EAGLE MOUNTAIN
CITY COUNCIL MEETING

May 4, 2021, 4:00 PM
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION - VIA LIFESIZE ELECTRONIC MEETING

This meeting will be an electronic meeting Pursuant to Utah Code Ann. 52-4-207(4).

I, Mayor Tom Westmoreland, do hereby determine conducting an electronic meeting of the Eagle Mountain City Council with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location and hereby authorize the Eagle Mountain City Council to conduct electronic meetings without an anchor location.

Those wishing to speak during the meeting, send a request and include your name, address and phone number to recordersoffice@emcity.org.

The public may monitor or listen to open portions of the meeting via Lifesize electronic meeting through Granicus at the following website:
eaglemountaincity.com/city-recorder/city-meetings-portal.

1. CITY ADMINISTRATOR INFORMATION ITEMS

This is an opportunity for the City Administrator to provide information to the City Council. These items are for information only and do not require action by the City Council.

1.A INTRODUCTION - Congressman Burgess Owens

1.B LEGISLATIVE UPDATE - Senator Jacob Anderegg and Representative Jefferson Moss

1.C UPDATE - City Administrator Items

2. AGENDA REVIEW

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

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

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

7:00 P.M. POLICY SESSION - VIA LIFESIZE ELECTRONIC MEETING

4. CALL TO ORDER

5. PLEDGE OF ALLEGIANCE

6. INFORMATION ITEMS/UPCOMING EVENTS

7. PUBLIC COMMENTS

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

8. CITY COUNCIL/MAYOR'S ITEMS

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

CONSENT AGENDA

9. CHANGE ORDERS

9.A Aviator Traffic Signal Change Order #1 - Landmark Excavating

9.B Wastewater Treatment Plant Expansion Change Order #3 - FX Construction

10. MINUTES

10.A April 20, 2021 Minutes - Regular City Council Meeting
04.20.2021 City Council Meeting - DRAFT

11. PRELIMINARY PLATS & SITE PLANS

11.A Overland Village Two Phase A - Preliminary Plat & Master Site Plan
Exhibit A - Preliminary Plans
Exhibit B - Townhome Landscaping Plans
Exhibit C - Townhome Elevations/Photos
Exhibit D - Traffic Impact Study Executive Summary
Exhibit E - City Council Mtg Minutes 11-17-2020
Exhibit F - Approved Village 2 Concept Plan

12. RESOLUTIONS

12.A RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Agreement with the City of Saratoga Springs for the Pony Express Parkway Micro Surface Treatment.
RES--Interlocal with Saratoga Springs for Micro-surface
Interlocal Agreement with Saratoga Springs for Pony Express Pkwy Micro-surface
Exhibit A - Maps
Exhibit B - Bid Schedule
Exhibit C - Micro-surface Specifation

SCHEDULED ITEMS

13. RESOLUTION

13.A RESOLUTION - A Resolution of Eagle Mountain City, Utah, Adopting the Eagle Mountain City Tentative Budget for Fiscal Year 2021-2022 and Setting a Public Hearing for the Final Budget.

BACKGROUND: *(Presented by Finance Director Kimberly Ruesch)* The Eagle Mountain City Council will review and adopt a tentative budget for Fiscal Year 2021-2022 and will establish the time and place for public hearing before the final budget is adopted in June.
RES--FY 2022 Preliminary Budget

14. CITY COUNCIL/MAYOR'S BUSINESS

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

15. CITY COUNCIL BOARD LIAISON REPORTS

This time is set aside for Councilmembers to report on the boards they are assigned to as liaisons to the City Council.

16. COMMUNICATION ITEMS

16.A Upcoming Agenda Items
CI--Upcoming Agenda Items

17. 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 29th day of April, 2021, on the Eagle Mountain City bulletin boards, the Eagle Mountain City website www.emcity.org, posted to the Utah State public notice website http://www.utah.gov/pmn/index.html, and was emailed to at least one newspaper of general circulation within the jurisdiction of the public body.

Fionnuala B. Kofoed, MMC, City Recorder

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **CITY COUNCIL MEETING** **MAY 4, 2021**

TITLE:	Aviator Traffic Signal Change Order #1 - Landmark Excavating
ITEM TYPE:	Change Order
FISCAL IMPACT:	$5,819
APPLICANT:	

GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
Yes

PREPARED BY:
Chris Trusty, Public Works

PRESENTED BY:
Chris Trusty

RECOMMENDATION:
Staff recommends that the City Council approve the Landmark Excavating Change Order #1 for the Aviator traffic signal installation.

BACKGROUND:
The City Council awarded the installation of a traffic signal to Landmark Excavating in the amount of $361,418. During the course of the project, the contractor needed to pothole to field-verify the exact location of underground electrical lines that had been recently installed along with needed upgrades for the area. To avoid the electric lines, the curb line was adjusted, which resulted in the need for a pedestrian pole on the northwest corner of the intersection.

Change Order #1 consists of: Exploratory Excavation, Raise Box Relocate Box, Power Source Location Change, Added Pedestrian Pole to NW Corner for the total cost of $5,819. The original bid for this project was $361,418.45 which will raise to $367,237.45 with the approval of CO#1.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **CITY COUNCIL MEETING** **MAY 4, 2021**

TITLE:	Wastewater Treatment Plant Expansion Change Order #3 - FX Construction		
ITEM TYPE:	Change Order		
FISCAL IMPACT:	$42,598		
APPLICANT:	Chris Trusty		
GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**

PUBLIC HEARING:
No

PREPARED BY:
Chris Trusty, Public Works

PRESENTED BY:
Chris Trusty

RECOMMENDATION:
Staff recommends the City Council approve the 3rd change order in the amount of $42,598 for the wastewater treatment plan expansion.

BACKGROUND:
The City Council awarded the construction bid to FX construction for the expansion of the City's Wastewater Treatment Facility from 1.2 MGD to 2.4 MGD in the amount of $3,184,972. During installation of pipe connections to existing piping to facilitate connection to the future headworks building, the Contractor noted that it would be beneficial to install additional 18" piping for this future connection. This piping runs through an already congested area, and installing it now would avoid hassle and potential damage to existing piping, utilities, and ducting. The cost for the additional piping is $21,918.

Additionally, in discussions with the electrical engineer (SKM), the new panel at the influent pump station requires additional conductor wires to properly complete the installation as intended to accommodate current and future equipment and pumps. Accordingly, the contractor's electrician provided a cost adder to furnish the additional conduit and wires. This additional cost came in at $20,680, with a total cost for CO#3 of $42,598.

Original Bid- $3,184,972.00
CO#1- $434,858.00
CO#2- $2,117,473.00

CO#3- $42,598.00
TOTAL- $5,779,901.00

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

EAGLE MOUNTAIN
CITY COUNCIL MEETING MINUTES

April 20, 2021, 4:00 p.m.
Eagle Mountain City Council Chambers
1650 East Stagecoach Run, Eagle Mountain, Utah 84005

4:00 P.M. WORK SESSION – VIA LIFESIZE ELECTRONIC MEETING

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Kimberly Ruesch, Finance Director; Pete Kane, Planning Manager; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Jeff Weber, Fleet and Facilities Operations Director; Angela Valenzuela, Human Resource Manager; and Chas Glenn, Administrative Assistant.

Mayor Westmoreland called the meeting to order at 4:02 p.m.

1. CITY ADMINISTRATOR INFORMATION ITEMS

1.A. UPDATES – City Administrator Items

Active Projects

- Lone Tree Traffic Signal – anticipated completion date is June 30, 2021.
- Pony Express Parkway Widening Project – awarded March 16, 2021; anticipated completion date is Oct. 31, 2021.
- Airport Road – will be awarded May 2021; anticipated completion date is Oct. 31, 2021.
- Sewer Treatment Plant – awaiting a second appraisal for the land; negotiations will follow; City is working with Lewis, Young, Robertson, and Burningham regarding bond options.
- Pole Canyon Lift Station – delayed due to both Texas storms and electrical issue; new completion date is early May.
- Facebook West Access Road – final lift was delayed last year due to temperatures; failures will be corrected in May along with the final lift.
- Water and Sewer Administration Building – bid award is anticipated in May with a completion in May 2022.
- Wastewater Plant Expansion – anticipated completion date is July 31, 2021, the City has not received any letters from the State regarding effluent deficiency.
- White Hills Well – upgrade needed before watering season begins.
- Sewer Treatment Plan – the City will rent and possibly purchase a plant aerator for the sewer treatment system.

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Water – The Water Department will conduct a sanitary survey beginning May 19, 2021. Staff is actively working on a drought mitigation plan and public outreach and a Risk Assessment and Emergency Response Plan. The City recently completed the Division of Drinking Water Sizing Requirements.

Engineering – The City is in discussions with Lewis, Young, Robertson, and Burningham about bonding for road projects and an analysis on balancing impact fees for projects regarding further expansion of Airport Road and Eagle Mountain Boulevard.

Community Development – The City received a Utah Department of Transportation Technical Planning Assistance Award of $45,000 for an update to the Bike and Pedestrian Master Plan.

Upcoming Code Amendments – Residential Zone Livestock Requirements amending the number of animals allowed on larger residential properties, Zoning Transition Table, Community Mailboxes, Community District Node Overlay Zone, Flagpoles, Multi-family Design Standards updates, and Legislative updates.

