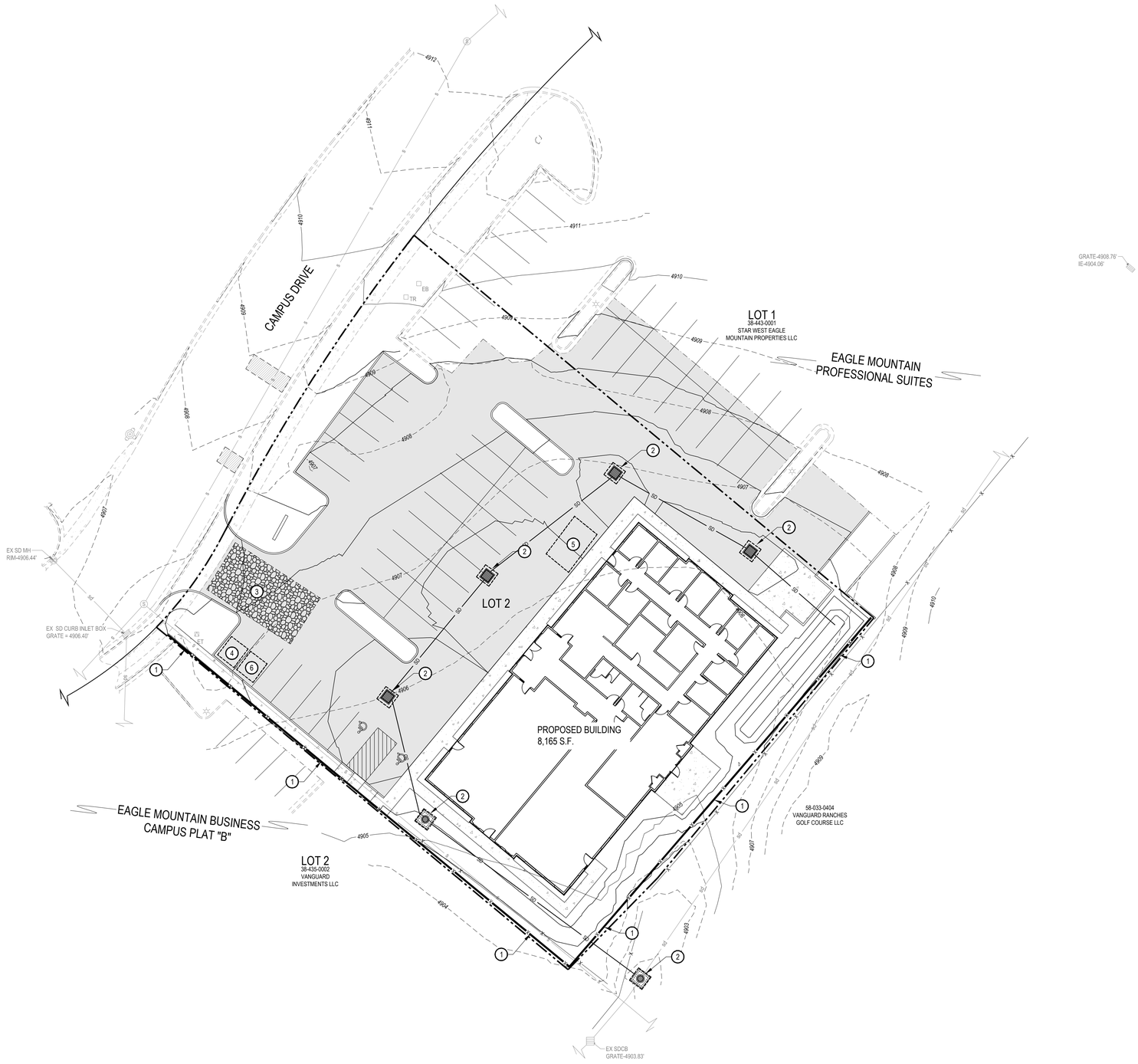
Pond	Area(sf)	Depth (ft)	Volume (cu. ft.)
Hardscape ponding area	2750	0.25	344 cf
Detention Pond Area	625	2	1250 cf
Total Surface Storage			**1594 cf**

Total Detention Provided : **2,283 cf**
Total Detention Required : **2,265 cf**

Orifice Design:
The orifice is designed upon the following data:
Total acreage of development: 0.81 acres
Allowable discharge: 0.16 cfs (0.20 cfs/ac)
Max head (center orifice to hw): 4.49 ft
Diameter for new orifice: 1.7 inch
Use 2.0 inch to avoid plugging

$$Q = C_d A \sqrt{2gh}$$

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NORTH

SCALE: 1" = 20'

0 10' 20' 40' 60'

GENERAL NOTES:

THE CONTRACTOR IS TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. SPECIFIC DETAILS REFERRED TO ON THIS SHEET SHALL BE USED IN COMBINATION WITH OTHER ACCEPTED LOCAL PRACTICES.

ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE LOCAL AGENCY'S EROSION CONTROL STANDARDS AND SPECIFICATIONS AND ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE AGENCY HAVING JURISDICTION. ALSO INSPECTORS WILL HAVE THE RIGHT TO CHANGE THE FACILITIES AS NEEDED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATIONS OF ALL EXISTING UTILITIES. IF CONFLICTS OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.

THE CONTRACTOR SHALL PROVIDE ADEQUATE DUST CONTROL.

WHEN GRADING OPERATIONS HAVE BEEN COMPLETED AND THE DISTURBED GROUND SHALL BE LEFT "OPEN" FOR 30 DAYS OR MORE THE AREA SHALL BE FURROWED PARALLEL TO THE CONTOURS OF THE AREA.

THE CONTRACTOR SHALL MODIFY EROSION CONTROL MEASURES TO ACCOMMODATE PROJECT PLANNING.

MAINTENANCE:

THE OWNER'S REPRESENTATIVE SHALL MAKE ROUTINE CHECKS ON ALL EROSION CONTROL MEASURES TO DETERMINE IF REPAIRS OR SEDIMENT REMOVAL IS NECESSARY. DUE TO CONDITIONS THAT MAY ARISE IN THE FIELD, ADDITIONAL CONTROL MAY BE DETERMINED TO BE NECESSARY.

SILT FENCE BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT THE LEAST DAILY DURING PROLONGED RAINFALL.

CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED SILT FENCES, END RUNS, AND UNDERCUTTING BENEATH SILT FENCING.

NECESSARY REPAIRS TO BARRIERS OR REPLACEMENT OF SILT FENCING SHALL BE ACCOMPLISHED PROMPTLY.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. SILT FENCE AS SHOWN ON PLAN. SEE DETAIL 'C3', SHEET C5.02.
2. INLET PROTECTION AROUND EXISTING OR NEW STORM DRAIN CATCH BASINS OR CURB INLETS. SEE DETAIL 'A1', SHEET C5.02.
3. TEMPORARY CONSTRUCTION ENTRANCE. SEE DETAIL 'C1', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
4. CONCRETE WASHOUT AREA. CREATE A MIN. 10'X10' AREA WITH A 1' HIGH BERM. LINE AREA WITH PLASTIC. DISCARD WASTE IN DUMPSTER WHEN FULL AND LEGALLY DISPOSE OF. SEE DETAIL 'A5', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
5. CONSTRUCTION DUMPSTER. CHECK LEVEL DAILY, LEGALLY DISPOSE OF WASTE AS NEEDED. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.
6. PORTABLE CONSTRUCTION TOILET. TOILET TO BE PROPERLY SECURED TO PREVENT TIPPING. BUILD 6" BERM AROUND TOILET TO CONTAIN ANY SPILLS OR LEAKAGE. CHECK LEVEL DAILY, LEGALLY DISPOSE OF WASTE AS NEEDED. SEE DETAIL 'C5', SHEET C5.02. LOCATION SHOWN IS SUGGESTIVE. CONTRACTOR TO RELOCATE AS NEEDED.

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

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C. JAY PROPERTIES BUILDING

3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

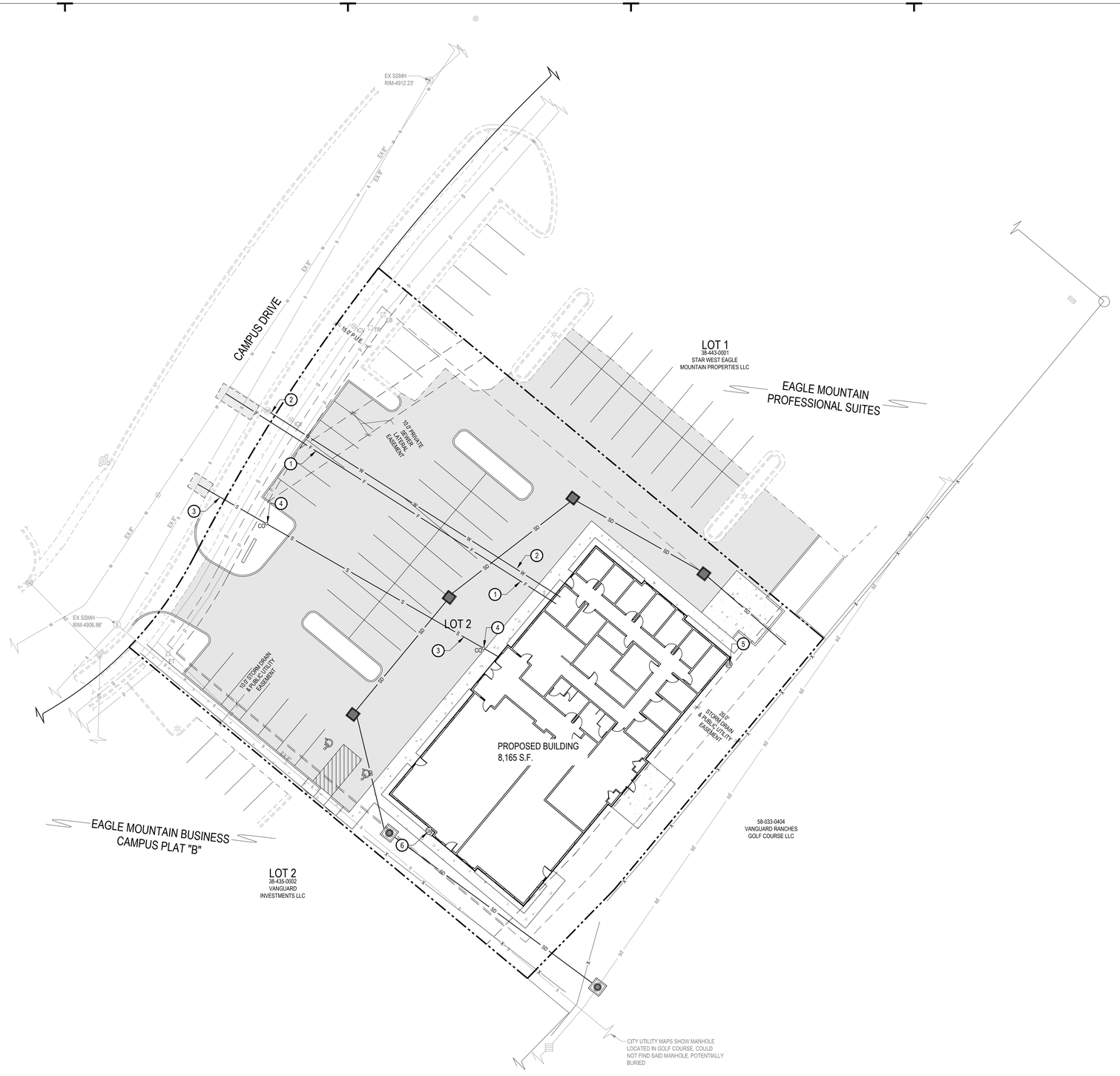
REVISIONS		
REV/	DATE	DESCRIPTION

PROJECT NO:	20513
DRAWN BY:	DJC
CHECKED BY:	RJP
DATE:	09-29-2020

EROSION CONTROL PLAN

C3.01

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NORTH

SCALE: 1" = 20'

0 10' 20' 40' 60'

GENERAL NOTES:

CONTRACTOR IS TO COORDINATE ALL SITE UTILITIES WITH PLUMBING DRAWINGS.

ALL NEW WATER CONSTRUCTION TO BE DONE IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS.

ALL NEW SANITARY SEWER CONSTRUCTION TO BE DONE IN ACCORDANCE WITH EAGLE MOUNTAIN CITY STANDARDS & SPECIFICATIONS.

CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY SEWER LINES.

FOUR FEET OF COVER IS REQUIRED OVER ALL SEWER LINES.

MAINTAIN A MINIMUM OF 48 INCHES OF COVER ON ALL WATER LINES.

CONTRACTOR IS TO COORDINATE LOCATION AND DESIGN OF NEW COMMUNICATION / DATA FACILITIES TO BUILDING WITH UTILITY PROVIDER.

CONTRACTOR IS TO COORDINATE LOCATION AND DESIGN OF NEW NATURAL GAS FACILITIES TO BUILDING WITH DOMINION ENERGY AND MECHANICAL PLANS.

LOCATION OF ALL UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE LOCATIONS. CONTRACTOR IS TO VERIFY CONNECTION POINTS WITH EXISTING UTILITIES. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO EXISTING UTILITIES AND UTILITY STRUCTURE THAT ARE TO REMAIN.

UTILITY PROVIDERS:
- WATER: EAGLE MOUNTAIN CITY
- SEWER: EAGLE MOUNTAIN CITY
- NATURAL GAS: DOMINION ENERGY
- ELECTRICAL POWER: ROCKY MOUNTAIN POWER
- TELEPHONE: CENTURY LINK

KEYED NOTES:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED AND THE DETAILS NOTED AND AS SHOWN ON THE CONSTRUCTION DRAWINGS:

1. 6" DIP CLASS 52 FIRE LINE WRAPPED IN AWWA APPROVED POLYETHYLENE ENCASEMENT (POLYWRAP), INCLUDING ALL FITTINGS AND THRUST BLOCKING. SEE DETAIL 'C4'; SHEET C5.03 FOR TRENCHING AND APWA PLAN NO. 561 FOR THRUST BLOCKING.
2. CONNECT EXISTING WATER SERVICE LINE AND METER THAT HAS BEEN STUBBED ONTO THE LOT TO THE PROPOSED NEW BUILDING.
3. 6" PVC SDR-35 SANITARY SEWER LATERAL, INCLUDING ALL FITTINGS. CLEANOUTS AT 100-FOOT MAXIMUM SPACING. SEE APWA PLANS NO. 381 & 382 FOR TRENCHING. SEE APWA PLAN NO. 431 FOR CLEANOUTS.
4. SANITARY SEWER CLEANOUT, PER APWA PLAN NO. 431.
5. APPROXIMATE LOCATION OF NEW ELECTRICAL METER. CONTRACTOR TO COORDINATE SIZE, DESIGN AND INSTALLATION BY ROCKY MOUNTAIN POWER WITH OTHER CONSTRUCTION.
6. APPROXIMATE LOCATION OF NEW NATURAL GAS METER. CONTRACTOR TO COORDINATE SIZE, DESIGN AND INSTALLATION BY DOMINION ENERGY WITH OTHER CONSTRUCTION.

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NOTICE!

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EAGLE MOUNTAIN, UTAH

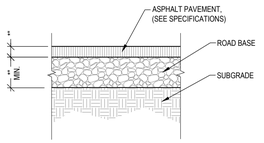
REVISIONS		
REV	DATE	DESCRIPTION

PROJECT NO:	20513
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SITE UTILITY PLAN

C4.01

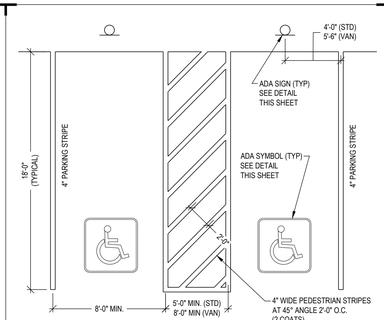
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	(STANDARD DUTY) PARKING AREAS	(HEAVY DUTY) ROADWAY AREAS
ASPHALT	3"	4"
BASE COURSE	8"	8"

NOTE:
REFER TO SOILS REPORT FOR PROJECT SECTION SOILS REPORT OVERIDES.

ASPHALTIC PAVEMENT SECTION D1
SCALE: N.T.S.



NOTE:
CROSS SLOPES WITHIN ADA PARKING STALLS AND ACCESSIBLE ROUTES NOT TO EXCEED 1:48 SLOPE.

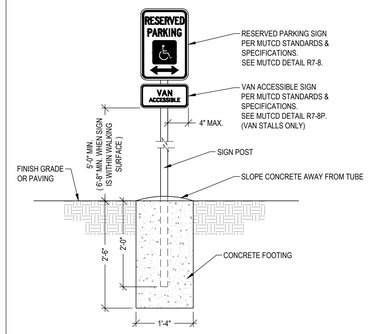
ADA PARKING DETAIL D4
SCALE: N.T.S.



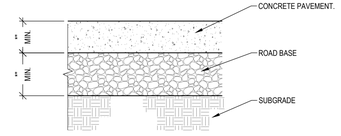
PAINTED EMBLEM
ON ASPHALT PAVING
TYP. AT ALL ADA
PARKING STALLS PER CITY
REQUIREMENTS. (2 COATS)

NOTE:
SEE SPECIFICATIONS FOR PAINT
TYPE AND COLOR. (2 COATS)

PAINTED ADA SYMBOL D5
SCALE: N.T.S.



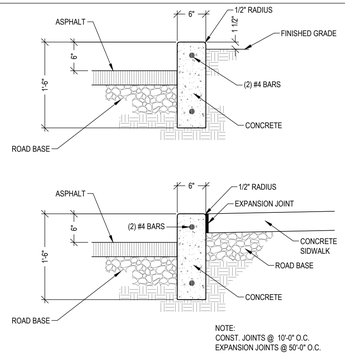
ADA PARKING SIGN D6
SCALE: N.T.S.



	STANDARD	HEAVY
CONCRETE	6"	"
ROAD BASE	4"	"

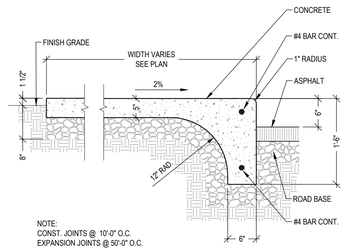
NOTE:
REFER TO SOILS REPORT FOR PROJECT SECTION SOILS REPORT OVERIDES.

CONCRETE PAVEMENT SECTION C1
SCALE: N.T.S.



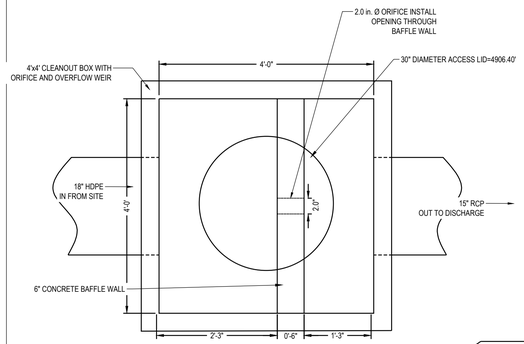
NOTE:
CONST. JOINTS @ 10'-0" O.C.
EXPANSION JOINTS @ 50'-0" O.C.

CURB WALL DETAIL C2
SCALE: N.T.S.

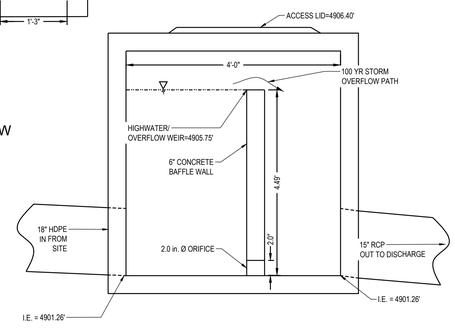


NOTE:
CONST. JOINTS @ 10'-0" O.C.
EXPANSION JOINTS @ 50'-0" O.C.

INTEGRAL WALK & CURB C3
SCALE: N.T.S.



PLAN VIEW



SECTION VIEW

OUTLET CONTROL STRUCTURE A5
SCALE: N.T.S.

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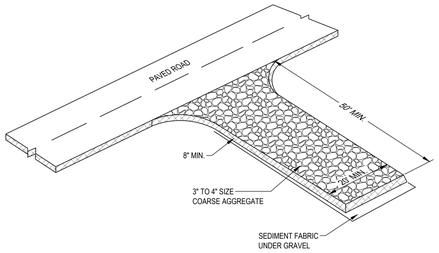
REVISIONS		
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CIVIL DETAILS

C5.01

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DESCRIPTION:
A STABILIZED PAD OF CRUSHED STONE LOCATED WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE FROM OR TO PAVED SURFACE.

APPLICATIONS:
AT ANY POINT OF INGRESS OR EGRESS AT A CONSTRUCTION SITE WHERE ADJACENT TRAVELED WAY IS PAVED. GENERALLY APPLIES TO SITES OVER 2 ACRES UNLESS SPECIAL CONDITIONS EXIST.

INSTALLATION/APPLICATION CRITERIA:
- CLEAR GRUB AREA AND GRAD TO PROVIDE MAXIMUM SLOPE OF 2%.
- COMPACT SUB GRADE AND PLACE FILTER FABRIC IF DESIRED (RECOMMENDED FOR ENTRANCES TO REMAIN FOR MORE THAN 3 MONTHS.
- PLACE COARSE AGGREGATE, 1 TO 2-1/2 INCHES IN SIZE, TO A MINIMUM DEPTH OF 8 INCHES.

LIMITATIONS:
- REQUIRES PERIODIC TOP DRESSING WITH ADDITIONAL STONES.
- SHOULD BE USED IN CONJUNCTION WITH STREET SWEEPING ON ADJACENT PUBLIC RIGHT-OF-WAY.

MAINTENANCE:
- INSPECT DAILY FOR LOSS OF GRAVEL OR SEDIMENT BUILDUP.
- INSPECT ADJACENT ROADWAY FOR SEDIMENT DEPOSIT AND CLEAN BY SWEEPING OR SHOVELING.
- REPAIR ENTRANCE AND REPLACE GRAVEL AS REQUIRED TO MAINTAIN CONTROL IN GOOD WORKING CONDITION.
- EXPAND STABILIZED AREA AS REQUIRED TO ACCOMMODATE TRAFFIC AND PREVENT EROSION AT DRIVEWAYS.

STABILIZED CONSTRUCTION ENTRANCE C1
SCALE: N.T.S.

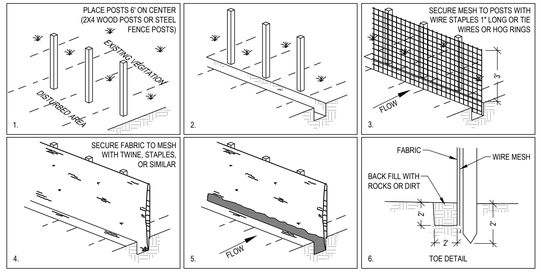
OBJECTIVES
- ※ HOUSEKEEPING PRACTICES
- □ CONTAIN WASTE
- □ MINIMIZE DISTURBED AREA
- □ STABILIZE DISTURBED AREA
- □ PROTECT SLOPES/CHANNELS
- ※ CONTROL SITE PERIMETER
- □ CONTROL INTERNAL EROSION

TARGETED POLLUTANTS
- ■ SEDIMENT
- □ NUTRIENTS
- □ TOXIC MATERIALS
- □ OIL & GREASE
- □ FLOATABLE MATERIALS
- □ OTHER WASTE

- ■ HIGH IMPACT
- ※ MEDIUM IMPACT
- □ LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS
- ■ CAPITAL COSTS
- ※ O & M COSTS
- ※ MAINTENANCE
- □ TRAINING

■ HIGH ※ MEDIUM □ LOW



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

APPLICATIONS:
- PERIMETER CONTROL: PLACER BARRIER AT DOWNGRADE LIMITS OF DISTURBANCE.
- SEDIMENT BARRIER: PLACE BARRIER AT TOE OF SLOPE OR SOIL STOCKPILE.
- PROTECTION OF EXISTING WATERWAYS: PLACE BARRIER AT TOP OF STREAM BANK
- INLET PROTECTION: PLACE FENCE SURROUNDING CATCH BASINS

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

LIMITATIONS:
- RECOMMENDED MAXIMUM DRAINAGE AREA OF 0.5 ACRE PER 100 FEET OF FENCE.
- RECOMMENDED MAXIMUM UPGRADIENT SLOPE LENGTH OF 150 FEET.
- RECOMMENDED MAXIMUM UPHILL GRADE OF 2:1 (50%).
- RECOMMENDED MAXIMUM FLOW RATE OF 0.5 CFS.
- PONDING SHOULD NOT BE ALLOWED BEHIND FENCE.

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

SILT FENCE C3
SCALE: N.T.S.

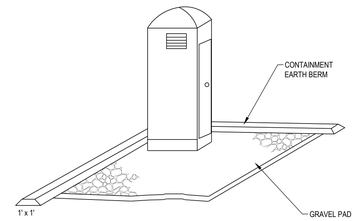
OBJECTIVES
- □ HOUSEKEEPING PRACTICES
- □ CONTAIN WASTE
- □ MINIMIZE DISTURBED AREA
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- ※ CONTROL INTERNAL EROSION

TARGETED POLLUTANTS
- ■ SEDIMENT
- □ NUTRIENTS
- □ TOXIC MATERIALS
- □ OIL & GREASE
- □ FLOATABLE MATERIALS
- □ OTHER WASTE

- ■ HIGH IMPACT
- ※ MEDIUM IMPACT
- □ LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS
- ※ CAPITAL COSTS
- ※ O & M COSTS
- ※ MAINTENANCE
- □ TRAINING

■ HIGH ※ MEDIUM □ LOW



DESCRIPTION:
TEMPORARY ON-SITE SANITARY FACILITIES FOR CONSTRUCTION PERSONNEL.

APPLICATIONS:
- ALL SITES WITH NO PERMANENT SANITARY FACILITIES OR WHERE PERMANENT FACILITY IS TO FAR FROM ACTIVITIES.

INSTALLATION/APPLICATION CRITERIA:
- LOCATE PORTABLE TOILETS IN CONVENIENT LOCATIONS THROUGHOUT THE SITE.
- PREPARE LEVEL, GRAVEL SURFACE AND PROVIDE CLEAR ACCESS TO THE TOILETS FOR SERVICING AND FOR ON-SITE PERSONNEL.
- CONSTRUCT EARTH BERM PERIMETER (SEE EARTH BERM BARRIER INFORMATION SHEET), CONTROL FOR SPILL/PROTECTION LEAK.

LIMITATIONS:
- NO LIMITATIONS

MAINTENANCE:
- PORTABLE TOILETS SHOULD BE MAINTAINED IN GOOD WORKING ORDER BY LICENSED SERVICE WITH DAILY OBSERVATION FOR LEAK DETECTION.
- REGULAR WASTE COLLECTION SHOULD BE ARRANGED WITH LICENSED SERVICE.
- ALL WASTE SHOULD BE DEPOSITED IN SANITARY SEWER SYSTEM FOR TREATMENT WITH APPROPRIATE AGENCY APPROVAL.

PORTABLE TOILETS C5
SCALE: N.T.S.