1.B. UPDATE – Overland Village Two Phase A Preliminary Plat & Master Site Plan

Planning Manager Pete Kane presented the preliminary plat and master site plan request for Phase A of Overland Village Two. The lot and unit layouts comply with the approved Village Two concept plan. The City's development review committee, along with the United Fire Authority Fire Marshal, have reviewed the plans and the applicant has made several changes in order to comply with the requested changes.

The roads, including mid-block pedestrian trails, comply with EMMC 16.30.090. The project includes left-turn lanes and right-turn deceleration lanes at each entrance on Pony Express Parkway. A road connection has been added between lots 298 and 299 to connect to Oquirrh Mountain Ranch to the north. This phase connects to Airport Road across the street from the Village One intersection. The plan complies with parking requirements listed in EMMC 17.55.120(C).

The Overland MDA vests the development with rights in effect at the time the MDA was executed. The updates the City has made recently, such as to lot widths and setbacks, are not applicable. Most of the lots comply with the City's current lot width standards; some of the smaller lots have lot frontages of 55 feet. The previous minimum was 55 feet; the current minimum is 58 feet. The typical building setbacks are also in compliance with the standards at the time of the MDA signing including 22-foot front; 20-foot rear; and 5-foot side, 10-foot garage side, and 15-feet street side for a corner lot.

The townhomes comply with the architectural and design standards of EMMC 17.72. . The townhomes are all designed with rear-access garages. Most of the townhomes contain three or four units to a building, with some five-plex buildings. The designs comply by providing a minimum of two materials on all faces per EMMC 17.72.040(F)(1). Each building includes a mix of colors and there are several color schemes proposed. The applicant should develop plans/details for cluster mailboxes to reflect the design of buildings as required per Mailbox Structure (EMMC

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17.72.040(J)). The plans should be updated to indicate mailbox locations and include pullouts or temporary parking areas.

Consistent privacy fencing is required along Pony Express Parkway and Airport Road. Staff expects and recommends that fencing be consistent with the masonry wall and fencing installed in Overland Village One. Due to the level of detail provided in the master site plan for the townhomes, staff believes that individual site plans are unnecessary in this case and have included a recommended condition of approval to that effect.

Twelve-foot-wide asphalt trails have been incorporated into the plans linking open space areas, the trail along Pony Express Parkway, Oquirrh Mountain Ranch to the north, and along some of the main roads. Small entry monuments, anticipated to be similar to the small monument at Overland Village One, are proposed at each entrance along Pony Express Parkway. All open space areas will be owned and maintained by the homeowner's association. To reduce water use and ongoing maintenance, the plans call for enhanced native landscaping such as grasses, wildflowers, trees, and shrubs. Areas directly around the townhomes will be improved with additional plantings and small areas of sod. The MDA requires a medium park in Village Two; this park will be in a later phase of this village.

The Planning Commission held a public hearing on the requests on April 13, 2021. The Commission voted unanimously, 4 to 0, with one absentee, to recommend approval of the Overland Village Two Phase A Preliminary Plat and Master Site Plan with the following conditions:

1. Individual site plans are not required for the townhomes in this plat;
2. The applicant shall submit plans for mailbox locations, including pullouts or temporary parking areas to improve traffic flow;
3. Privacy fencing, in compliance with EMMC 17.60.110, shall be installed along Pony Express Parkway and Airport Road; and
4. The plans shall comply with the Eagle Mountain Dark Sky Ordinance (EMMC 17.56).

The Commission also noted that the applicant stated they plan to continue the masonry wall from Village One with this portion of the project along the east and south.

Councilmembers Love, Clark, and resident communications expressed concern with the concept plan's proposal to locate native landscaping between and at the fronts and sides of the townhomes due to the lack of play areas for children near their homes and issues with maintenance and the attractiveness of other areas with natural landscaping in the City often depleted of the native vegetation. Councilmember Clark requested the applicant balance water conservation efforts with livability for residents and to consider traffic flow impediments for the future elementary school site pick up and drop off areas.

Applicant representative Bryon Prince with Ivory Homes said sod is planned for the areas adjacent to the public rights-of-way. The major open space corridors with the trail system will have berms with wildflowers, grasses, trees, and shrubs watered with a drip system. The installation cost is similar to sod but uses less water overall. Due to the 12 acres of open space in the development, they are trying to be judicious of water usage, especially in consideration of the cost and burden

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to future residents. The village has specified park spaces and private amenities that have not been determined at this stage of the project.

Councilmember Curtis inquired if the proposal meets the light vegetation requirements. Although not opposed to native landscaping, he expressed concern with the longevity of upgraded natural landscape and the burden to the City should the homeowner's associate cease and the upkeep fall to the City.

Parks and Recreation Director Brad Hickman explained the landscape proposal is for manicured, native xeriscape with additional plant materials and rocks which differs from other areas of the City with the unenhanced, remnants of preexisting plant life. He welcomes the concept in consideration of the water needs of the City and believes it meets the City's requirements.

Councilmember Gray inquired if the clubhouse size is sufficient for the number of residents it serves and if it meets the distance requirements. He expressed concern regarding the accessibility to the front of the townhomes from the parking areas.

Assistant City Administrator/Community Development Director Steve Mumford said the terms of approval of the MDA were finalized before updates to the residential zoning requirements. The existing clubhouse meets the clubhouse requirements for the project. He believes the quarter-mile requirement postdates this development; previous requirements were for a centrally located clubhouse. Staff has not conducted a detailed analysis of the proposed plant life for the native landscape to determine if it meets percentage requirements. He concurs with the maintenance concerns for the natural landscape areas and the grass play areas. The school and park play areas are close by but not adjacent to the units.

Mr. Prince explained plan layout and access will be clarified during the review of the more detailed phases of the project. The design consolidates areas to provide adequate parking with two-car garages and full-length driveways to increase livability during inclement weather. He will provide examples of the house product during the next review. The vision is to have a diverse mix of housing stock that provides residents move-up options within the same neighborhood which increases the overall value of the area. It is cost neutral to add additional sod and said he will look at opportunities to increase the sod areas to achieve the requested balance. The development agreement defined the location of the parks. He requested the Council provide direction regarding their preferred version and elements of current Municipal Code standards that differ from the MDA vested requirements.

Mr. Mumford clarified that the final plats will be staff-level approvals. The Council will have the opportunity to provide feedback and direction during the upcoming site plan review. The parks comply with the MDA requirements and are separate from this approval.

Councilmember Love noted that Municipal Code requires 50% turf for multifamily areas and requested the site plan review include turf calculations for the project.

Councilmember Love was excused from the meeting from 4:49 p.m. to 4:57 p.m.

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1.C. PRESENTATION – FY 2021-2022 Budget

Finance Director Kimberley Ruesch presented the item. A capital budget covers projects greater than $50,000 and the budget follows the project across fiscal years. An operating budget covers the maintenance needs, and funding approval is limited to the fiscal year. The tentative budget that will be presented in May includes a five-year overview of the capital budget. The next step is the review and ranking by the Councilmembers of the budget priorities for the upcoming fiscal year. The tentative budget will be presented during the May 4, 2021 City Council Meeting and will be amended per Council requests and presented during the June 15, 2021 City Council meeting for a public hearing and vote. The budget will go into effect on the first day of the fiscal year, July 1, 2021.

2. AGENDA REVIEW

9. AGREEMENTS

9.A. Insurance Renewal Agreement – MotivHealth

Human Resource Manager Angela Valenzuela explained the Employee Assistance Program rates were raised by $0.25 per employee, including part-time employees, per month equaling a total increase of approximately $400 per month. The rate increase was not included in the packet materials.

9.B. Safe Routes to School Cooperative Agreement

Mr. Mumford explained the project has two fund sources. This agreement is for the eight-foot asphalt trail along Eagle Mountain Boulevard and flashing, pedestrian crossing signs to be placed at Lehi-Fairfield Road.

Mr. Hickman explained the Council had previously approved a Tourism, Recreation, Culture, and Convention (TRCC) grant that has a completion deadline of April 30, 2021. The Safe Routes to School and TRCC grants are reimbursable. Application for reimbursement for the Safe Routes to School cannot be submitted until fiscal year 2023. The trail will connect Brandon Park to Major Street and will facilitate pedestrian traffic along Eagle Mountain Boulevard. Staff received approval to use grant money for flashing beacons at Lehi-Fairfield Road and the turn lane on Eagle Mountain Boulevard. Additional landscaping is planned for the area near the cemetery.

10. BOND RELEASES

10.A. Skyline Ridge Phase 2, Plat 3 – Into Warranty

Councilmember Clark expressed concern with releasing the bond for Plat 3 until Plat 4 has been completed and the issues in the development adequately resolved. Engineering Assistant Robert Ballif verified a bond is in place for Skyline Ridge Plat 4. Mr. Mumford confirmed that no building permits have been issued for Plat 4 and will not be until the developer has completed the infrastructure. Mr. Mumford and Mr. Ballif stated that staff has been inspecting the project

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frequently. Mr. Ballif explained that the bond is specific to improvements in Plat 3 and the developer has completed all the requirements in Plat 3 for the bond to be released.