OBJECTIVES
- ※ HOUSEKEEPING PRACTICES
- ※ CONTAIN WASTE
- □ MINIMIZE DISTURBED AREA
- □ STABILIZE DISTURBED AREA
- □ PROTECT SLOPES/CHANNELS
- □ CONTROL SITE PERIMETER
- □ CONTROL INTERNAL EROSION

TARGETED POLLUTANTS
- □ SEDIMENT
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- □ OIL & GREASE
- □ FLOATABLE MATERIALS
- ■ OTHER WASTE

- ■ HIGH IMPACT
- ※ MEDIUM IMPACT
- □ LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS
- ※ CAPITAL COSTS
- ※ O & M COSTS
- ※ MAINTENANCE
- □ TRAINING

■ HIGH ※ MEDIUM □ LOW

FILTERSOCK SPECIFICATION:

FILTREXX FILTERSOCK INSTALLATION AND MAINTENANCE

1.0 DESCRIPTION:
THIS WORK SHALL CONSIST OF FURNISHING, INSTALLING, MAINTAINING AND DISPERSING (IF NEEDED) A WATER PERMEABLE COMPOST FILTER SOCK (FILTREXX FILTERSOCK) TO CONTAIN SOIL EROSION AND SEDIMENT BY REMOVING SOIL PARTICLES FROM WATER MOVING OFF SITE INTO ADJACENT WATERWAYS OR STORM WATER DRAINAGE SYSTEMS. FILTERSOCKS WILL BE USED AS A FORM OF INLET PROTECTION FOR OPERATIONAL STORM DRAINAGE SYSTEMS.

2.0 COMPOST PRODUCTS USED TO FILL FILTREXX FILTERSOCKS
1. COMPOST: COMPOST USED FOR FILTREXX FILTERSOCKS SHALL BE WEED FREE AND DERIVED FROM A WELL-DECOMPOSED SOURCE OF ORGANIC MATTER. THE COMPOST SHALL BE PRODUCED USING AN AEROBIC COMPOSTING PROCESS MEETING CFR 503 REGULATIONS, INCLUDING TIME AND TEMPERATURE DATA INDICATING EFFECTIVE WEED SEED, PATHOGEN AND INSECT LARVAE KILL. THE COMPOST SHALL BE FREE OF ANY REFUSE, CONTAMINANTS OR OTHER MATERIALS TOXIC TO PLANT GROWTH. NON-COMPOSTED PRODUCTS WILL NOT BE ACCEPTED. TEST METHODS FOR THE ITEMS BELOW SHOULD FOLLOW USCC TMECC GUIDELINES FOR LABORATORY PROCEDURES:
   A. PH - 5.0-8.0 IN ACCORDANCE WITH TMECC 04.11-A, "ELECTROMETRIC PH DETERMINATIONS FOR COMPOST"
   B. PARTICLE SIZE - 99% PASSING A 1" SIEVE, 90% PASSING A _" SIEVE AND A MINIMUM OF 70% GREATER THAN THE 3/8" SIEVE. A TOTAL OF 98 % SHALL NOT EXCEED 3 INCHES IN LENGTH, IN ACCORDANCE WITH TMECC 02.02-B, "SAMPLE SIEVING FOR AGGREGATE SIZE CLASSIFICATION"
   C. MOISTURE CONTENT OF LESS THAN 60% IN ACCORDANCE WITH STANDARDIZED TEST METHODS FOR MOISTURE DETERMINATION.
   D. MATERIAL SHALL BE RELATIVELY FREE (<1% BY DRY WEIGHT) OF INERT OR FOREIGN MAN MADE MATERIALS. E. A SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO BEING USED AND MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

3.0 CONSTRUCTION AND INSTALLATION OF FILTREXX FILTERSOCKS:
1. FILTREXX FILTERSOCKS WILL BE USED AS A FORM OF INLET PROTECTION ON CONSTRUCTION SITES WHICH REQUIRE PROTECTION AGAINST SEDIMENT LADEN WATER AFTER STORM DRAINS BECOME OPERATIONAL.
2. FILTREXX FILTERSOCKS WILL BE PLACED AT LOCATIONS INDICATED ON PLANS AS DIRECTED BY THE ENGINEER. FILTERSOCKS SHOULD BE INSTALLED IN A PATTERN THAT ALLOWS COMPLETE PROTECTION OF THE INLET AREA
3. INSTALLATION OF FILTREXX FILTERSOCKS WILL ENSURE A MINIMAL OVERLAP OF AT LEAST ONE FOOT ON EITHER SIDE OF THE OPENING BEING PROTECTED. THE FILTERSOCKS WILL BE ANCHORED TO THE SOIL BEHIND THE CURB USING STAPLES, STAKES OR OTHER DEVICES CAPABLE OF HOLDING THE FILTERSOCK IN PLACE.
4. STANDARD SIZES OF FILTERSOCKS FOR INLET PROTECTION WILL BE 8" DIAMETER PRODUCTS. IN SEVERE FLOW SITUATIONS, LARGER FILTERSOCKS MAY BE RECOMMENDED BY THE ENGINEER.
5. FILTERSOCKS SHALL BE CONSTRUCTED OF A WOVEN MATERIAL AND FILLED WITH A COMPOST PRODUCT THAT PASSES THE CRITERIA LISTED IN SECTION 2.
6. IF THE FILTERSOCKS BECOME CLOGGED WITH DEBRIS AND SEDIMENT, THEY SHALL BE MAINTAINED SO AS TO ASSURE A PROPER DRAINAGE AND WATER FLOW INTO THE STORM DRAIN. IN SEVERE STORM EVENTS, OVERFLOW OF THE FILTERSOCK MAY BE ACCEPTABLE IN ORDER TO KEEP THE AREA FROM FLOODING.
7. THE FILTERSOCKS SHALL BE POSITIONED SO AS TO PROVIDE COMPLETE PHYSICAL BARRIER TO THE DRAIN ITSELF, ALLOWING SEDIMENT TO COLLECT ON THE OUTSIDE OF THE FILTERSOCKS. SEE ATTACHED SCHEMATIC FOR FILTREXX FILTERSOCK INSTALLATION.
8. FOR AREAS WHERE FILTERSOCKS ARE TO BE LEFT AS A PERMANENT PART OF THE LANDSCAPE, FILTERSOCKS MAY BE SEEDED DURING TIME OF MANUFACTURE TO CREATE A LIVING SOCK. FOR SEEDING OPTIONS, THE ENGINEER MAY SIMPLY REPLACE ALL LANGUAGE ABOVE WITH "LIVING FILTREXX FILTERSOCKS"

4.0 MAINTENANCE:
1. THE CONTRACTOR SHALL MAINTAIN FILTREXX FILTERSOCKS IN A FUNCTIONAL CONDITION AT ALL TIMES AND IT SHALL BE ROUTINELY INSPECTED.
2. WHERE THE FILTERSOCK REQUIRES REPAIR, IT WILL BE ROUTINELY REPAIRED.
3. THE CONTRACTOR SHALL REMOVE SEDIMENTS COLLECTED AT THE BASE OF THE FILTERSOCK WHEN THEY REACH 1/3 OF THE EXPOSED HEIGHT OF THE FILTERSOCK, OR AS DIRECTED BY THE ENGINEER.
4. THE FILTREXX FILTERSOCK WILL BE DISPERSED ON SITE WHEN NO LONGER REQUIRED, AS DETERMINED BY THE ENGINEER. THE NETTING MATERIAL WILL BE DISPOSED OF IN NORMAL TRASH CONTAINERS OR REMOVED BY THE CONTRACTOR.
5. REGULAR MAINTENANCE INCLUDES LIFTING THE FILTREXX FILTERSOCKS AND CLEANING UNDER THEM AS SEDIMENT COLLECTS.

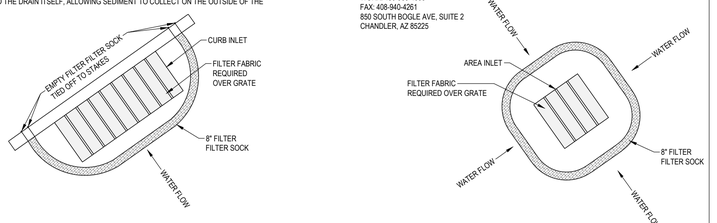
5.0 METHOD OF MEASUREMENT:
BID ITEMS SHALL SHOW MEASUREMENT AS 'FILTREXX FILTERSOCK' PER LINEAR FOOT, INSTALLED OR PER INLET, AS SPECIFIED BY THE ENGINEER.

6.0 PERFORMANCE:
1. CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A WORKING EROSION CONTROL SYSTEM AND MAY, WITH APPROVAL OF THE ENGINEER, WORK OUTSIDE THE MINIMUM CONSTRUCTION REQUIREMENTS AS NEEDED.
2. WHERE THE FILTERSOCK DETERIORATES OR FAILS, IT WILL BE REPAIRED OR REPLACED WITH A MORE EFFECTIVE ALTERNATIVE.
3. CONTRACTOR IS REQUIRED TO BE A CERTIFIED FILTREXX INSTALLER AS DETERMINED BY FILTREXX INTERNATIONAL, LLC (440-926-8041 OR VISIT WEBSITE AT FILTREXX.COM). CERTIFICATION SHALL BE CONSIDERED CURRENT IF APPROPRIATE IDENTIFICATION IS SHOWN DURING TIME OF BID OR AT TIME OF APPLICATION.

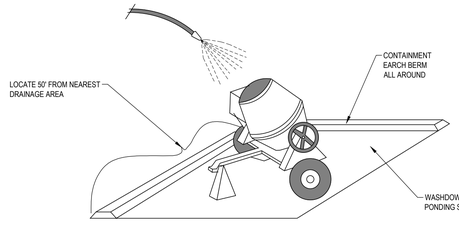
7.0 APPLICATION GUIDELINES:
1. FILTREXX FILTERSOCKS SHALL EITHER BE MADE ON SITE OR DELIVERED TO THE JOBSITE USING A 3 MIL TUBULAR HDPE KNITTED MESH NETTING MATERIAL, FILLED WITH COMPOST PASSING THE ABOVE SPECIFICATIONS FOR COMPOST PRODUCTS AS OUTLINED IN 2.0.
2. FILTREXX FILTERSOCKS NETTING MATERIALS ARE AVAILABLE ONLY FROM FILTREXX INTERNATIONAL, LLC AND ARE THE ONLY CERTIFIED MESH MATERIALS ACCEPTED IN CREATING FILTREXX PRODUCTS ON SITE OR AS DELIVERED TO THE JOB SITE. STANDARD FILTREXX COLOR CODING SYSTEMS INCLUDE YELLOW AND BLACK STRIPED MESH NETTING WITH 3/8" MESH OPENINGS FOR INLET PROTECTION. OTHER COLORS ARE ONLY ACCEPTABLE AS APPROVED BY BOTH THE ENGINEER AND FILTREXX INTERNATIONAL, LLC.
3. CONTRACTOR IS REQUIRED TO BE A CERTIFIED FILTREXX INSTALLER AS DETERMINED BY FILTREXX INTERNATIONAL, LLC (440-926-8041 OR VISIT WEBSITE AT FILTREXX.COM). CERTIFICATION SHALL BE CONSIDERED CURRENT IF APPROPRIATE IDENTIFICATION IS SHOWN DURING TIME OF BID OR AT TIME OF APPLICATION.

8.0 AVAILABLE VENDORS FILTREXX FILTERSOCKS MAY BE PURCHASED FROM THE FOLLOWING CERTIFIED FILTREXX INSTALLERS:

WINDSWEPT ORGANIX INC.
WORK: 480-963-4638
FAX: 408-940-4261
850 SOUTH BOGLE AVE, SUITE 2
CHANDLER, AZ 85225



SEDIMENT BARRIER / FILTER SOCK PROTECTION A1
SCALE: N.T.S. © REPLENISH



DESCRIPTION:
PREVENT OR REDUCE THE DISCHARGE OF POLLUTANTS TO STORM WATER FROM CONCRETE WASTE BY CONDUCTING WASHOUT OFF-SITE, PERFORMING ON-SITE WASHOUT IN A DESIGNATED AREA, AND TRAINING EMPLOYEES AND SUBCONTRACTORS.

APPLICATIONS:
- THIS TECHNIQUE IS APPLICABLE TO ALL TYPES OF SITES.

INSTALLATION/APPLICATION CRITERIA:
- STORE DRY AND WET MATERIALS UNDER COVER, AWAY FROM DRAINAGE AREAS.
- AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE OR CEMENT ON-SITE.
- PERFORM WASHOUT OF CONCRETE TRUCKS OFF-SITE OR IN DESIGNATED AREAS ONLY.
- DO NOT WASH OUT CONCRETE TRUCKS INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS.
- DO NOT ALLOW EXCESS CONCRETE TO BE DUMPED ON-SITE, EXCEPT IN DESIGNATED AREAS.
- WHEN WASHING CONCRETE TO REMOVE FINE PARTICLES AND EXPOSE THE AGGREGATE, AVOID CREATING RUNOFF BY DRAINING THE WATER WITHIN A BERMED OR LEVEL AREA (SEE EARTH BERM BARRIER INFORMATION SHEET.)
- TRAIN EMPLOYEES AND SUBCONTRACTORS IN PROPER CONCRETE WASTE MANAGEMENT.

LIMITATIONS:
- OFF-SITE WASHOUT OF CONCRETE WASTES MAY NOT ALWAYS BE POSSIBLE.

MAINTENANCE:
- INSPECT SUBCONTRACTORS T ENSURE THAT CONCRETE WASTES ARE BEING PROPERLY MANAGED.
- IF USING A TEMPORARY PIT, DISPOSE HARDENED CONCRETE ON A REGULAR BASIS.

CONCRETE WASTE MANAGEMENT A5
SCALE: N.T.S.

OBJECTIVES
- □ HOUSEKEEPING PRACTICES
- ※ CONTAIN WASTE
- □ MINIMIZE DISTURBED AREA
- □ STABILIZE DISTURBED AREA
- □ PROTECT SLOPES/CHANNELS
- □ CONTROL SITE PERIMETER
- □ CONTROL INTERNAL EROSION

TARGETED POLLUTANTS
- □ SEDIMENT
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- □ TOXIC MATERIALS
- □ OIL & GREASE
- □ FLOATABLE MATERIALS
- ※ OTHER WASTE

- ■ HIGH IMPACT
- ※ MEDIUM IMPACT
- □ LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS
- □ CAPITAL COSTS
- □ O & M COSTS
- ※ MAINTENANCE
- ※ TRAINING

■ HIGH ※ MEDIUM □ LOW

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Structural Engineering • Land Surveying & HDS

C. JAY PROPERTIES BUILDING
3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UTAH

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513
DRAWN BY: DJC
CHECKED BY: RJP
DATE: 09-29-2020

CIVIL DETAILS

C5.02

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90 turn on east of lot

- Patrons and parking area will get hit by golf balls.
- This blocks shared parking with Direct Communications and leaves their stalls double bound.



90 turn on west of lot

- Patrons and parking area will get hit by golf balls.
- This blocks entrance.



Front of lot

- Patrons and parking area will get hit by golf balls.
- This blocks entrance.



Our Request

- This protects patrons and parking area from being hit by golf balls.
- This allows for shared parking with Direct Communications.
- This matches the parking in front that the other buildings on the street have.



B1
AE201
FRONT ELEVATION
SCALE: 3/16" = 1'-0"



D1
AE201
SIDE ELEVATION
SCALE: 3/16" = 1'-0"

FIVE DEGREES DESIGN
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT

C. JAY PROPERTIES BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR ELEVATIONS

AE201

10/2/2020 9:20:16 AM Y:\5D Projects\2020\20-046 ID\ Eagle Mountain Medical Office Building\03 Drawings\02 Revit\Eagle Mountain Medical Office Building V3.rvt



B1 / AE202 *BACK ELEVATION*
SCALE: 3/16" = 1'-0"



D1 / AE202 *SIDE ELEVATION*
SCALE: 3/16" = 1'-0"

FIVE DEGREES DESIGN
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT

C. JAY PROPERTIES BUILDING

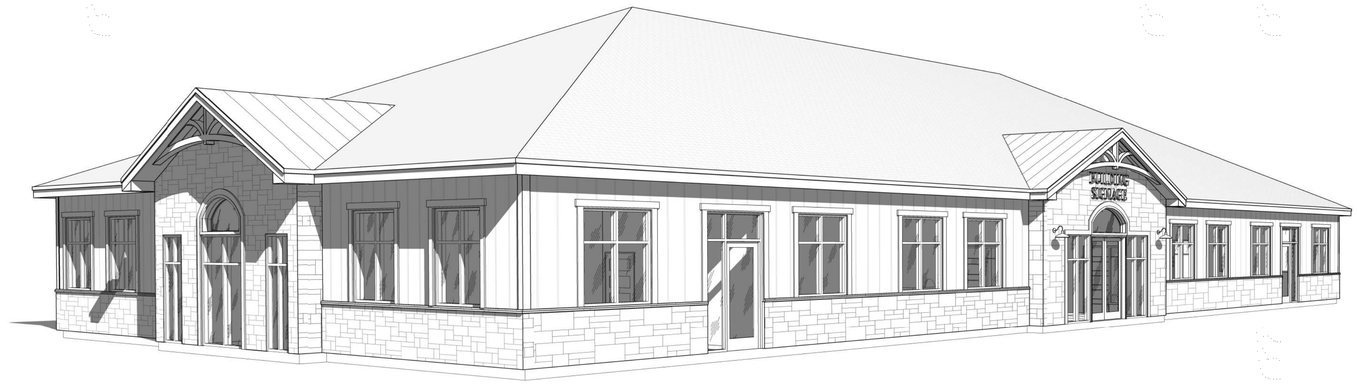
ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR ELEVATIONS

AE202

Y:\5D Projects\2020\20-046 ED Eagle Mountain Medical Office Building\03 Drawings\02 Revit\Eagle Mountain Medical Office Building V3.rvt
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1 AE203 *3D View 4*
SCALE:



2 AE203 *3D View 5*
SCALE:

FIVE DEGREES DESIGN
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 OCTOBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT

C. JAY PROPERTIES BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

EXTERIOR PERSPECTIVES

AE203

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D1 AE101 *MAIN LEVEL FLOOR PLAN*
SCALE: 1/8" = 1'-0"

ROOM LEGEND

- BILLING/ COPY ROOM
- CONFERENCE ROOM
- CORRIDOR
- LARGE THERAPY
- LOBBY
- MENS
- OFFICE
- PLAY ROOM
- RECEPTION
- SMALL THERAPY
- STORAGE
- TENANT #1
- TENANT #2
- UTILITIES
- WAITING
- WOMENS

FIVE DEGREES DESIGN
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 01 SEPTEMBER 2020
PROJECT #: 20-046
DRAWN BY: THM
CHECKED BY: BCH

REVISIONS

PROJECT
EAGLE MOUNTAIN MEDICAL OFFICE BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

ARCHITECTURAL

MAIN LEVEL FLOOR PLAN

AE101

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SYMBOLS LEGEND

SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	SIZE	TOLERANCE
	3	EXISTING DECIDUOUS TREE TO REMAIN			
DECIDUOUS TREES					
	4	ALLEE LACEBARK ELM	ULMUS PARVIFLORA 'ELMER II'	2" CAL.	DROUGHT
EVERGREEN TREES					
	2	BRISTLECONE PINE	PINUS ARISTATA	8' HT.	DROUGHT
SHRUBS					
	37	LACE LEAF RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA 'FILIGRAN'	5 GAL.	DROUGHT
	3	MINT JULEP JUNIPER	JUNIPERUS CHINENSIS 'MONLEP'	5 GAL.	DROUGHT
	19	SILVER MOUND ARTEMISIA	ARTEMISIA SCHMIDTIANA 'SILVER MOUND'	5 GAL.	DROUGHT, SALT
ORNAMENTAL GRASSES					
	40	BLUE GRAMA GRASS	BOUTELOUA GRACILIS	5 GAL.	DROUGHT
GROUNDCOVERS & MULCH					
	3,624 S.F.	LAWN			
	2,996 S.F.	CRUSHED ROCK			
	958 S.F.	GROUNDCOVER			
BOULDERS					
	15	BOULDERS			

REFERENCE NOTES

1. EXISTING LAWN TO REMAIN
2. METAL EDGING

EAGLE MOUNTAIN CITY DATA

CHAPTER 17.60 LANDSCAPING, BUFFERING, FENCING AND TRANSITIONING

ZONED AS	COMMERCIAL	
TOTAL SITE AREA	35,429 S.F. = 0.81 AC.	
	REQUIRED	PROVIDED
GENERAL:		
TURF AREA	MAX. 50% OF LANDSCAPE AREA	3,624 S.F. = 48%
LIVE VEGETATION	MIN. 50% OF LANDSCAPE AREA	4,383 SF. = 54%
DROUGHT TOLERANT SPECIES	MIN. 50%	100%
MINIMUM DECIDUOUS TREE SIZE	1 1/2" CAL.	YES
MINIMUM EVERGREEN TREE SIZE	6' HT.	YES
CLEAR VISION TRIANGLES:	15' FROM INTERSECTION	YES

AVOID CUTTING UNDERGROUND UTILITIES. IT'S COSTLY.
Call BEFORE YOU Dig
1-800-662-4111

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

NORTH

McNEIL ENGINEERING™
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8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

STATE OF UTAH
SCOTT A. SCHOONOVER
349757
LICENSED LANDSCAPE ARCHITECT
10/07/2020

C. JAY PROPERTIES BUILDING
3714 EAST CAMPUS DRIVE
EAGLE MOUNTAIN, UT

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20513
DRAWN BY: TG
CHECKED BY: SS
DATE: SEPTEMBER 2020
PROPERTY NO:

PRELIMINARY LANDSCAPE PLAN

L0.01

ABBREVIATIONS INDEX

#	NUMBER	PVC	POLYVINYL CHLORIDE CONDUIT
ϕ	PHASE	DISP	DISPOSAL
1ϕ	SINGLE PHASE	DRY	DRYER
2P	TWO-POLE	DW	DISHWASHER
3ϕ	THREE PHASE	DWG	DRAWING
4P	FORE-POLE	EC	EMPTY CONDUIT
AC	ALTERNATING CURRENT	EM	EMERGENCY
AFF	ABOVE FINISHED FLOOR	EMG	EMERGENCY GENERATOR
AFG	ABOVE FINISHED GRADE	EMT	ELECTRICAL METALLIC TUBING
AFP	ARC FAULT PROTECTOR	EPO	EMERGENCY POWER OFF
AIC	AMP INTERRUPTING CURRENT (SYMMETRICAL)	EWC	ELECTRIC WATER COOLER
AL	ALUMINUM	EWH	ELECTRIC WATER HEATER
AM	AMPS METER	(E)	EXISTING
AMP	AMPERE	(F)	FUTURE
ANN	ANNUNCIATOR	FA	FIRE ALARM
ATS	AUTOMATIC TRANSFER SWITCH	FACP	FIRE ALARM CONTROL PANEL
AUX	AUXILIARY	FC	FOOT CANDELA
AWG	AMERICAN-WIRE GAUGE	FLA	FULL LOAD AMPS
BC	BARE COPPER	FT	FOOT
BFG	BELOW FINISH GRADE	FRZ	FREEZER
C	CONDUIT	FS	FUSED SWITCH
CAB	CABINET	GFCI	GROUND FAULT CIRCUIT INTERRUPTER
CATB	COMMUNITY ANTENNA TELEVISION	GFP	GROUND FAULT PROTECTOR
CATV	CABLE TELEVISION	GRC	GALVANIZED RIGID CONDUIT
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED	GRD	GROUND
CKT	CIRCUIT	HP	HORSE POWER
CLG	CEILING	HZ	HERTZ
CNTR	CONTRACTOR	IG	ISOLATED GROUND
CO	CONDUIT ONLY	IMC	INTERMEDIATE METALLIC CONDUIT
CRT	COMPUTER TERMINAL	IN	INCH
CT	CURRENT TRANSFORMER	J-BOX	JUNCTION BOX
CU	COPPER	KV	KILOVOLT
C/W	CONDUIT WITH	KVA	KILOVOLT AMPERES
(D)	DEMOLISH/DELETE	KVAR	KILOVARS
DB	DECIBEL	KW	KILOWATT
DC	DIRECT CURRENT	LRA	LOCKED ROTOR AMPS
MATV	MASTER ANTENNA TELEVISION	LTG	LIGHTING
MAX	MAXIMUM	(R)	RELOCATE
MB	MAIN BUS	RECP	RECEPTACLE
MCB	MAIN CIRCUIT BREAKER	REF	REFRIGERATOR
MCC	MOTOR CONTROL CENTER	REQ	REQUIRED
MCM	1000 CIRCULAR MILLS	RLA	RATED LOAD AMPS
MH	MANHOLE	RMS	ROOT MEAN SQUARE
MIC	MICROPHONE	SE	SERVICE ENTRANCE
MIN	MINIMUM	SPD	SURGE PROTECTION DEVICE
MLO	MAIN LUGS ONLY	SPEC	SPECIFICATION
MNF	MANUFACTURER	SPK	SPEAKER
MTG	MOUNTING	SS	SELECTOR SWITCH
MTR	MOTOR	SW	SWITCH
MW	MICROWAVE	SWBD	SWITCHBOARD
(N)	NEW	SWGR	SWITCHGEAR
N/A	NOT APPLICABLE	TTB	TELEPHONE TERMINAL BOARD
NC	NORMALLY CLOSED	TTC	TELEPHONE TERMINAL CABINET
NEC	NATIONAL ELECTRICAL CODE	TV	TELEVISION
NEMA	NATIONAL MANUFACTURING ASSOCIATION	TYP	TYPICAL
NFC	NATIONAL FIRE CODE	UG	UNDERGROUND
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION	UNO	UNLESS NOTED OTHERWISE
NFS	NON FUSED SWITCH	UPS	UNINTERRUPTIBLE POWER SUPPLY
NIC	NOT IN CONTRACT	V	VOLT (KV-KILOVOLT)
NL	NIGHT LIGHT (OPERATES CONTINUOUSLY)	VAR	VOLT-AMPS/REACTIVE
NO	NORMALLY OPEN	VM	VOLT METER
NTS	NOT TO SCALE	W	WATTS
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	W/	WITH
OFOI	OWNER FURNISHED OWNER INSTALLED	WASH	WASHER
OS&Y	OUTSIDE SCREW AND YOKE	WH	WATTHOUR
PB	PUSH BUTTON	W/O	WITHOUT
PF	POWER FACTOR	WP	WEATHER PROOF
PFR	PHASE FAILURE RELAY	XFMR	TRANSFORMER
PNL	PANEL	XFMR-SW	TRANSFORMER SWITCH
PT	POTENTIAL TRANSFORMER	XP	EXPLOSION PROOF
PV	PHOTOVOLTAIC		

NOTE: THIS IS A TYPICAL ABBREVIATION LIST. NOT ALL ABBREVIATIONS MAY BE USED ON THIS PROJECT.