11. CHANGE ORDER

11.A. Cory B. Wride Memorial Park Phase 2 Project Change Order #2 – Kenny Seng

Councilmember Gray requested clarification regarding the funding obligation division assumed by the City and Facebook for the change order. City Engineer Chris Trusty clarified that Facebook has agreed to pay for the change order and has already paid to design the system. The Council will need to approve an amended agreement in association with the project at a future meeting. Without the filtration system, the City will be unable to use any of the secondary water from Facebook for City parks. Mr. Hickman explained that last year, algae clogged the secondary waterline, valves, and sprinkler heads. Staff is working to resolve potential pressure issues that may arise from pumping the water uphill from Facebook to the park. Facebook also agreed to fund an onsite filter.

12. MINUTES

12.A. April 6, 2021 Minutes – Regular City Council Meeting

Councilmember Gray requested clarification regarding the intention of the verbiage in the minutes regarding the request by Councilmember Love and himself for flagpole height standards to be included as a discussion item at a future meeting in relation to "the Council authorized staff to approve the future flagpole application following the flagpole height Municipal Code standards to be determined by the City Council" on page 23. Mr. Mumford said staff added a condition to the notice of decision on the approval of the site plan for Macey's at Market Place that the flagpole will be required to comply with the future standards, as determined by the City Council. He clarified that staff approval will be based upon the amended standards as directed by the Council and not determined by staff.

Councilmember Love requested a correction to the second paragraph on page five amending "the northern area of the property" to "the *southern* area of the property," and clarification on the sixth paragraph on page 17 amending "a foot difference between the drive aisle and the wall between the homes" to "a foot difference between the drive aisle and the *top of the* wall between the homes."

SCHEDULED ITEMS

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zones.

Mr. Kane presented the item. Recent development project proposals have brought to light some potential revisions to EMMC 17.25 Residential Zones. EMMC 17.25 establishes a number of residential districts that are primarily either single-family or multifamily. The MF1 zone allows for "twin homes, duplexes, triplexes, and townhomes with no more than six units per building," as

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well as "footprint" single-family dwellings. This amendment recommends the removal of single-family dwellings as a permitted use in the MF1 zone, resulting in the RC zone becoming the densest single-family residential district, allowing a minimum lot size of 4,500 square feet and an average lot size of 6,000 square feet. EMMC 17.25 also establishes development standards for all the residential districts including minimum lot size, minimum lot frontage, maximum building heights, and setbacks. Just over half of the single-family zoning districts include both a minimum and average lot size. This amendment recommends adding a minimum lot size of three-quarter acres for the RD2 zone.

The amendment removes "for 'footprint' single-family homes (not on fee simple lots; sometimes defined as patio homes" from EMMC 17.25.020(E)(2), single-family dwellings as a permitted use in the MF1 column on the 17.25.030 land use table, and single-family detached from the Type of Housing row and MF1 column on the 17.25.040 residential development standards table. The amendment adds "and an average lot size of three-quarter-acre (32,670 square feet) is required" to EMMC 17.25.020(B)(2) and "3/4 Acre (32,670 sq ft)" to the RD2 column of the Minimum Average Lot Size row on the 17.25.040 residential development standards table. The amendment acknowledges that the recommendations remove a table footnote resulting in a numbering change to the remaining footnotes.

Mr. Kane clarified the proposal of the amendment is due to concerns that a developer could propose a single-family detached product and receive approval for MF1 zoning then, should the development not move forward but the zoning remained intact, a proposal could come forward for attached product. The MF1 and MF2 zones would be reserved for multifamily. The RC zone can be requested for smaller single-family product and includes frontage requirements and minimum and average lot sizes not set in the MF1 and MF2 zone standards.

14.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Future Land Use Map of the General Plan and Rezoning Certain Lands Known as Sweetwater Industrial Park.

Mr. Kane presented the item. The subject property is about 126.61 acres located west of Pony Express Parkway and south of Tiffany Lane. On July 21, 2020, the applicant requested the subject property to be rezoned to Industrial with the Sweetwater Industrial Overlay Zone. The City Council approved the LMD and Sweetwater Industrial Overlay zones on lot 1 but tabled the remainder of the request to allow the applicant to review the new LMD zoning standards and consider them for use within the industrial park. The rezone requests approximately 50.14 acres to Industrial with the Sweetwater Industrial Overlay, approximately 34.6 acres to CC, and approximately 41.87 acres to LMD. The current General Plan designation is Business Park/Light Industry on 104.36 acres and Neighborhood Residential One on 22.25 acres. The applicant is seeking an amendment to the General Plan that would result in Business Park/Light Industry on 92.51 acres and Community Commercial on 34.1 acres. The property was zoned Industrial in the Eagle Mountain Properties Master Development Plan, which has expired.

Most of the uses that are permitted or conditional in the Industrial zone are now permitted as special uses in the LMD zone. The Sweetwater Industrial Overlay allows for metal buildings that are not specifically permitted in the LMD zone.

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The City's Transportation Master Plan includes several primary roads which will service the subject property – Tiffany Lane, running along the northern property edge, is a major arterial; Pony Express Parkway, running along the eastern property edge, is a minor arterial; and 1020 East, running north-south through the center and along the western edge of the property, is a collector. While the exhibits show the other interior roads within the project to be 77-feet wide, they would not need to be built to the collector road standards and instead are proposed at this width to better serve large vehicles and turning in and out of properties.

Mr. Kane reviewed Municipal Code requirements for the Sweetwater Overlay Zone. The Planning Commission held a public hearing on the requests on March 23, 2021, and unanimously voted to recommend approval of the General Plan amendment. The Commission unanimously voted to recommend approval of the rezone as requested by the applicant with the following conditions applied to the land zoned Industrial with the Sweetwater Industrial Overlay:

1. Automobile sales and/or service shall be a permitted use;
2. Convenience stores shall be a permitted use;
3. Electronic data management businesses shall be a permitted use;
4. Laundry and dry-cleaning establishments shall be prohibited;
5. Manufactured homes developments shall be prohibited;
6. Motels and hotels shall be prohibited;
7. Other manufacturing businesses shall be a permitted use; and
8. Restaurants and banks (with drive-through service facilities) shall be prohibited.

Councilmember Clark voiced apprehension in allowing self-storage or mini-storage units due to concerns that the approval of the overlay on this property would increase pressure on the Council to reduce the standards for the approved Available Self-Storage Boat and RV southeast of the property, especially in consideration of the housing development to the east. Mr. Kane clarified the moving and storage facilities and businesses use allows vehicle rental; self-storage is strictly storage units and possibly RV storage. The Council may remove undesired uses from the approval. The Planning Commission recommended applying the same use changes to this portion of the property as were approved for lot 1. Councilmember Love promoted enforcing stricter standards for Available Storage because the property fronts Pony Express Parkway, while the parcels requested for the Sweetwater Industrial overlay are not located along major roadways.

Councilmember Gray said towing yards should be a permitted use in an industrial area and some of the uses identified in the overlay would be more appropriate next to commercial uses than LMD uses. Mr. Kane verified the permitted industrial uses are light industrial uses; however, some more intensive uses are categorized as conditional uses requiring Planning Commission approval. Heavy industrial uses are not specifically identified in the standards. The primary difference between the LMD zone and industrial overlay is the reduced design standards, such as metal buildings and gravel parking lots behind buildings, which reduces development costs. The LMD zone has expanded uses and newer standards than the industrial zone.

Councilmember Curtis said they are not raising the standards on the applicant. The overlay is a holdover from the Eagle Mountain's Properties MDA. He would prefer approving the LMD zone due to the increase in uses and the higher development standards. Councilmember Clark said approving the overlay increases the potential for the land around the sewer treatment plant to be

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developable. Councilmember Curtis said that due to the houses being developed east of the treatment plant, he thinks the land is valuable enough to attract higher standards. Councilmember Burnham said home prices near a sewer treatment plant are generally significantly lower than housing in other areas in the City and there will not be a market for expensive homes in this area.

Councilmember Curtis inquired if the Sweetwater Industrial overlay can be repealed from Municipal Code if the reduced standards could be allowed in another zone. Mr. Kane explained that the repeal of the standards would result in existing development being considered non-compliant but grandfathered. Any changes to existing buildings or new construction would be required to meet the new standards. Councilmember Curtis requested for the body to consider the long-term implications of the overlay.

15. ORDINANCES

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code by Repealing Section 3.10.080 Reimbursement for Certain Users.

City Attorney Jeremy Cook explained that the reimbursement of certain municipal energy sales and use tax, that is paid or remitted to Eagle Mountain City on behalf of a person or entity, was adopted for the Facebook project. Staff has determined that this reimbursement is not suitable for all businesses and is recommending that this section of the Municipal Code be repealed.

3. ADJOURN TO A CLOSED EXECUTIVE SESSION

No closed session was held. Mayor Westmoreland adjourned the meeting at 5:58 p.m.

7:00 P.M. POLICY SESSION – VIA LIFESIZE ELECTRONIC MEETING

ELECTED OFFICIALS PRESENT ELECTRONICALLY: Mayor Tom Westmoreland, Councilmembers Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love.

CITY STAFF PRESENT ELECTRONICALLY: Paul Jerome, City Administrator; Steve Mumford, Assistant City Administrator/Community Development Director; Kimberly Ruesch, Finance Director; Pete Kane, Planning Manager; Tayler Jensen, Senior Planner; Jessa Porter, Planner; Fionnuala Kofoed, Director of Administrative Services/City Recorder; Elizabeth Fewkes, Recording Secretary; Chris Trusty, City Engineer; Aaron Sanborn, Economic Development Director; Jeremy Cook, City Attorney; Brad Hickman, Parks and Recreation Director; Mack Straw, Public Utilities Manager; Zac Hilton, Streets and Storm Drain Manager; Jeff Weber, Fleet and Facilities Operations Director; Angela Valenzuela, Human Resource Manager; and Chas Glenn, Administrative Assistant.