ELECTRICAL SYMBOLS

SYMBOL	EXPLANATION
	BRANCH CIRCUIT CONCEALED IN CEILING OR WALL
	BRANCH CIRCUIT CONCEALED IN GROUND OR FLOOR
A-1,3	BRANCH CIRCUIT HOMERUNS TO PANEL
135	ROOM NUMBER
CH 1	MECHANICAL EQUIPMENT SYMBOL
1	KEYED NOTE REFERENCE
42X	FEEDER TAG (SEE FEEDER SCHEDULE)
	LIGHTING AND POWER PANELBOARD
NON-FUSED / FUSED	DISCONNECT SWITCH
NON-FUSED / FUSED	DISCONNECT SWITCH WITH MOTOR STARTER
	MOTOR STARTER
VFD	VARIABLE FREQUENCY DRIVE
	CONDUIT STUB
	JUNCTION BOX
	ELECTRIC VEHICLE CHARGING STATION
	DUPLEX RECEPTACLE OUTLET
WP / A-3 / REF	MODIFIER / PANEL SPACE ASSIGNMENT / EQUIPMENT DESIGNATION
WP	WEATHERPROOF COVER & LISTED WEATHER RESISTANT DEVICE
GFCI	PROTECTED BY FAULT CIRCUIT INTERRUPTER
+44	MOUNTING HEIGHT ABOVE FLOOR OR GRADE GIVEN IN INCHES.
REF	REFRIGERATOR
DW	DISHWASHER
DISP	DISPOSAL
WASH	WASHING MACHINE
EWC	ELECTRIC WATER COOLER
USB	COOPER TR7746 OR EQUAL DUPLEX PLUS USB CHARGER
TR	TAMPER RESISTANT
	QUAD RECEPTACLE OUTLET
	SPLIT WIRED DUPLEX RECEPTACLE OUTLET
	220V RECEPTACLE OUTLET
	ISOLATED GROUND RECEPTACLE
	RECEPTACLE FLOOR DEVICE
	CEILING MOUNTED DEVICE
	SPECIAL RECEPTACLE
	MOTOR OUTLET
	EXHAUST FAN
	THERMOSTAT OUTLET
S	REMOTE SENSOR OUTLET
	TELEPHONE OUTLET
(#)	COMPUTER DATA OUTLET (#) INDICATES JACK QUANTITIES
	NETWORK AND VOICE OUTLET
	WIRELESS ACCESS POINT CEILING MOUNTED
TV	TELEVISION OUTLET

SYMBOL	EXPLANATION
F1	FIXTURE TYPE SYMBOL
	FLUORESCENT FIXTURE (TYPICAL)
	EMERGENCY LIGHTING UNIT
	SURFACE OR PENDANT MOUNTED FIXTURE
	RECESSED FIXTURE
	WALL MOUNTED FIXTURE
	WALL PACK
	FLUORESCENT STRIP
	TRACK LIGHTING
	EMERGENCY LIGHTING UNIT
	WALL MOUNTED EXIT LIGHT (SINGLE FACE)
	WALL MOUNTED EXIT LIGHT (DOUBLE FACE)
	CEILING MOUNTED EXIT LIGHT
	CEILING MOUNTED EXIT LIGHT (DOUBLE FACE)
	EXIT LIGHT WITH PROTECTIVE COVER
$	SINGLE POLE SWITCH (SUBSCRIPT AS INDICATED BELOW)
2	TWO POLE SWITCH
3	3-WAY SWITCH
4	4-WAY SWITCH
D	DIMMER SWITCH
K	KEYED SWITCH
T	TIMER SWITCH
M	MANUAL STARTER WITH THERMAL OVERLOAD
F	PADDLE FAN SPEED CONTROL. (CANARM "CN" SERIES)
OC	OCCUPANCY SENSOR SWITCH
LV	LOW VOLTAGE CONTROL SWITCH
LVD	LOW VOLTAGE CONTROL SWITCH WITH DIMMER
OCD	OCCUPANCY SENSOR CONTROL SWITCH WITH DIMMER
OC2	DUAL RELAY OCCUPANCY SENSOR CONTROL SWITCH
	DOUBLE GANG SWITCH
$LV a,b,c / $ a,b	LOW VOLTAGE MULTI BUTTON CONTROL SWITCH (LETTER INDICATES CONTROL OF CORRESPONDING FIXTURES)
$a $b	CONTROLLING SWITCH (LETTER INDICATES CONTROL OF CORRESPONDING FIXTURES)
S	OCCUPANCY SENSOR (CEILING MOUNTED)
$DT	DUAL TECHNOLOGY OCCUPANCY SENSOR (CEILING MOUNTED)
RC	ROOM CONTROLLER
LS	DAYLIGHT SENSOR
P	PHOTOCELL
V	VOLUME CONTROL
	WALL SPEAKER
	CEILING SPEAKER
	SURVEILLANCE CAMERA
DVR	SURVEILLANCE DIGITAL VIDEO RECORDER
NURSE	NURSE CALL ANNUNCIATOR PANEL
N	NURSE CALL EMERGENCY CALL DEVICE
N	NURSE CALL EMERGENCY CALL LIGHT

SYMBOL	EXPLANATION
	TAMPER AND FLOW
FACP	FIRE ALARM CONTROL PANEL
RFAA	REMOTE FIRE ALARM ANNUNCIATOR PANEL
NAC	FIRE ALARM NAC PANEL
VOICE	FIRE ALARM VOICE PANEL
D/H	DOOR HOLDER
F/S	FIRE/SMOKE DAMPER
	FIRE ALARM PULL STATION
	FIRE ALARM STROBE
	FIRE ALARM HORN/STROBE
LF	FIRE ALARM HORN/STROBE (LF = LOW FREQUENCY)
	FIRE ALARM HORN/STROBE WITH PROTECTIVE COVER
	FIRE ALARM SPEAKER/STROBE
LF	FIRE ALARM SPEAKER/STROBE (LF = LOW FREQUENCY)
	FIRE ALARM SPEAKER
LF	FIRE ALARM SPEAKER (LF = LOW FREQUENCY)
	FIRE ALARM HORN
LF	FIRE ALARM HORN (LF = LOW FREQUENCY)
	FIRE ALARM STROBE CEILING MOUNTED
	FIRE ALARM HORN/STROBE CEILING MOUNTED
LF	FIRE ALARM HORN/STROBE CEILING MOUNTED (LF = LOW FREQUENCY)
	FIRE ALARM HORN CEILING MOUNTED
LF	FIRE ALARM HORN CEILING MOUNTED (LF = LOW FREQUENCY)
	SMOKE DETECTOR (SUBSCRIPT AS INDICATED BELOW)
B	SMOKE ALARM BATTERY-BACKED
C	SMOKE/CARBON MONOXIDE ALARM COMBO BATTERY-BACKED
D	DUCT SMOKE DETECTOR
R	SMOKE DETECTOR WITH ADDRESSABLE RELAY
S	SMOKE DETECTOR WITH SOUNDER BASE
	HEAT DETECTOR
	GAS DETECTOR
CO	CARBON MONOXIDE DETECTOR
CO/NO2	CARBON MONOXIDE/NITROGEN DIOXIDE SENSOR (GARAGE)
	ADA TWO-WAY COMMUNICATIONS SYSTEM
KP	DOOR ACCESS CONTROL KEY PAD
CR	DOOR ACCESS CONTROL CARD READER
SDS	DOOR ACCESS CONTROL DOOR STRIKE
ML	DOOR ACCESS CONTROL MAG LOCK
DS	DOOR ACCESS CONTROL DOOR SENSOR
	DOOR ACCESS CONTROL REQUEST TO EXIT
	PUSHBUTTON
B	BELL

NOTE: ALL SYMBOLS MAY NOT BE USED.

Sheet List Table

SHEET NUMBER	SHEET TITLE
E001	ELECTRICAL COVER SHEET
ES102	SITE PHOTOMETRIC PLAN
E503	EXTERIOR INSTALLATION DETAILS
E601	EQUIPMENT & FIXTURE SCHEDULES

ELECTRICAL GENERAL NOTES:

1. REFER TO ARCHITECTURAL CABINET CASEWORK ELEVATION DRAWINGS FOR CLARIFICATION ON MOUNTING AND PLACEMENT OF ALL RACEWAY. RECEPTACLES, SWITCHES, NURSE CALL PANELS AND LIGHTING CONTROL PANELS.
2. MANY DEVICE MOUNTING LOCATIONS ARE DEPENDANT ON MILLWORK LOCATIONS. COORDINATE ALL APPLICABLE LOCATIONS WITH MILLWORK INSTALLER PRIOR TO BEGINNING WORK.
3. REVIEW AND COORDINATE WITH ARCHITECTURAL, CIVIL, STRUCTURAL, MECHANICAL, PLUMBING, AND OTHER DRAWINGS PRIOR TO BID.
4. NOTIFY AND COOPERATE WITH THE MECHANICAL CONTRACTOR SUCH THAT NO DUCTS, PIPING, OR EQUIPMENT FOREIGN TO THE OPERATION OF THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE INSTALLED IN, ENTER, OR PASS THROUGH ELECTRICAL ROOMS OR SPACES, OR ABOVE OR BELOW ELECTRICAL EQUIPMENT IN OTHER AREAS.
5. REVIEW ALL ARCHITECT'S ELEVATIONS, SECTIONS, AND FLOOR PLANS PRIOR TO ROUGH-IN OF ELECTRICAL JUNCTION BOXES.
6. CONSULT ARCHITECTS REFLECTED CEILING PLANS FOR EXACT LOCATION OF LIGHTING FIXTURES, SPEAKERS, SMOKE DETECTORS, ETC.
7. MEET WITH THE CEILING AND MECHANICAL CONTRACTORS TO COORDINATE LOCATIONS, CLEARANCES, CEILING TYPES, AND ROUGH-IN REQUIREMENTS OF ALL LIGHTING FIXTURES PRIOR TO DUCT, PIPING, AND CEILING INSTALLATIONS.
8. VERIFY EXACT LOCATION(S) OF ALL EQUIPMENT TO BE FURNISHED BY OTHERS PRIOR TO ROUGH-IN.
9. PERFORM ALL WORK IN A WORKMANLIKE MANNER, PER INDUSTRY STANDARD, AND TO THE SATISFACTION OF THE ARCHITECT AND ENGINEER.
10. WORK, MATERIALS, AND EQUIPMENT SHALL CONFORM TO THE LATEST EDITIONS OF LOCAL, STATE AND NATIONAL CODES, STANDARDS AND ORDINANCES.
11. FINAL CONNECTIONS TO EQUIPMENT SHALL BE MADE AS PER MANUFACTURERS WRITTEN INSTRUCTIONS AND APPROVED WIRING DIAGRAMS AND DETAILS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROVIDE ALL MATERIALS AND EQUIPMENT COMPATIBLE WITH EQUIPMENT ACTUALLY SUPPLIED. THE ELECTRICAL CONTRACTOR SHALL VERIFY ALL ELECTRICAL LOADS (VOLTAGE, PHASE, CONNECTION REQUIREMENTS, ETC.) OF EQUIPMENT FURNISHED UNDER OTHER DIVISIONS WITH APPROVED SHOP DRAWINGS PRIOR TO BEGINNING ROUGH-IN.
12. REFER TO ALL DETAILS ON ALL SHEETS WETHER OR NOT CALLED IN REFERENCE NOTES.
13. GANG TOGETHER ALL LIGHT SWITCHES INSTALLED ADJACENT TO EACH OTHER WITH ONE PIECE COVER PLATE.
14. USE EPOXY ANCHORS TO SUPPORT THE ELECTRICAL EQUIPMENT. EXPANSION ANCHOR BOLTS ARE NOT ACCEPTED.
15. PROVIDE BLANK COVER PLATES TO MATCH THE OTHER COVER PLATES FOR ALL JUNCTION BOXES WHERE DEVICES HAVE NOT BEEN INSTALLED AT THE COMPLETION OF WORK.
16. ALL MATERIALS USED IN THIS INSTALLATION SHALL BE U.L. APPROVED AND NEW.
17. DO NOT INSTALL WIRING IN DUCT WORK.
18. TERMINATE THE ELECTRICAL CONNECTIONS TO ALL THE EQUIPMENT BY PROVIDING THE NECESSARY MALE/FEMALE CONNECTOR, RECEPTACLE, PLUG, ETC.
19. VISIT THE PROJECT SITE DURING THE BIDDING PROCESS TO DETERMINE THE TOTAL SCOPE OF THE PROJECT.
20. CONNECT ALL BATTERIES IN EMERGENCY FIXTURES, EGRESS LIGHTS, AND EXIT SIGNS TO UNSWITCHED CONDUCTOR.
21. DO NOT PENETRATE STRUCTURAL ELEMENTS OF FLOORS, WALLS, CEILINGS, ROOF, ETC.
22. WIRING IN PATIENT CARE AREAS SHALL COMPLY WITH NEC 517.13: STANDARD MC CABLE IS NOT ACCEPTABLE IN THESE AREAS.

FIVE DEGREES DESIGN
1457 EAST 840 NORTH
OREM, UTAH 84097
801.960.9381
chris@fivedegreesdesign.com

DATE: 15 SEPTEMBER 2020
PROJECT #: 20-046
DRAWN BY: KLB
CHECKED BY: KLB

REVISIONS

BREINHOLT POWER ENGINEERING PLLC
805 S 1430 W
LEHI, UT 84043
(801)367-5180
BPE#20059

REGISTERED PROFESSIONAL ENGINEER 9857303-2202 KYLE L BREINHOLT 30 September 2020 STATE OF UTAH

KYLE BREINHOLT
LIC.: 9857303
EXP.: 31 MARCH 2021

PROJECT

IDI EAGLE MOUNTAIN MEDICAL OFFICE BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

ELECTRICAL COVER SHEET

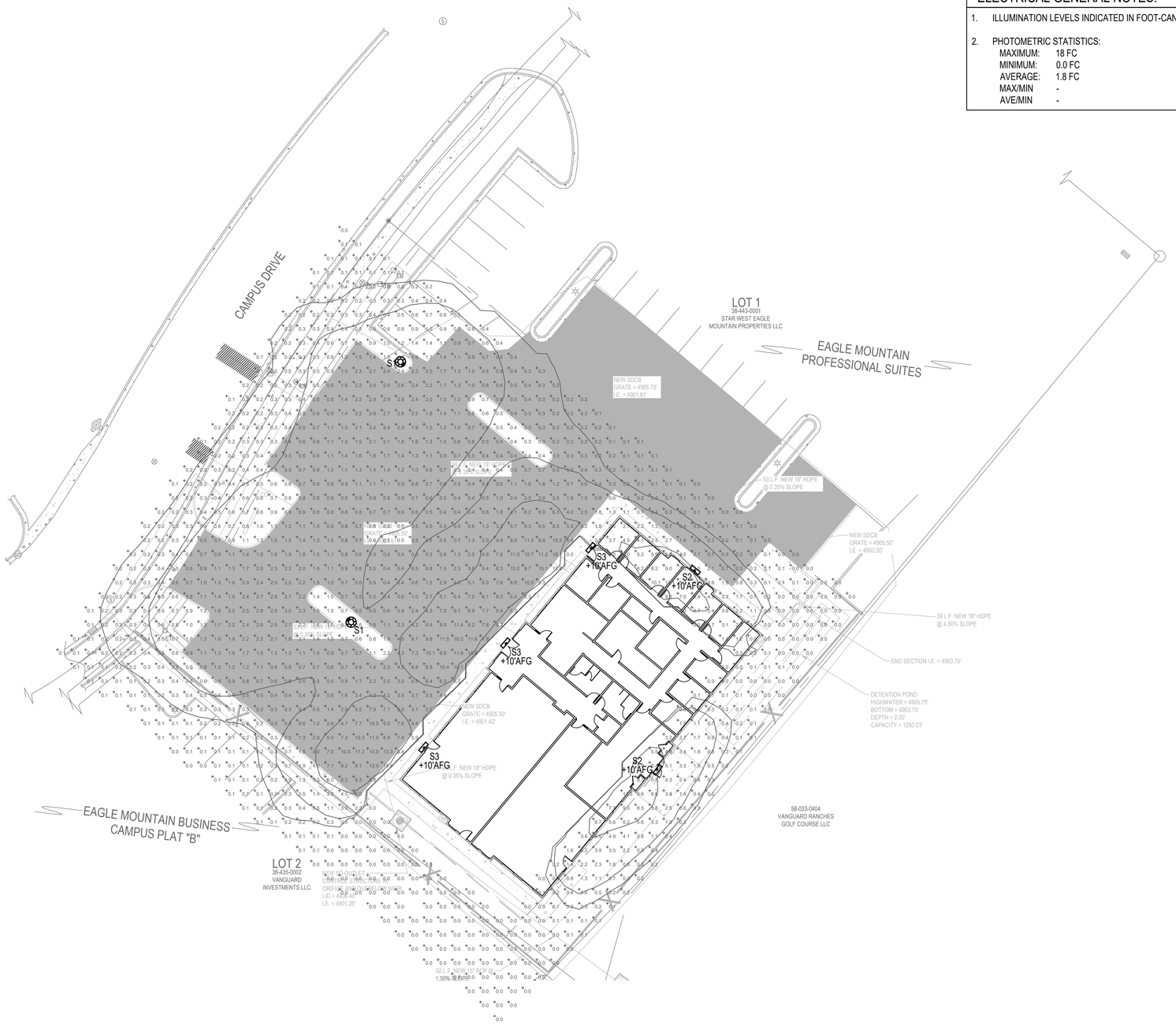
E001

ELECTRICAL GENERAL NOTES:

1. ILLUMINATION LEVELS INDICATED IN FOOT-CANDLES.

2. PHOTOMETRIC STATISTICS:

MAXIMUM:	18 FC
MINIMUM:	0.0 FC
AVERAGE:	1.8 FC
MAX/MIN	-
AVE/MIN	-



1 - SITE PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"

0 10' 20' 40'

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IDI EAGLE MOUNTAIN MEDICAL OFFICE BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

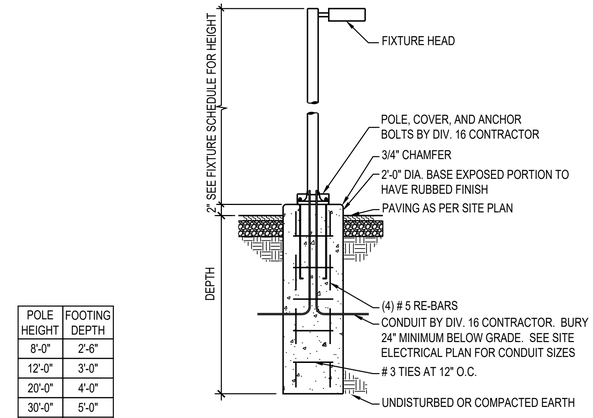
ELECTRICAL

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#

NOT USED

NOT USED

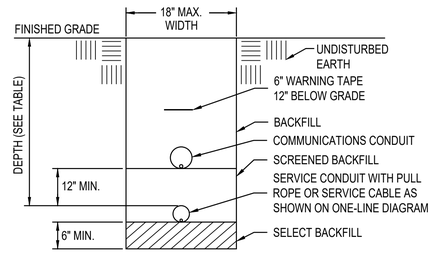


POLE HEIGHT	FOOTING DEPTH
8'-0"	2'-6"
12'-0"	3'-0"
20'-0"	4'-0"
30'-0"	5'-0"
40'-0"	6'-0"

① POLE BASE DETAIL — SCALE: NTS

LOCATION DESCRIPTION	MIN. DEPTH
BELOW CONCRETE SLAB (NOT TRAFFIC)	18 INCHES
BELOW TRAFFIC SURFACES	24 INCHES
PARKING LOT (PAVED OR NON-PAVED)	24 INCHES
OTHER LOCATIONS	24 INCHES
UTILITY SECONDARY	24 INCHES*
UTILITY PRIMARY	48 INCHES*

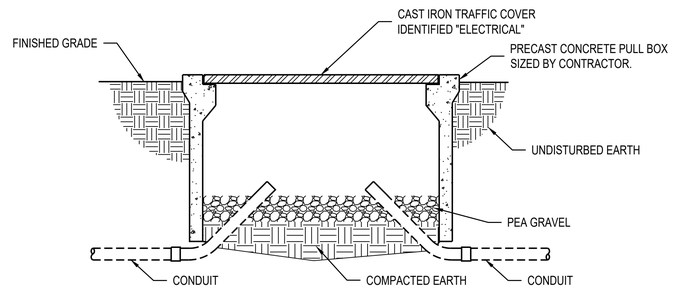
(SEE NEC TABLE 300.5)
* VERIFY ALL DIMENSIONS WITH LOCAL POWER COMPANY STANDARDS AND SPECIFICATIONS.



② TRENCHING DETAIL — SCALE: NTS

NOT USED

NOT USED



SECTION VIEW

③ TYPICAL ELECTRICAL PULL BOX DETAIL — SCALE: NTS

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PROJECT

IDI EAGLE MOUNTAIN MEDICAL OFFICE BUILDING

ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

EXTERIOR INSTALLATION DETAILS

E503

SITE LIGHTING FIXTURE SCHEDULE

FIXT #	FIXTURE						LAMPS		POLE			REMARKS
	MANUFACTURER	CATALOG #	VOLTS	#/POLE	WATTS	MOUNTING	TYPE	QTY/FIXT.	MANUFACTURER	HEIGHT	CATALOG #	
S1	GLP	GR1116-CBA/G2LED65-T4-40K/CBA	120	1	102	POLE	LED 12,500 LM 4000K CCT 70 CRI B2-U0-G3	INTEGRAL	GLP	13'-8"	GP35-14-CBA	CBA-FINISH SELECTED BY ARCHITECT
S2	LITHONIA	CSXW LED 30C 700 40K T2M	120	1	69	WALL	LED 7,500 LM 4000K CCT 70 CRI B2-U0-G2	INTEGRAL	NONE	N/A	NONE	
S3	LITHONIA	CSXW LED 30C 1000 40K TFTM	120	1	104	WALL	LED 12,500 LM 4000K CCT 70 CRI B2-U0-G2	INTEGRAL	NONE	N/A	NONE	

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PROJECT

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ADDRESS:
EAGLE MOUNTAIN, UTAH

ELECTRICAL

EQUIPMENT & FIXTURE SCHEDULES

E601



FEATURES

- Stylish and efficient round traditional lighting fixture for post top mounting
- Lightweight cast aluminum fixture base with stainless steel set screws for installation
- Slip fits over common 2 7/8” and 3” OD tenons on most decorative poles
- Durable Powder Coat Finish
- 0-10v Dimming Capability
- 10kV/10kA Surge Protection Standard
- ETL Listed

LED LIGHT SOURCE OPTIONS

- 3 Power Levels
- 3 Color Temperatures
- 2 Light Distributions

MATERIALS

- Base, Cage, Finial - Cast Aluminum (A356)
- Hat - Spun Aluminum
- Hardware - Stainless Steel
- Lens - Prismatic Acrylic

LENS OPTION

- **NL -** No Lens (Highest LPW)
- **AC-CL -** Clear Prismatic Acrylic

ACCESSORIES

- **PCLL -** PCL for LED Fixtures
- **HSS90 -** 90° House Side Shield
- **HSS180 -** 180° House Side Shield

LED LIGHT SOURCE CONFIGURATIONS

G2LED40—1 Driver, 1 LED Module, 1 Optic
G2LED65—1 Driver, 1 LED Module, 1 Optic
G2LED80—2 Drivers, 2 LED Modules, 2 Optics

DRIVER

0-10v Dimming Compatible
120 to 277 Auto Sensing
Class 2, Class P
Minimum Rating IP66

LED MODULE

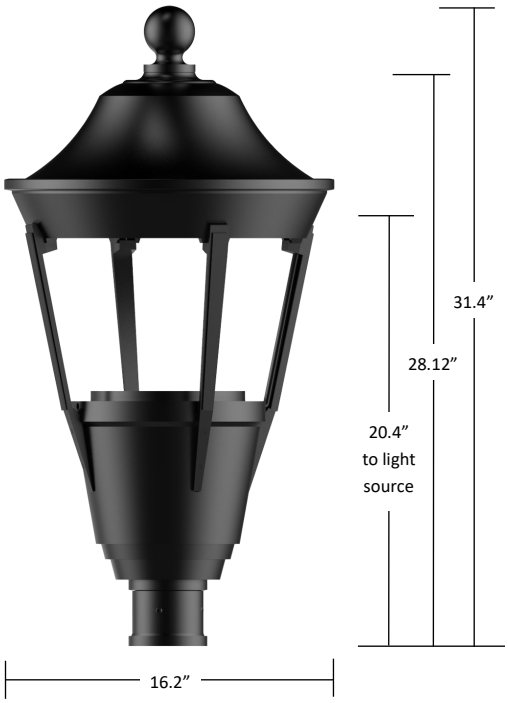
12 High efficacy multi-die packages
2x6 LED Configuration
80CRI—2700, 3000, 4000 CCT

LED OPTICS

2x6 Multi Lens
PMMA (Acrylic)
IES Type III, V
Silicone Gasket
IP66 System

SURGE PROTECTION

10 kV / 10 kA



Finish

The fixture will be finished with an electrostatically applied polyester powder coat suitable for exterior use. The fixtures are pretreated using industry standard environmentally responsible processes for a long lasting and durable finish.

Standard Finishes
BK - Black (Gloss)
BT - Black (Textured)
SB - Statuary Bronze
GN - Green

Premium Finishes
WH - White (Gloss)
CV - Copper Vein
GV - Green Vein
CF - Custom Finishes

LED Light Source Options

Light Source	Nominal Power	CCT	Distribution
G2LED40	40 W	2700K (**27K**)	Type II (**T2**)
G2LED65	65 W	3000K (**30K**)	Type III (**T3**)
G2LED80	80 W	4000K (**40K**)	Type IV (**T4**)
			Type V (**T5**)

LED Drivers are auto voltage sensing, standard 120V through 277V (347, 480V Version Available-Consult Factory)

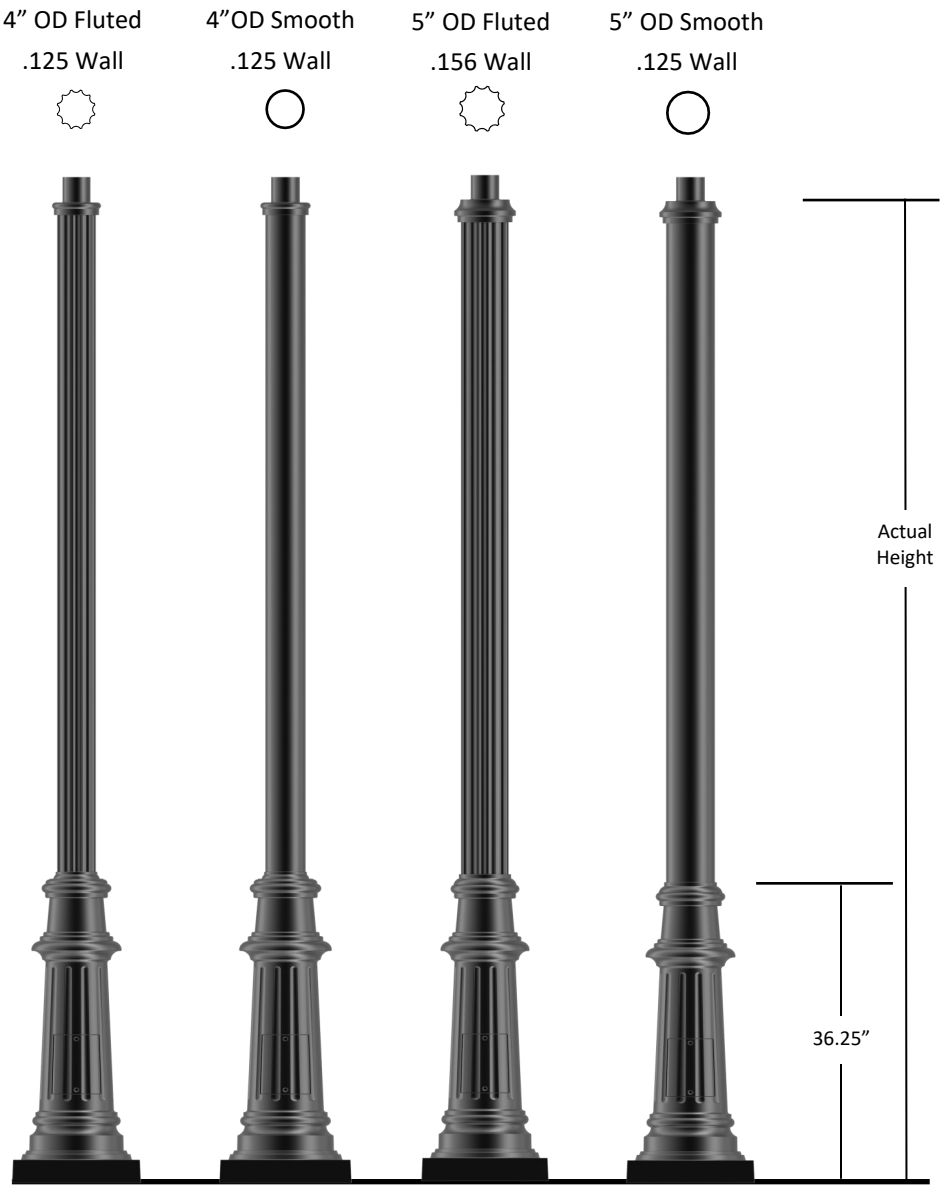
LED Light Source Performance Data
In No Lens Fixture