4. CALL TO ORDER

Mayor Westmoreland called the meeting to order at 7:02 p.m.

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5. PLEDGE OF ALLEGIANCE

Director of Administrative Services/City Recorder Fionnuala Kofoed led the Pledge of Allegiance.

6. INFORMATION ITEMS/UPCOMING EVENTS

- Pony Express Days will be held June 2 to 5. Events will include a carnival, parade, fireworks, and movie in the park. Details to be announced soon. The Pony Express Events Demolition Derby will be held on June 5, 2021, and the Professional Rodeo Cowboys Association rodeo will be held June 10 to 12.

- You may sign up for text or email alerts from the Utah County Health Department regarding COVID-19 vaccine availability by texting UCHEALTH to 888777 to receive notification of when appointments are available and who is eligible. If you have a question or need help registering for your appointment, call the COVID-19 hotline at 1-800-456-7707. The hotline has language and translation services in more than 100 languages, including Spanish.

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

7. PUBLIC COMMENTS

Mayor Westmoreland opened public comment at 7:04 p.m.

Oak Hollow resident Brian Alexander commented on the developer proposal of a vinyl fence attachment to the masonry fence between the O'Reilly's Auto Parts store and the residential development. He said the option is precarious due to the winds in the City, and expressed stability and aesthetic concerns. He sees the option as a temporary, quick fix.

Tyler Anderson submitted the following comment: "I live in Oak Hollow in one of the homes bordering the commercial property. I do not like or approve of the proposal to add fence extenders to the top of the wall. It is not aesthetically pleasing. If vinyl were used, white would be blinding in the sunlight and beige/tan would look tacky. Other colors or materials would likely not align with the look and feel that has been set forth for our neighborhood. I also do not want the posts to be attached on our side of the wall and suddenly have white posts sticking halfway down our wall (see image 1 on page 136 of the agenda packet). I also have concerns with how well this proposed solution will hold up to the wind and gusts we receive. While my preferred solution would be a full wall extension, I understand the limitations faced with the size of the footings. If that is an impossible solution, I feel that an effective wall of evergreens is the next best solution that has been proposed."

Trevor Burton Murri submitted the following comment: "The construction of many more homes in the area has led to an increase in the amount of waste accumulated. Due to weather and recent windstorms, much of the garbage has blown into fields and nearby plots of land. My proposal is to hire a few young men (primarily me), to spend time to pick up the trash in fields and clean the

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city up. A prime example is in the fields directly opposite Ridley's Family Market. The Utah minimum wage is $7.25 an hour - a fitting wage for young men doing manual labor. Please contact me at [REDACTED] prior to the meeting if any questions arise."

Cameron Moon submitted the following comment: "I live directly behind the area where the dollar store and future O'Reilly auto store will be and would like to comment that a vinyl wall extension would not look good at all. I also don't feel that it would be stable enough for the winds. I am ok with trees staggered close together that are mature enough to create privacy within 1-2 years as they grow. But we need commitment that they will be maintained and properly cared for or replaced if needed. Or they need to replace our section of the wall with a taller wall."

Elinor Bake submitted a written comment requesting the City slow building activities until more roads are provided to facilitate emergency evacuations.

Oak Hollow resident Diana Anderson said she and her neighbors dislike the extension option. Their preference is to increase the height of the existing wall due to the safety and permanence provided by the wall; however, as the developer has indicated the option is not feasible, of the options presented, evergreen trees are an agreeable solution. She desires assurance that the trees will be high and full enough to provide adequate screening and that they will be replaced if needed. They are also concerned with the aesthetics of a partial wall and advocate for a visually appealing solution.

Discussion ensued regarding potential tree species that would be appropriate and would provide adequate screening, the screening preferences of the Oak Hollow residents, and the feasibility of the screening options.

Rich Wood submitted the following comment: "I want to make comment on the way meetings are communicated to the public as we come to the end of the state mandates for Covid-19. There has been a huge benefit to the public as well as both the planning commission and city council to use the Lifesize program. A few of the major benefits are the most obvious. The agenda being visible and downloadable during the broadcast is a great asset to the citizens participation in the meetings. Secondly, the individual cameras on all meeting participants, eliminated members from zoning out or having side conversations. Lastly, all pertinent presentations that are shared from a presenter can be seen by the public in a much more useful manner to the public not in city hall. It's my hope that as council and planning commission come back to the building that we will also continue to use the Lifesize technology to the benefit of the public and their continued involvement in municipal government and their decisions."

Mayor Westmoreland closed public comment at 7:21 p.m.

Ms. Kofoed explained the City intends to continue using the Lifesize program and to implement a hybrid in-person and electronic meeting. The City strives to improve the current system and to accommodate the citizens as much as possible.

8. CITY COUNCIL/MAYOR'S ITEMS

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Councilmember Gray
Councilmember Gray expressed appreciation for citizen involvement and congratulated Ms. Kofoed for being awarded the City Safety Award for the month of April. The Youth Council and the Eagle Mountain Art Alliance (EMAA) are participating in the Neon Nights event at Frontier Middle School on May 7, 2021, from 7:00 to 10:00 p.m. that will include performances, bounce houses, an obstacle course, and food trucks.

Councilmember Clark
Councilmember Clark stated the Be Ready Eagle Mountain group held a notification system drill and scavenger hunt utilizing the new Community Emergency Response Team trailer the previous Saturday. The next Ham radio examination will be held on June 19, 2021, prior to a Ham radio Field Day at Cory Wride Memorial Park on June 19, 2021, from 12:00 p.m. to 8:00 p.m. She thanked everyone for their participation in the drills in association with the Great Utah ShakeOut.

Councilmember Love
Councilmember Love advocated for water conservation. The majority of the water use in the City is for landscaping. The entire State is in drought or extreme drought conditions. She encouraged residents to visit https://water.utah.gov/water-data/drought for information regarding the drought and https://conservewater.utah.gov/guide.html for information about proper watering amounts and frequency for the county as overwatering is an issue. The watering recommendations are frequently updated and take into account weather conditions which will help residents save money on their water bill in addition to helping with conservation efforts.

Councilmember Curtis
Councilmember Curtis beseeched residents to not water during the heat of the day. Daytime watering evaporates and watering during the appropriate time conserves water and improves your lawn. Self-governance is preferable to legislation or executive orders to reduce water over-usage. He thanked the residents for their comments and passion.

Councilmember Burnham
Councilmember Burnham thanked the Oak Hollow residents for working towards a solution to the screening issues impacting their neighborhood.

Recognition
Councilmember Burnham presented Chief Deputy Recorder Lianne Pengra with a challenge coin in recognition for her service, sacrifice, and contributions to the City.

CONSENT AGENDA

9. AGREEMENTS

9.A. Insurance Renewal Agreement – MotivHealth

9.B. Safe Routes to School Cooperative Agreement

10. BOND RELEASES

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10.A. Skyline Ridge Phase 2, Plat 3 – Into Warranty

11. CHANGE ORDER

11.A. Cory B. Wride Memorial Park Phase 2 Project Change Order #2 – Kenny Seng

12. MINUTES

12.A. April 6, 2021 Minutes – Regular City Council Meeting

13. PRELIMINARY PLATS & SITE PLANS

13.A. O'Reilly Auto Parts – Site Plan

MOTION: ***Councilmember Clark moved to approve the consent agenda including the requested changes to the minutes and insurance renewal agreement as discussed during work session and removing item 13.A. and placing it as a scheduled item. Councilmember Gray seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

13. PRELIMINARY PLATS & SITE PLANS

13.A. O'Reilly Auto Parts – Site Plan

This item was discussed after item 14.B.

Senior Planner Tayler Jensen presented the item. He said discussion during the previous meeting touched on the elevations and focused on the buffering concerns due to the elevation differences between the site and the Oak Hollow homes. The drive aisle is 1.5 higher than the back curb of the parking lot, and five feet higher than the bottom of the wall. The Council directed the applicant to provide an adequate buffering solution. The applicant submitted a proposal to add a vinyl extension to the top of the masonry wall and provided photos of examples.

Applicant representative Ryan Forsyth said he originally proposed landscaping, as he feels it provides the best solution. At the request of the Council, he explored other options that would not require excavation or installing retaining walls on the residential properties. He envisions installing the posts for the vinyl extension on the business side of the masonry wall for a cleaner look on the residential side. He spoke with Ms. Anderson and is open to using landscaping. He contacted a supplier in Oregon that can provide six-foot arborvitae trees which would increase the height provided by the masonry wall by an additional four feet for a total of ten feet of screening. He proposed planting approximately 200 feet of evergreen trees directly south of the peninsula at the southeastern corner of the Dollar Tree parking area and along the parking lot area between the Dollar Tree and O'Reilly's Auto Parts to shield the drive aisle for the four houses located adjacent to the lowest elevation of the masonry wall. The nursery recommended planting the trees every six to ten feet. Planting the trees every eight feet would require about 25 trees. He said they are still

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removing an additional 8,000 cubic feet of dirt which will result in a lower grade. This portion of the commercial area is the most impacted by grade changes.

Discussion ensued clarifying the location and elevation of the proposed landscaping and the resulting screening.

Councilmember Love expressed concern with the time required for the trees to fill in the space between the eight-foot planting distance. Mr. Forsyth said planting the trees closer than recommended could result in the area looking overgrown or be detrimental to the health of the trees.

Councilmember Gray said he feels that landscaping would be inadequate and will not fulfill the Municipal Code requirement for a six-foot masonry wall. Councilmember Love recommended installing a six-foot masonry wall along the curb of the commercial uses. Mr. Forsyth expressed concern that installing a masonry wall along the curb would impede the necessary turn radius for semi-trucks and trailers. He said he is not opposed to the option; however, he refuted the statement requiring a second six-foot wall, as the existing masonry wall along the property line fulfills the Municipal Code requirements and contended that the solution needs to meet the headlight screening requirements, not the six-foot wall buffering requirements; however, he would be willing to install a six-foot masonry wall along the 200 feet of the properties with inadequate screening.

Mr. Forsyth said that underground stormwater storage tanks for the Dollar Tree and the medical offices to the east are located at the lowest elevation points and spaced along the area between the masonry wall and the top back of curb. The water from the properties to the east drains onto their property. Their original proposal, opposed by the City Council, was to locate the stormwater drainage area on the Pony Express Parkway side of the businesses. Councilmember Gray expressed concern with storing water along the fence line near the homes and the masonry wall serving as a retention wall. City Engineer Chris Trusty explained that the storage tanks are contained and watertight and do not pose drainage or flooding risk to the homes, and the tanks discharge into the City storm drain on Porters Crossing then into the Tickville Wash to meet the allowable release rate into the system.

Discussion ensued regarding potential solutions and debating concerns with the suggestions. Solutions discussed include a staggered block wall, relocating the existing masonry wall, or attaching a taller fence to the existing masonry wall to prevent an alley between the fences.

Mr. Forsyth explained the masonry wall has two-foot columns place on top of five-foot footing placed three to five feet deep and has prefabricated six-foot panels making it difficult to increase the height of the fence. To bring the fence to grade, a four-foot-high retaining wall would need to be placed far enough on the residents' property to bury the five-foot footing. He explained some of the recommendations would require major alterations to the approved Dollar Tree site that has a completion deadline of June 1, 2021. He extended the existing masonry wall as requested prior to construction of the 7-Eleven at a cost of $20,000 for four panels. As the Oak Hollow residents have stated they are amenable to landscaping, he would like to move forward with that solution especially as Municipal Code does not specify a masonry wall above six feet high. He is willing

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to place a fence on his property but is concerned with the safety and maintenance concerns of creating a vacant space between two fences.

Councilmember Curtis requested clarification regarding the Municipal Code requirements for fencing between residential and commercial properties as his understanding is the purpose is to separate and provide buffering between incompatible uses. Based upon that understanding, he believes the existing masonry wall fails to meet the intention of the requirement.

Councilmember Burnham expressed her support of a combination of a 3.5-foot fence and trees and trusting staff to approve an applicant proposal that meets the Council's directives. Mr. Trusty assured the City Council that staff can work with the applicant to ensure the solution is sound, provides adequate headlight screening, and will not adversely impact the underground stormwater tanks. Mr. Hickman suggested utilizing a few species of the evergreens to increase pest resilience. Councilmembers Clark and Love stated they were not comfortable in passing a screening plan without personally evaluating the specifics of the proposal.

Mr. Forsyth suggested layering landscaping with hedges near the curb and trees placed farther south or planted in the backyards of the residence. The layered landscaping would alleviate concerns with potential issues due to placing footings for a block or masonry option above the stormwater tanks and the safety and privacy issues of two walls. Councilmember Curtis said the solution might be adequate, but he also would like to see the proposal first.

Mr. Forsyth respectfully requested for Council consideration of his time constraints and to allow a staff-level approval, as he feels staff understands the concerns of the Council, and because he has a $1,000 a day penalty if he fails to meet the June 1st Dollar Tree deadline. He agreed to install a three-foot vinyl fence or a hedge and the trees and is willing to continue to work with the impacted Oak Hollow residents and offered to donate an additional one to two trees per home. He is unsure how to present the requested proposal and would rather spend the money on the solution rather than an additional application.

MOTION: ***Councilmember Burnham moved to approve the site plan for the O'Reilly Auto Parts with the following conditions:***

1. ***The applicant shall increase the height of the wall anywhere necessary to provide effective screening;***
2. ***All parking lot lighting shall be no more than 17 feet above the pavement;***
3. ***That the dumpster enclosure shall be similar in material and colors to the building;***
4. ***Bicycle parking shall be provided in compliance with EMMC 17.35.050(K); and***
5. ***The applicant shall work with staff and the Oak Hollow residents to determine appropriate species of staggered evergreen trees and hedges or a vinyl fence to provide adequate screening.***

Motion failed for lack of a second.

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Mayor Westmoreland suggested a requirement to decrease the elevation of the parking lot, to plant the trees at the minimum allowable, staggered distance, and a solid hedge for the length of the four residential properties at the lowest elevation. Discussion ensued regarding the grade of the site and the impact of decreasing the parking lot elevation.

MOTION: ***Councilmember Burnham moved to approve the site plan for the O'Reilly Auto Parts with the following conditions:***

1. ***The applicant shall increase the height of the wall anywhere necessary to provide effective screening;***
2. ***All parking lot lighting shall be no more than 17 feet above the pavement;***
3. ***That the dumpster enclosure shall be similar in material and colors to the building;***
4. ***Bicycle parking shall be provided in compliance with EMMC 17.35.050(K); and***
5. ***The applicant shall install staggered evergreen trees planted at the minimum recommended distance and a 3.5-foot hedge along the four residential properties at the lowest grade to provide adequate screening.***

Motion failed for lack of a second.

Councilmember Love recommended a faux-stone vinyl fence rather than a hedge due to concerns with gaps in the hedge. Mr. Forsyth agreed to install the faux-stone fence if desired.

MOTION: ***Councilmember Gray moved to table the site plan for the O'Reilly Auto Parts. Motion failed for lack of a second.***

Councilmember Burnham questioned what would be accomplished by tabling the item as she did not feel that a more ideal solution would be determined prior to the next meeting.

Councilmember Gray stated he thinks a masonry fence is required and a vinyl fence fails to meet Municipal Code. He reiterated his belief expressed at the previous meeting that the applicant is responsible for proposing a solution pleasing to the Council. He volunteered to join the applicant on-site to discuss options as he disapproves of the proposed options.

The Council discussed and clarified their concerns and preferences and the impact of delay and approval to the business and the residents.

Mr. Forsyth stated that as an attorney, his understanding is the Municipal Code requires a six-foot rock or masonry fence at the property line. He has property rights like the residents. He reiterated the Municipal Code requirement for a 3.5-foot headlight screen. He feels the Council is confusing the legal requirements with the ideal. The vinyl fence, or other options, would be for the screening requirement, as the buffering requirement is fulfilled with the existing masonry fence at the property line. He expressed sympathy for the residents while advocating to be able to move forward with a solution. He feels the requests by the Council place an unnecessary burden on him and the development to resolve a problem that is not his fault. He expressed discouragement that

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his property rights were not a consideration or under discussion. He intends to own the property for a long time and cares about the aesthetical appeal and no one has inquired if he approves of the proposed solution or considered the impact and maintenance of the option to his property and business.

Councilmember Clark requested an exception to meeting policies and procedures to allow an Oak Hollow resident to comment on the discussion.

Councilmember Burnham noted that the Council has previously approved hedges for headlight screening and felt it was unnecessary to allow additional public comment, as the residents have already commented on a landscaping solution. Discussion ensued regarding permitting a hedge for headlight screening.

Councilmember Clark inquired if Mayor Westmoreland would allow Ms. Anderson to call into the meeting. Mayor Westmoreland declined to allow additional public comment, said the body needed to move on to the next item, and called for a motion.

The Council resumed discussion regarding the landscaping screening options. Mayor Westmoreland repeated the call for a motion.

MOTION: ***Councilmember Love moved to approve the site plan for the O'Reilly Auto Parts with the following conditions:***

1. ***The applicant shall increase the height of the wall anywhere necessary to provide effective screening;***
2. ***All parking lot lighting shall be no more than 17 feet above the pavement;***
3. ***That the dumpster enclosure shall be similar in material and colors to the building;***
4. ***Bicycle parking shall be provided in compliance with EMMC 17.35.050(K);***
5. ***Using the site plan as outlined in the truck loading exhibit moving the parking from the south to the side of the building;***
6. ***The applicant shall install a 3.5-foot, solid hedge at the parking lot level to screen headlights and shall layer six-foot shrubs on the commercial property at the minimum distance for the length of the four houses with the greatest elevation difference from the commercial site; and***
7. ***The City shall perform a test of the screening efficiency of the landscaping prior to issuing a certificate of occupancy.***

Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham and Carolyn Love. Those voting nay: Colby Curtis, Melissa Clark, and Jared Gray. The motion failed with a vote of 2:3.

The Council determined to discuss the other agenda items and return to this item.

The meeting was recessed from 10:10 p.m. to 10:16 p.m.

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The following portion of the discussion occurred after item 15.A.

MOTION: ***Councilmember Curtis moved to reconsider the site plan for O'Reilly's Auto Parts. Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

Discussion resumed deliberating, expanding, and clarifying the merits, limitations of, requirements for, and concerns with the previously proposed screening solutions.