Module Name	mA	Color Temp (CCT)	27K Delivered Lumens	27K Efficacy (LPW)	30K Delivered Lumens	30K Efficacy (LPW)	40K Delivered Lumens	40K Efficacy (LPW)
G2LED40	750	T2						
		T3						
		T4						
		T5						
G2LED65	1200	T2						
		T3						
		T4						
		T5						
G2LED80	1500	T2						
		T3						
		T4						
		T5						

Ordering Guide

	Luminaire		Lens Material/ Color		LED Light Source	Distribution Type		CCT		Optional Photocell	Optional House Side Shield		Finish
EXAMPLE	GR1116	–	AC-CL	/	G2LED80	T3	–	40K	/	PCLL	HSS180	/	BT
	GR1116		NL		G2LED40	T3		27K		PCLL	HSS90		BK
			AC-CL		G2LED65	T5		30K			HSS180		BT
					G2LED80			40K					SB
													GN
													Premium Finishes
													WH, CV, GV, CF
	Required									Optional			Choose Finish

Shaft Styles



FEATURES

- Strong, lightweight and easy to install
- Extruded aluminum shaft welded to a decorative cast aluminum base
- 3” OD x 3” tall tenon included for luminaire mounting
- Access door for wiring secured with stainless steel screws
- Ground lug included inside base
- Durable powder coat finish
- 1/2” x 18” Anchor Bolts & Template included

MATERIALS

- Base - Cast Aluminum (A356)
- Shaft - Extruded Aluminum (6061-T6)
- Tenon - Cast Aluminum (A356)
- Anchor Bolts - Hot Dipped Galvanized
- Hardware—Stainless Steel

ACCESSORIES

- **GFCI** Box with weatherproof WIUC

(Additional accessories below ordered separately)
(See Accessories Page for ordering guide)

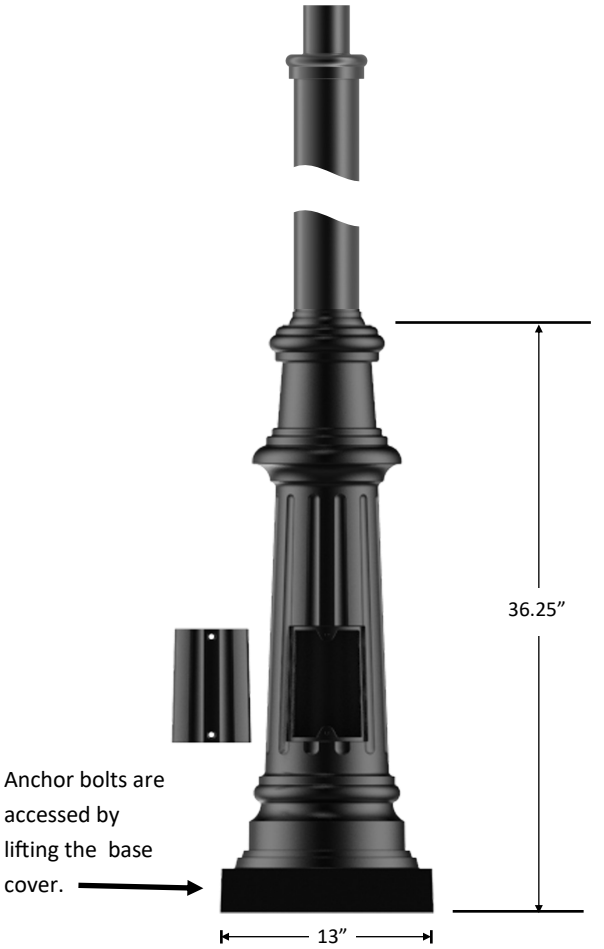
- Clamp on banner arms
- Direct bury extension
- Clamp on flag pole holder

ANCHORAGE

- 1/2” x 18” x 3” Hot-dipped galvanized steel L-type anchor bolts.
- (4) Bolts with (2) nuts, (2) washers per bolt included

GP33-xx	GP34-xx	GP35-xx	GP36-xx	Actual Height
GP33-08	**GP34-08**	**GP35-08**	**GP36-08**	7’ 8”
GP33-10	**GP34-10**	**GP35-10**	**GP36-10**	9’ 8”
GP33-12	**GP34-12**	**GP35-12**	**GP36-12**	11’ 8”
GP33-14	**GP34-14**	**GP35-14**	**GP36-14-TN**	13’ 8”

Pole Details



Finish

The post will be finished with an electrostatically applied polyester powder coat suitable for exterior use. The poles are pretreated using industry standard environmentally responsible processes for a long lasting and durable finish.

Standard Finishes
BK - Black (Gloss)
BT - Black (Textured)
SB - Statuary Bronze
GN - Green

Premium Finishes
WH - White (Gloss)
CV - Copper Vein
GV - Green Vein
CF - Custom Finishes

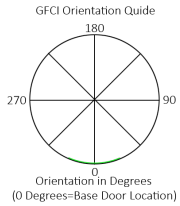
Tenons

3” OD x 3” Tall Tenon Standard
TNS54 - 4” OD x 3” Tall Tenon slip fits over 5” smooth shaft
TNF54 - 4” OD x 3” Tall Tenon slip fits over 5” fluted shaft
LT - Less Tenon
Other tenons available upon request
Check fixture and/or arm spec sheet for tenon requirements

Accessories

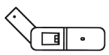
GFCI - Provision for Ground Fault Circuit Interrupter outlet with NEC required wet location while in use type cover (WIUC). The cover is made of die cast aluminum and will be painted to match.

GFCI Orientation is stated as degrees from access door and **GFCI Placement** on shaft must be specified in ordering guide below.
TOP - placement will be 6” from top of pole.
BOT - placement will be 6” above the base.

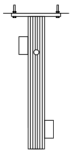


(Additional accessories below ordered separately)
(See Accessories Page for ordering guide)

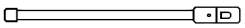
Flag Pole Holder



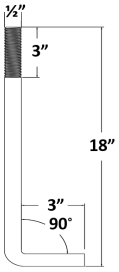
Direct Bury Extension



Single and Double Sided Field Rotatable Banner Arm



Anchor Bolt Details



(4) 1/2” Galvanized Steel L-Type Anchor Bolts
(8) 1/2” Galvanized Steel Hex Nuts
(8) 1/2” Galvanized Steel Flat Washers
(8) 3/4” Galvanized Steel Flat Washers

Ordering Guide

	Pole/Shaft Style		Height		Tenon		Accessory		GFCI Orientation		GFCI Placement		Finish
EXAMPLE	GP34	–	14	/	Leave blank for standard	/	GFCI	–	BOT	–	180	/	BT
	GP33		08		TNS54		GFCI		TOP		0		BK
	GP34	–	10		TNF54				BOT		90		BT
	GP35		12		LT						180		SB
	GP36		14								270		GN
													Premium Finishes
													WH, CV, GV, CF
	Required				Optional								Choose Finish



CSXW LED
LED Wall Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

CONTOUR SERIES

Introduction

The Contour® Series luminaires offer traditional square dayforms with softened edges for a versatile look that complements many applications.

The CSXW LED combines the latest in LED technology with the familiar aesthetic of the Contour® Series for stylish, high-performance illumination that lasts. It is ideal for replacing 100-400W metal halide in wall-mounted applications with typical energy savings of 80% and expected service life of over 100,000 hours.

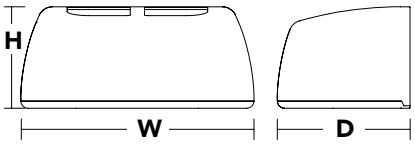
Specifications

Height: 7-1/8" *(29.2 cm)*

Width: 16-3/8" *(41.6cm)*

Depth: 9-5/16" *(23.6 cm)*

Weight (max): 30 lbs *(13.6 kg)*

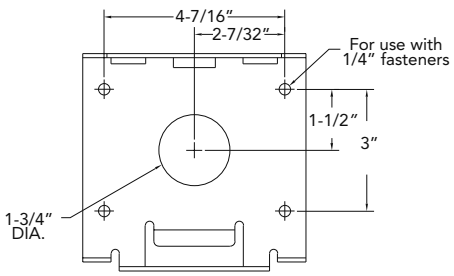


Ordering Information

EXAMPLE: CSXW LED 30C 700 40K T3M MVOLT DDBXD

CSXW LED								
Series	**LEDs**	**Drive current**	**Color temperature**[1]	**Distribution**	**Voltage**	**Mounting**	**Options**	**Finish** *(required)*
CSXW LED	**30C** 30 LEDs	**700** 700 mA **1000** 1000 mA	**40K** 4000K **50K** 5000K	**T2M** Type II, medium **T3M** Type III, medium **T4M** Type IV, medium **TFTM** Type forward throw, medium	**MVOLT**[2] **120**[2] **208**[2] **240**[2] **277**[2] **347**[3] **480**[3]	**Shipped included** (blank) Surface mount **Shipped separately** **BBW** Surface-mounted back box (for conduit entry)[4]	**Shipped installed** **PE** Photoelectric cell, button type[5,6] **DMG** 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) **SF** Single fuse (120, 277, 347V)[7] **DF** Double fuse (208, 240, 480V)[7] **Shipped separately**[4] **VG** Vandal guard	**DDBXD** Dark bronze **DBLXD** Black **DNAXD** Natural aluminum **DWHXD** White **DDBTXD** Textured dark bronze **DBLBXD** Textured black **DNATXD** Textured natural aluminum **DWHGXD** Textured white

Mounting Detail



Accessories

Ordered and shipped separately.

CSXWBBW DDBXD U	Back box accessory (specify finish)
CSXWVG U	Vandal guard accessory

NOTES

1. Configured with 4000K (/40K) provides the shortest lead times. Consult factory for 5000K (/50K) lead times.
2. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options) or photocontrol (PE option).
3. Available with 700 mA options only (30C 700).
4. Also available as a separate accessory; see Accessories information at left.
5. Photocontrol (PE) requires 120, 208, 240, 277 or 347 voltage option.
6. Must be ordered with fixture; cannot be field installed.
7. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	Performance Package	System Watts	Dist. Type	40K					50K				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C	700 mA	30C 700 --K	69W	T2M	7,561	2	0	2	110	7,608	2	0	2	110
				T3M	7,981	2	0	2	116	8,031	2	0	2	116
				T4M	7,924	1	0	2	115	7,973	2	0	2	116
				TFTM	8,083	1	0	2	117	8,134	1	0	2	118
	1000 mA	30C 1000 --K	104W	T2M	11,321	2	0	2	109	10,422	2	0	2	100
				T3M	11,528	2	0	2	111	11,001	2	0	2	106
				T4M	11,735	2	0	2	113	10,922	2	0	2	105
				TFTM	11,942	2	0	2	115	11,142	2	0	2	107

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	**77°F**	**1.00**
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **CSXW LED** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.94	0.91	0.85

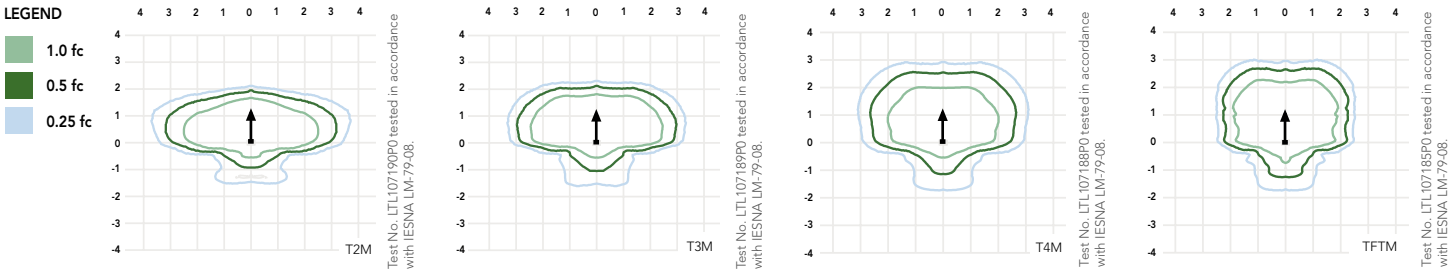
Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120V	208V	240V	277V	347V	480V
30C	700	69W	0.695	0.412	0.367	0.331	0.247	0.186
	1000	104W	1.034	0.599	0.528	0.472	0.382	0.302

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's CSXW homepage.

Isofootcandle plots for the CSXW LED 30C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE
The Contour Series Wall LED luminaire is ideal for commercial building mounted applications from over-the-door to 20 ft mounting heights.

CONSTRUCTION
Rugged, die-cast, single-piece aluminum housing. Unique flow-through design for optimized thermal management. Modularity allows for ease of maintenance and potential for future system upgrades. Metallic screen covers the top of the housing, preventing debris build-up while allowing for air flow. Housing is completely sealed against moisture and environmental contaminants.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS
Precision-molded acrylic lenses provide optimal luminaire spacing and improved uniformity. Lenses are indexed to the circuit board to ensure consistent optical alignment and delivering repeatable photometric performance. Light engines are available in standard 4000K (70 CRI) or optional 5000K (67 CRI) configurations. The CSXW has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of 30 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L70). Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Universal mounting mechanism with integral mounting support allows fixture to hinge down. Bubble level provides correct alignment with every installation.

LISTINGS
CSA Certified to U.S. and Canadian standards. Rated for -40°C minimum ambient. Light engine is IP66 rated. Luminaire is IP65 rated.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **PLANNING COMMISSION MEETING** **OCTOBER 13, 2020**
TITLE:	PUBLIC HEARING - Development Code Amendment for Fencing Standards (EMMC 16.35 & 17.60)
ITEM TYPE:	Development Code Amendment
APPLICANT:	Staff

ACTION ITEM:
Yes

PUBLIC HEARING:
Yes

PREPARED BY:
Pete Kane, Planning

BACKGROUND:
The city's development code includes standards for fencing based on the type of use as well as requirements for fencing along certain roadway types. Questions have been raised as the the specifics of the standards and how to better improve the standards to ensure the fencing utilized in development projects are appropriate and can stand the test of time.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:
Development Code Amendments are legislative decisions and are considered valid of reasonably debatable and not illegal.

RECOMMENDATION:
We recommend the Planning Commission make a motion to recommend approval of the proposed code amendment to EMMC Chapters 16.35 and 17.60 to the City Council as presented (or with minor changes as agreed upon at the meeting).

ATTACHMENTS:

16.35 Development Standards for Required Public Facilities - PROPOSED

17.60 Landscaping, Buffering, Fencing and Transitioning - PROPOSED

Chapter 16.35
Development Standards for Required Public Facilities

16.35.090 Privacy fencing.

Residential developments designed with rear or side lot lines abutting an arterial road or collector road right-of-way shall install privacy fencing of consistent height (no less than six feet), material and color, and of durable quality along the rear or side lot lines of all lots with a rear or side lot line abutting an arterial or collector road. Developer applicants are required to install privacy fencing prior to any building permits being issued in that phase of development. The city council shall be authorized to require a specific material and color for the fencing in a development agreement.

Business Park, Commercial, and Industrial developments shall install privacy fencing of consistent height (no less than six feet (6')), material and color, and of durable quality along the rear and/or side lot lines that abut an arterial or collector road right-of-way, existing or designated in the city's future transportation plan. Applicants are required to install privacy fencing prior to any building permits being issued in that phase of development. The city council may require a specific material and color for the fencing in a site plan or master development agreement.

"Durable quality" shall mean fencing of stone, masonry, or decorative concrete~~, or wood alternative composite material. Wood fencing (with six inch by six inch posts) may be permitted if an HOA enters into a maintenance agreement to keep the fence in good repair~~. Vinyl, wood alternative composite material, and wood fencing shall not be allowed along rear or side lot lines abutting an arterial or collector road. [Ord. O-06-2017 § 2 (Exh. A); Ord. O-17-2010 § 2 (Exh. A); Ord. O-27-2006 § 2 (Exh. A § 7.9); Ord. O-07-2006 § 2 (Exh. 1 § 7.9); Ord. O-23-2005 § 3 (Exh. 1(2) § 7.9)].

Commented [SK1]: Brandon Park uses a composite-type material (Simtek) – polyethylene material with steel reinforcement. Should that be allowed going forward? If not, the phrase should likely be "alternative composite material" and remove "wood" from it.

Chapter 17.60
Landscaping, Buffering, Fencing and Transitioning

17.60.120 General fencing provisions.

The following fencing provisions shall be adhered to:

A. Property Lines. Property owners should only install fencing on their property. If the property lines are not clearly marked, the property owner shall have a surveyor determine and mark the property lines.

B. Residential Fence Height. No residential sight-obscuring fence shall be higher than four feet (4') between the front wall of the home and the street. Residential fencing cannot exceed six feet (6') in height.

C. Residential Alley Fencing. Fences along alleys or residential service drives may be no higher than six feet (6') and must follow the clear vision triangle regulations (see Diagram 17.60.170(c)).

D. Commercial Fence Height. Fencing in commercial areas shall not exceed six feet (6') in height. See EMMC 17.60.130 for chain link fencing regulations.

E. Industrial Fence Height. Fencing in industrial areas shall not exceed eight feet (8') in height. See EMMC 17.60.130 for chain link fencing regulations.

F. Miscellaneous Properties/Uses. Fencing height and setbacks for other uses shall be determined by the planning director based on compatibility with the neighborhood and adjacent uses. Security fencing for public facilities, such as power substations, may exceed height and material restrictions, based on compatibility and safety.

G. Public View. Finished side slats shall be on the street side or public view side of the fence railing.

H. Fire Hydrants and Utility Boxes. Fire hydrants and utility boxes shall not be fenced into a yard. A three-foot clear space shall be maintained around the circumference of all fire hydrants and utility boxes. Some utility boxes are not visible above ground. Blue Stakes should always be contacted and appropriate staking/marking should occur prior to installing a fence.

I. Retaining Walls. Retaining walls that are over four feet (4') in height shall obtain a building permit in accordance with the International Building Code or the International Residential Code. All retaining walls shall comply with hillside site development standards found in Chapter 15.80 EMMC.

J. Sport Courts. Fencing for sport courts (tennis, basketball, etc.) may be chain link, and is exempt from the height restrictions of this chapter. Sport court fencing may not be used as exterior property-line fencing.

K. Public Utility Easement. Fencing may be installed over a public utility easement, but retaining walls shall not.

L. Meters. Fencing shall not obstruct access to gas and electric meters. If meters are in a fenced area, there must be an unlocked entrance to access these meters.

M. Clear Vision Triangles. All clear vision triangles as described in this chapter shall be preserved. Diagram 17.60.170(c), Alleyway Fencing, also gives additional information for maintaining the clear vision triangles with fencing. All property owners shall maintain a clear vision triangle for neighboring driveways as depicted in Diagram 17.60.170(a).

N. Barbed Wire. Barbed wire or wire fences shall be allowed only in conjunction with approved animal uses, unless otherwise approved by the planning commission.

O. Razor Fences. Razor fences shall be prohibited.

~~O~~P. Additional Restrictions. Many of the covenants, conditions, and restrictions (CC&Rs) recorded with property contain restrictions on fencing. Property owners shall refer to these standards and discuss the proposed fencing with appropriate architectural review committee, as applicable, prior to installation.

~~P~~Q. Refuse Areas. All refuse areas shall be screened by approved solid fencing materials. Chain link fences and fencing with vinyl slats are prohibited.

~~Q~~R. Collector and Arterial Fencing. All fencing adjacent to a collector or arterial road shall comply with standards in EMMC 16.35.090, Privacy fencing.

~~R~~S. Collector and Arterial Fencing Standards. It shall be the responsibility of the property owner and/or developer to build and the responsibility of the property owner or HOA to maintain at their own expense a wall or fence consistent with the standards found in this chapter and EMMC 16.35.090 for side and rear property lines along collector and arterial roadways.

1. Residential developments designed with rear or side lot lines abutting an arterial road or collector road right-of-way shall install privacy fencing consistent with the Eagle Mountain collector and arterial fencing standards found in this title and EMMC 16.35.090 along the rear and/or side lot lines abutting an arterial or collector road. Developer applicants are required to install privacy fencing prior to any building permits being issued in that phase of development. After fencing is installed it shall be maintained in good repair and a consistent manner by the property owner.

2. Commercial or industrial developments with rear or side lot lines abutting an arterial or collector road right-of-way shall install privacy fencing or a privacy wall of consistent height (no less than six feet (6')), material, color, and durable quality as defined by EMMC 16.35.090. Developer applicants are required to install privacy fencing prior to a final inspection for the project. The city council shall be authorized to require a specific material and color for the fencing/wall in a site plan approval. After fencing is installed it shall be maintained in good repair and a consistent manner by the property owner.

3. Residential Arterial and Collector Road Fencing Standards. All arterial and collector road residential fencing shall be built with a durable quality fence/wall as defined by EMMC 16.35.090. Acceptable material and design examples are outlined in EMMC 17.160.110(B).~~:~~

a. Six-inch by six-inch cedar posts that are crowned and routed on top;

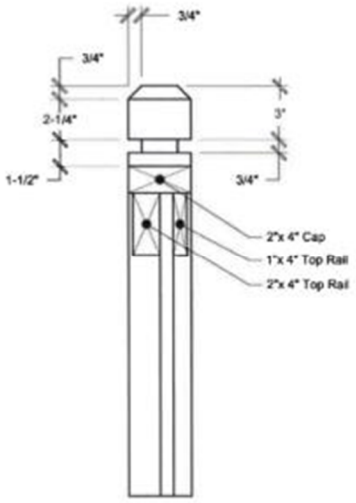
b. One-inch by four-inch and two-inch by four-inch nailer board on the top and bottom of fence;

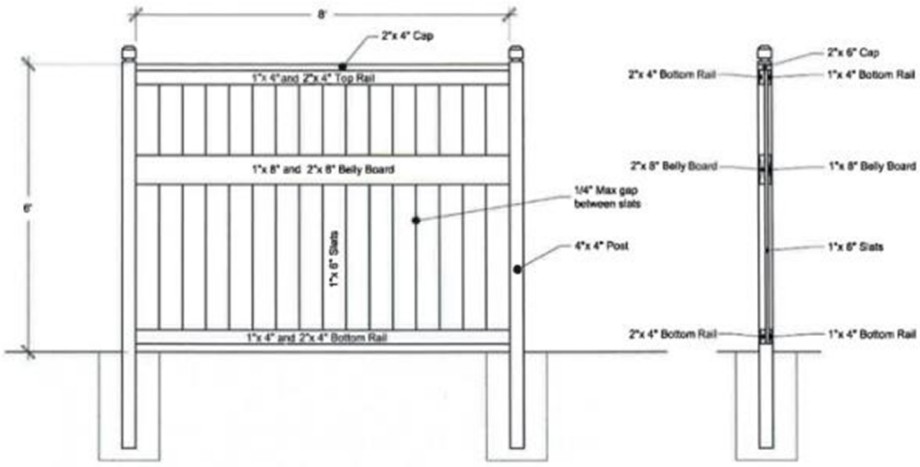
c. Two-inch by four-inch cap board on top;

d. One-inch by six-inch slats;

e. One-inch by eight-inch and two-inch by eight-inch nailer board 30 inches below top of fence.







4. Alternative Standards. Residential developers may propose alternative standards for arterial and collector road fencing within their project to be approved by the Eagle Mountain city council. Any alternative standard fencing shall be for a durable quality fence/wall as defined by EMMC 16.35.090. Adopted alternative standards and the neighborhoods to which they apply shall be

~~added to this title.~~

~~5.~~4. Nonconforming existing fencing may be maintained in current styles and configurations as legal nonconforming fencing. Legal nonconforming fencing that becomes damaged or destroyed may be rebuilt or repaired within six months of the damage occurring without having to comply with this standard. Existing homes or lots without fencing shall also be classified as legal nonconforming and thus not required to install fencing. [Ord. O-22-2018 § 2 (Exh. A); Ord. O-18-2017 § 2 (Exh. A); Ord. O-05-2008 § 2 (Exh. A § 12.12); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.12)].

17.60.130 Chain link fencing.

Chain link fencing is prohibited as a residential perimeter fence~~permitted when the recorded covenants, conditions, and restrictions of the property do not prohibit its use~~. Chain link fencing for non-residential projects shall comply with the following standards noted below and depicted in Diagram 17.60.170(b), Chain Link Fencing.

A. Detached Residential. Chain link fencing may be used as an animal enclosure. Chain link fence height shall not exceed four feet (4') in height and is permissible in rear yards and in side yards only~~, as long as no part of the fence is closer to the street than the front wall (or in the case of a corner lot, the side wall) of the home, excluding porches~~.

B. Commercial and Multifamily. Chain link fencing is prohibited in all commercial and multifamily developments.

C. Industrial. Chain link fencing shall not be used where the property line abuts collector or arterial road right-of-way, both existing and designated in the future transportation map. Chain link fencing in industrial areas shall not exceed eight feet (8') in height, and shall be permissible no closer than the front wall of the building (or in the case of a corner lot, the side wall of the building). Where chain link fencing is visible from the street or parking, additional landscaping shall be established. All chain link fencing in industrial areas shall be vinyl-coated. The planning commission or city council can require a solid screen fence other than chain link to screen outdoor storage or similar uses.

D. A top rail bar is required on all chain link fencing.

E. Slats are not allowed.

F. Fencing may not obstruct traffic visibility on corner lots.

G. Fences must meet all other standards for fence construction in the development code.

H. Fencing must be constructed with the open cut of fence mesh down to the ground. [Ord. O-05-2008 § 2 (Exh. A § 12.13); Ord. O-23-2005 § 3 (Exh. 1(1) § 12.13)].