Councilmember Clark reiterated her request to allow a resident to speak on behalf of the Oak Hollow residents. Mayor Westmoreland noted the limitation of a single resident's ability to speak on behalf of the residents of Oak Hollow and if a single opinion would be helpful to the situation and inquired if Councilmember Clark had knowledge of the resident desiring to speak on something material to the discussion. Councilmember Clark said the evening's discussion has changed the situation and the City has previously errored on the side of permitting additional resident feedback. She said Ms. Anderson had reached out to her regarding the desire to speak. Mayor Westmoreland expressed concern with setting a precedence for additional comment; however, he allowed it if it enables material progress.

Ms. Anderson stated she appreciates the proposed solutions included in the motion. She clarified she would prefer exploring wall options due to the immediate, non-variable permanence and safety afforded by a wall, as a wall remains her preferred option, especially due to the growth variables of landscaping and the potential for root damage to the underground stormwater tanks. She said most of her neighbors concur. She was unaware of the spacing requirements for the evergreen trees when she had agreed to the option.

Councilmember Gray recommended the applicant seek damages from the residential developer and stated he believes Municipal Code requires a difficult to scale, six-foot wall from the elevation of the top back of curb. Councilmember Curtis stated as Municipal Code excludes a scalability requirement, he was not comfortable with requiring that standard. He clarified his main concerns are a vinyl fence, the variance of growth and fullness of hedges impact on screening, and not approving the final proposal.

Mr. Forsyth presented and discussed the project elevations. He said the final plan will meet all Municipal Code requirements and the height differences will not be as severe as assumed. He stated the residents are being allowed to dictate his property rights. Discussion ensued clarifying the height differences. Mr. Forsyth stated the requested changes are technically on the previously approved Dollar Tree application and he has agreed to help the neighbors even though he meets Municipal Code. It is not his responsibility to prevent crime or make the walls unscalable. He said the previous height measurements are based upon the grade before he removes 8,000 cubic yards of material from the site; the final elevation will be a foot-and-a-half lower than indicated, so that the trees are not necessary for screening. He has met all the landscaping requirements. The arguments discussed during the meeting are irrelevant to the Municipal Code requirements and are discriminatory against the uses he is developing in the City.

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Councilmember Love stated that considering the new information provided on the grading plan, she is ready to make a motion and asked if the applicant was amenable to the conditions of her previous motion. Mr. Forsyth expressed concern with the condition regarding withholding a certificate of occupancy should the hedge not be sufficiently opaque, as he is unable to purchase a hedge at full growth and planting the hedges too close together decreases their health and longevity. Councilmember Clark conceded to the applicant's concerns and request the removal of the screening test condition.

MOTION: ***Councilmember Love moved to approve the site plan for the O'Reilly Auto Parts with the following conditions:***

1. ***All parking lot lighting shall be no more than 17 feet above the pavement;***
2. ***The dumpster enclosure shall be similar in material and colors to the building;***
3. ***Bicycle parking shall be provided in compliance with EMMC 17.35.050(K);***
4. ***The site plan shall be as outlined in the truck loading exhibit moving the parking from the south to the side of the building; and***
5. ***The applicant shall install a 3.5-foot hedge planted at the minimum recommended planting distance at the parking lot level to screen headlights, and shall layer staggered, six-foot trees on the commercial property at the minimum distance for the length of the four houses with the greatest elevation difference from the commercial site.***

Councilmember Gray requested that Ms. Anderson to be allowed to voice her opinion on the motion.

Ms. Anderson repeated that her preference is for a taller wall, but as that appears not to be feasible, she appreciates the screening provided by the hedge and the privacy afforded by the trees, as long as they are mature enough to be adequate.

Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, and Carolyn Love. Those voting nay: Jared Gray. The motion carried with a vote of 4:1.

14. ORDINANCES/PUBLIC HEARINGS

14.A. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zones.

This item was presented following the initial discussion on item 13.A.

Mr. Kane reviewed the item as presented during work session. The Planning Commission held a public hearing on the request on April 13, 2021, and unanimously voted, 4 to 0 with one absentee, to recommend approval to the City Council of the Municipal Code amendment.

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Councilmember Gray repeated his previous request for the standards to require a minimum lot size of 1.25 acres for the RD1 zone due to concerns that an acre lot is insufficient for agricultural use and animal rights. Councilmember Curtis stated that due to the infrequency of the development of 1.25-acre lots, he feels that the requirement of a lot size average in the RD1 zone would discourage the request for the zone and for larger lot development in the City. He suggested a footnote for a less onerous larger lot requirement. Councilmember Burnham recommended having average lot sizes for the RD1 zone to return to a future meeting as she had not prepared for a discussion on average lot sizes.

Mayor Westmoreland opened the public hearing at 10:28 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, Mayor Westmoreland closed the hearing.

MOTION: ***Councilmember Gray moved to approve an Ordinance of Eagle Mountain City, Utah Amending the Eagle Mountain Municipal Code, Chapter 17.25 Residential Zones. Councilmember Love seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

14. ORDINANCES/PUBLIC HEARINGS

14.B. ORDINANCE/PUBLIC HEARING – An Ordinance of Eagle Mountain City, Utah, Amending the Future Land Use Map of the General Plan and Rezoning Certain Lands Known as Sweetwater Industrial Park.

This item was discussed prior to item 13.A.

Mr. Kane reviewed the item as presented during work session.

Applicant representative Scot Hazard said that the businesses he is working with include a fitness equipment maintenance and restoration facility. He has had inquiries from other businesses not amenable to the higher design standards and the application of the overlay zone would allow them to court those businesses.

Councilmember Curtis said he supports storage facilities and metal buildings but not storage facilities with metal buildings and suggested removing storage facilities as a permitted use as a condition of approval. He feels storage facilities are more appropriate in other areas in the City. He desires to reserve this area for more specific uses. Mr. Hazard said that some of the uses would need storage as a part of their business operations, but he was agreeable to removing storage facilities as a permitted use and is amenable to the Planning Commission's recommended conditions that were also applied to the approval of the overlay on lot 1.

Councilmember Gray asked why the Planning Commission recommendation prohibited laundry and dry-cleaning establishments and said this would be the most appropriate area in the City for a laundry establishment. Mr. Kane said that dry cleaners are usually prohibited within a certain

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distance from residences and certain businesses. The use was determined not appropriate for the application on lot 1. Councilmember Curtis said he was not opposed to dry-cleaning in this area. Councilmember Love said she would prefer to table the item to do additional research if the Council desires to include dry-cleaning facilities as a permitted use in the approval.

Assistant City Administrator/Community Development Director Steve Mumford said staff intends to prepare an amendment to update or remove the standards for the Sweetwater Industrial Overlay Zone. Councilmember Burnham expressed her support of the project as the overlay zone was created for this specific area and reason. In consideration of property rights, the proposal should be approved as requested.

Mayor Westmoreland opened the public hearing at 8:19 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, Mayor Westmoreland closed the hearing.

MOTION: ***Councilmember Burnham moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Future Land Use Map of the General Plan and Rezoning Certain Land known as Sweetwater Industrial Park with the following conditions:***

1. ***Automobile sales and/or service shall be a permitted use;***
2. ***Convenience stores shall be a permitted use;***
3. ***Electronic data management businesses shall be a permitted use;***
4. ***Laundry and dry-cleaning establishments shall be prohibited;***
5. ***Manufactured homes developments shall be prohibited;***
6. ***Motels and hotels shall be prohibited;***
7. ***Other manufacturing businesses shall be a permitted use;***
8. ***Restaurants and banks (with drive-through service facilities) shall be prohibited; and***
9. ***Storage facilities shall be prohibited.***

Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

15. ORDINANCES

15.A. ORDINANCE – An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code by Repealing Section 3.10.080 Reimbursement for Certain Users.

City Attorney Jeremy Cook reviewed the item as presented during the work session.

MOTION: ***Councilmember Curtis moved to approve an Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code by Repealing Section 3.10.080 Reimbursement for Certain Users. Donna Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark,***

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Colby Curtis, Jared Gray, Carolyn Love. The motion passed with a unanimous vote.

16. CITY COUNCIL/MAYOR'S BUSINESS

Mr. Kane announced that he has accepted another employment opportunity. Staff, the Mayor, and Council thanked Mr. Kane and expressed appreciation to him for his service to the City.

17. CITY COUNCIL BOARD LIAISON REPORTS

Councilmember Clark

Councilmember Clark said the Parks and Recreation Advisory Board requested to review the definitions of open space, levels of improvement, and the designations and definitions in EMMC 17.49 in order to make recommendations for amendments. She suggested having a board member presentation during a work session to outline their concerns and to receive direction from Council. The board requested clarification and guidance regarding the board's annual report per EMMC 2.30.090 and the expectation of the due date and format of the report. The board also would like to review the City's recreation programs and provide suggestions.

Mayor Westmoreland requested that Councilmember Clark send him an email with the details regarding the Parks and Recreation Advisory Board's request to review and make recommendations to amend Municipal Code. He said the City will accommodate a date for the report that allows the board sufficient time to prepare a report in the format and scope of their choosing and in order to provide additional feedback.

Councilmember Curtis

Councilmember Curtis said the Military and Veterans Advisory Board had to cancel their meeting due to not having a quorum. The board has requested to partner with the American Legion in order to increase membership. He stated there is a current opening on the advisory board, and he asked if current members can be dismissed for lack of attendance. Mayor Westmoreland encouraged the Council to submit recommendations for appointees.

Councilmember Love

Councilmember Love said the Cemetery Advisory Board will hold a Memorial Day program at Pony Express Memorial Cemetery on May 31, 2021, at 10:00 a.m., following safety requirements for large gatherings. The Eagle Mountain Chamber of Commerce had an after-hours Costco tour and have a luncheon at Thanksgiving Point planned on June 8, 2021, at 11:30 a.m. Governor Cox will be attending and speaking. The Mayor and Council are invited to the luncheon.

Councilmember Gray

Councilmember Gray requested Ms. Kofoed contact the Youth Council Advisors Tyler and Jennifer Shimakonis regarding any required adaptations for the upcoming elections. He reminded residents that the Youth Council and the EMAA are participating in the Neon Nights at Frontier Middle School on May 7, 2021, from 7:00 to 10:00 p.m. The event will include performances, bounce houses, an obstacle course, and food trucks, and the middle school has requested to use the City stage. Pony Express Days will include Thursday night team roping jackpots for the rodeo

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contestants. Mexican Rodeo events hosted by the Hispanic community will be held throughout the summer.

Ms. Kofoed asked Councilmember Gray to have the Youth Council Advisors contact her and she will assist them with adapting the Youth Council elections. The agreement with the EMAA requires groups to partner with the Arts Alliance for approval to use City resources. Mr. Hickman stated that significant employee time is required to assemble and strike the stage and requested that staff time be a consideration of approval.

Councilmember Burnham

Councilmember Burnham stated the Planning Commission is working hard. She asked if there was any progress on finding an additional Senior Council board member.

Ms. Kofoed stated that the City has not received any applications and will continue to advertise the vacancy.

18. COMMUNICATION ITEMS

18.A. Financial Report

18.B. Upcoming Agenda Items

19. ADJOURNMENT

Mayor Westmoreland announced that the Redevelopment Agency Meeting scheduled following the City Council meeting has been postponed until May 4, 2021.

MOTION: ***Councilmember Gray moved to adjourn the meeting at 11:51 p.m. Councilmember Clark seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.***

The meeting was adjourned at 11:51 p.m.

Approved by the City Council on May 4, 2021.

_____

Fionnuala B. Kofoed, MMC
Director of Administrative Services/City Recorder

DRAFT

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **CITY COUNCIL MEETING** **MAY 4, 2021**

TITLE:	Overland Village Two Phase A - Preliminary Plat & Master Site Plan
ITEM TYPE:	Master Site Plan & Preliminary Plat
FISCAL IMPACT:	
APPLICANT:	Ivory Homes (Bryon Prince)

GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**
Neighborhood Residential One		~86.5	Overland

PUBLIC HEARING:
No

PREPARED BY:
Steve Mumford, Planning

PRESENTED BY:
Steve Mumford

RECOMMENDATION:
We recommend approval of the project with the Planning Commission's recommended conditions and some changes to the open space areas (depending on the proposed plan that will be provided to the Council as soon as it is updated).

BACKGROUND:
This plat is part of the Overland Master Development Plan and is subject to the Overland Master Development Agreement (MDA). The MDA allows for flexibility in lot sizes and unit types, and requires a village concept plan to be approved prior to a preliminary plat or site plan. The Village Concept Plan for Village 2 was approved by the City Council on November 17, 2020. The village concept plan is somewhat conceptual, and minor changes to the plan can be proposed along with a preliminary plat or site plan. This is the first preliminary plat in Village 2. The lot and unit layouts comply with the village concept plan, with some minor modifications due to conditions of approval from the City Council and staff review comments. The City's Development Review Committee (DRC), including the UFA Fire Marshal, has reviewed these plans several times and the applicant has made quite a few changes in order to comply with the review comments.

ITEMS FOR CONSIDERATION:
CITY COUNCIL CONCERNS 4/20/21

During the work session update/discussion on April 20th the City Council expressed the following concerns:

- Grass/sod areas are needed near the townhomes to provide more play areas and usable gathering areas.
- Native landscaping areas should include original plantings and be enhanced/manicured, not just "natural."
- EMMC 17.60.170 requires 50% turf in multi-family landscape areas.
- Example images should be provided for the "cluster" homes that front open spaces and have rear access. The cluster home areas don't have a lot of usable open space near them.
- Traffic flow for the elementary school may be difficult and cause issues.
- Is the clubhouse close enough to the townhomes in this development?

After reviewing the Overland MDA and the "vested city laws" from 2017, I have the following observations related to the Council's concerns:

- The development is exempt from the open space and trail standards from the 2017 code and have separate standards included in the MDA. They are complying with those standards and are planning to develop a park in a later phase of Village 2.
- The clubhouse and pool requirements of the 2017 code apply to this project, which means that a clubhouse of at least 1,200 square feet is required for the townhomes in this project. It is Staff's opinion that the Club Ivory Barn/Clubhouse, which is much larger than 1,200 square feet, meets that requirement.
- EMMC 17.60.170(a) requires that 50% of the multi-family landscaping be improved with turf (grass). The developer is preparing a set of updated landscape plans to add areas of grass near the townhomes. Not all of the open space in this development can be strictly considered "multi-family open space," so the 50% requirement should only apply to the areas in the immediate vicinity of the townhomes, and not apply to the entire landscape corridors or storm drain ponds. The updated plans should be discussed at the meeting (in the work session), and the Council must determine whether the plans comply with the intent of the 2017 code.

ROADS & CONNECTIVITY

The roads in this project, with the addition of mid-block pedestrian trails, comply with the City's connectivity standards found in EMMC 16.30.090. The project includes left-turn lanes and right-turn deceleration lanes at each entrance on Pony Express Parkway. A connection has also been made to the north between lots 298 and 299 (to connect to Oquirrh Mountain Ranch), and this phase connects to Airport Road, across the street from the Village 1 intersection. Several roads are designed with a 63-foot wide right-of-way and include a 12-foot asphalt trail and 8-foot parkstrip on one side, with a 5-foot parkstrip and 5-foot sidewalk on the other side.

OFF-STREET PARKING

EMMC 17.55.120c requires, for townhouses, two stalls per dwelling unit (not in tandem configuration) plus one guest parking space per three dwelling units. One space per unit must be within a fully enclosed garage. We count 33 off-street parking spaces in the south townhouse area (Units 1001 - 1090), in addition to the 2-car garages and driveways. This complies with the code. The north townhouse area (65 units) includes approximately 22 off-street parking spaces in addition to the 2-car garages and driveways. This complies with the code.

LOT WIDTHS & SETBACKS

The Overland MDA provides the developer with predictability by vesting them in the City's laws and ordinances in effect at the time the MDA was executed. Paragraph 1.2.13 defines City's Vested Laws to mean "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." The updates the City has made in the last couple of years to the lot widths and setbacks for residential lots therefore are not applicable to this project. A majority of the lots actually comply with the City's current lot width standards; however, some of the smaller lots have lot frontages of 55 feet. This is in compliance with the code standards in place when the MDA was approved (previous minimum was 55 feet; current minimum is 58 feet). The typical building setbacks are also in compliance with the code at the time of MDA approval (22' front, 20' rear, 5' side, 10' garage side, 15' street side).

BUILDING ELEVATIONS / MULTI-FAMILY DESIGN STANDARDS

The proposed townhomes must comply with the architectural and design standards in EMMC 17.72. Here are several items of note:

- Garage location - EMMC 17.72.030(C) states that garages should be placed to the rear and accessed by a service drive. These townhomes are all designed with rear-access garages.
- Units/building - A majority of these townhomes are 3 or 4 units to a building. There are only a couple of buildings that contain 5 units.
- Materials - EMMC 17.72.040(F)(1) requires a minimum of at least two exterior materials on all faces. A good mix of materials has been included on each elevation. The front elevation includes 39% siding, 26% stucco, 16% brick, and 19% openings (windows, doors, etc.). The side elevations include 39% siding, 32 - 33% stucco, 18 - 20% brick, and 9% openings. The rear elevation includes 36% siding, 14% stucco, 17% brick, and 34% openings (windows and garage doors).
- Colors - EMMC 17.72.040(G) states that building colors are not restricted to desert landscape colors and recommends a wide color palette. Each building and elevation contains a mix of colors and there are several color schemes proposed.
- Building articulation - EMMC 17.72.040(D) requires vertical and horizontal articulation including facade modulation, changes in textures/materials, window patterns, offsets, recesses, and projections. The buildings demonstrate compliance with these standards.
- Architectural Detailing - These townhomes include porches, popouts, decorative trim and moldings, columns, decorative gables, window grids, and decorative windows. These units are in compliance with EMMC 17.72.040(E)(2).
- Lighting - EMMC 17.72.040(I) requires that lighting be shielded and directed downwards. This will be evaluated prior to building permit approval.
- Mailbox structure - EMMC 17.72.040(J) states that cluster mailboxes should be used for multifamily developments based on USPS requirements. It recommends that the structures should "emulate the buildings in materials and color." The applicant should develop specific details/plans for the cluster mailbox to reflect the design of the buildings. The applicant will need to provide a plan that indicates mailbox locations and include pullouts or temporary parking areas so as to not create traffic congestion.

FENCING
Consistent privacy fencing is required along Pony Express Parkway and Airport Road. We expect that this will be consistent with the masonry wall and fencing installed in Village 1.

OPEN SPACE / TRAILS
The plans include 12-foot wide asphalt trails running through the open space areas, connecting to the trail along Pony Express Parkway, to the north property through Parcel H, and along some of the main roads (Wildcat Peak, Arnot Peak, and Garfield Hills Drive). Small entry monuments are also proposed at each entrance along Pony Express Parkway. These are anticipated to be similar to the small monument at Village 1. All of the open space areas within this preliminary plat will be owned and maintained by the HOA. In order to reduce water use and the cost of ongoing maintenance, the developer has designed a majority of the open space areas to be an enhanced native landscaping, including grasses, wildflowers, trees, and shrubs. The areas immediately surrounding the townhomes will be improved with additional plantings and small areas of sod. The City's Parks Director feels comfortable with the proposed landscaping plans. See attached landscape plans. The MDA requires a medium park to be improved in Village 2. This park will be in a later phase, a little further west, and is not included in this current phase. A pool and large clubhouse are being built/finished in Village 1, just south of this phase, and will be available for use by these future residents.

MASTER SITE PLAN / INDIVIDUAL SITE PLANS
Due to the level of detail provided with this master site plan for the townhome building elevations, landscaping, and layouts, we recommend that individual site plans are unnecessary in this case and have included a recommended condition of approval to that effect.

REQUIRED FINDINGS:
Preliminary plat and master site plan approvals are based upon compliance with City Code requirements and requirements of any applicable development agreements. The approval criteria for preliminary plat and master site plans can be found in EMMC 16.20 and 17.100, respectively. The Overland Master Development Agreement should also be considered when reviewing these applications.

PLANNING COMMISSION ACTION/RECOMMENDATION:
The Planning Commission held a public hearing on the applications on April 13, 2021.

The Commission voted unanimously to recommend approval of the Overland Village 2 Phase A Preliminary Plat and Master Site Plan with the following conditions:

1. Individual site plans are not required for the townhomes in this plat.
2. Applicant shall submit plans for mailbox locations, including pullouts or temporary parking areas to improve traffic flow.
3. Privacy fencing, in accordance with EMMC 17.60.110, shall be installed along Pony Express Parkway and Airport Road.
4. The plans shall comply with the Eagle Mountain Dark Sky Ordinance (EMMC 17.56).

The Commission also noted that the applicant stated they plan to continue the masonry wall from Village 1 with this portion of the project along the east and south.

ATTACHMENTS:

Exhibit A - Preliminary Plans
Exhibit B - Townhome Landscaping Plans
Exhibit C - Townhome Elevations/Photos
Exhibit D - Traffic Impact Study Executive Summary
Exhibit E - City Council Mtg Minutes 11-17-2020
Exhibit F - Approved Village 2 Concept Plan

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

PREPARED FOR:
IVORY HOMES
LOCATED IN:
EAGLE MOUNTAIN CITY, UTAH



VICINITY MAP
NTS

ROAD SECTION NOTES

1. **PROOF ROLLS:** PROOF ROLL REQUIRED ON ALL SECTIONS OF ROAD: I.E. SUB-GRADE, SUB-BASE, CURB BASE, AND ROAD BASE. CURB STAKES REQUIRED FOR SUB-GRADE INSPECTION AND STRING LINE REQUIRED FOR SUB-BASE AND ROAD BASE INSPECTION
2. **UTBC:** STATE SPEC. ROAD BASE REQUIRED FOR ALL ROADS, COMMERCIAL BASE ACCEPTABLE FOR SIDEWALKS & TRAILS.
3. **COLLARS:** COLLARS TO BE 1' WIDE BY 1' DEEP WITH A 6000 PSI CONCRETE WITH 1.5# FIBER MESH PER CUBIC YARD (3/4" MONOFILAMENT) REQUIRED FOR ALL STREET COLLARS. MANHOLE COVERS AND WATER VALVE TOWERS TO BE 1/2" DOWN FROM ASPHALT EDGE AND CONCRETE TO BE 1/4" TO 3/8" DOWN FROM ASPHALT EDGE.

WATER NOTES

1. **VALVES:**
A. VALVES MUST BE FLANGED TO TEE'S (FITTINGS)
B. VALVES 12" AND LARGER TO BE BUTTERFLY VALVES
2. **BEDDING:** SAND MUST MEET AASHTO (A-3) GRADATION WITH 100% PASSING THE #4 SIEVE. 6" BELOW PIPE ON THE SIDES & 12" ABOVE PIPE (MINIMUM)
3. **DEPTH:** WATER MAIN & LATERALS MUST MAINTAIN 4' COVER FROM FINISHED GRADE (MINIMUM), 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION. MAX DEPTH 72" FROM FINISHED GRADE.
4. **SERVICES & FITTINGS:** SERVICES & FITTINGS TO MAINTAIN 3' MINIMUM SEPARATION FROM PIPE JOINTS AND OTHER FITTINGS
5. **SETTERS:** ALL SETTERS TO BE 21" TALL (MINIMUM), HAVE UNIONS AT THE BASE AND BE DUAL CHECK MODEL, ALSO 3/4" SETTERS TO HAVE DOUBLE BRACES. SETTERS TO BE AT 18" TO 22" FROM THE TOP OF SETTER TO TOP OF LID.
6. **WATER CAN LID:** ALL LIDS TO SAY "EAGLE MOUNTAIN" ON THEM RECESSED IN A HOLE FOR THE ERT AND TO BE SET AT LEVEL TO 1"ABOVE THE PLANE OF THE CURB & SIDEWALK
7. **WATER CAN:** THE WATER CAN FOR 3/4" & 1" SERVICES WILL NEED TO BE A 36" TALL MINIMUM AND 21" INSIDE DIAMETER. WATER CAN FOR 1-1/2" TO 2" SERVICE WILL NEED TO FOLLOW APWA SPECIFICATION.
8. **HYDRANTS:** HYDRANTS TO BE 5" BURY (MINIMUM)
9. **LATERALS:** ALL LATERALS NEED TO BE GIS (SHOT IN) AT THE CORP. STOP & SETTER, AND ALSO VISUAL INSPECTION ON POLY INSERTS BEFORE BACKFILL. WATER LATERALS TO EXTEND 15" INTO PROPERTY AND BE MARKED WITH A 2X4 PAINTED BLUE. ALL POLY LINES TO HAVE VISUAL POLY INSERT INSPECTION.
10. **TRACER WIRE:** RUN TRACER WIRE ALONG MAIN & EXTEND UP SETTERS AND HYDRANTS, DO NOT RUN UP VALVE BOXES.
11. **WATER FITTINGS:** ALL WATER FITTINGS TO BE CHECKED FOR THRUST BLOCKS (PRE & POST) AND GIS (SHOT IN) BEFORE BACKFILL
12. **VERTICAL SEPARATION:** WATER MAIN TO MAINTAIN 18" MINIMUM SEPARATION FROM STORM DRAIN OR OTHER OBSTACLES/UTILITIES
13. **WATER LINE FITTINGS:** ALL FITTINGS TO HAVE MEGA LUG FOLLOWERS
14. **WATER MAIN LINE:** NO DEFLECTION OR BENDING OF PIPE WILL BE ALLOWED IN THE WATER LINES AND BEND FITTINGS WILL BE REQUIRED. ALL FITTINGS TO BE MEGA-LUG FITTINGS.

SEWER NOTES

1. **PIPE BEDDING:** 3/4" GRAVEL REQUIRED 6" BELOW, ON THE SIDES & 12" ABOVE THE PIPE (MINIMUM)
2. **DEPTH:** SEWER MAIN/LATERALS TO MAINTAIN 4' COVER (MINIMUM) FROM FINISHED GRADE, 3' MINIMUM FROM TOP OF PIPE AT TIME OF INSTALLATION
3. **SEPARATION:** SEWER MAINS & LATERALS TO MAINTAIN 10' SEPARATION (MINIMUM) FROM CULINARY WATER MAINS & LATERALS
4. **SEWER Y'S:** 3' MINIMUM SEPARATION BETWEEN SEWER Y'S
5. **LATERAL STUBS:**
A. STUBS MUST EXTEND 15' INTO PROPERTY AND BE MARKED WITH 2X4 PAINTED GREEN.
B. ALL LATERALS MUST BE GIS (SHOT IN) AT THE Y'S AND STUBS. ALSO, SLOPES (2% MIN. ON 4" PIPE) TO BE CHECKED BEFORE BACKFILL
6. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

STORM DRAIN NOTES

1. **BEDDING:** 3/4" GRAVEL 6" BELOW AND ON SIDES OF PIPE & 12" ABOVE PIPE (MINIMUM)
2. **ADS:** ALL ADS PIPE TO BE "HP" BRAND
3. **COLLARS:** COLLARS TO BE 1'X1' AROUND PIPE, 4000 PSI CONCRETE, INSPECTION IS NEEDED PRE & POST COLLAR POUR.
4. **MANHOLES:** MANHOLES TO BE WITHIN 1' OF FINISHED GRADE. 12" OF WHIRLY GIG FORM (MAX) AND NO FLAT RINGS ALLOWED. 12" OF 3/4" GRAVEL REQUIRED UNDER MANHOLES/BOXES.

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO EAGLE MOUNTAIN STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

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

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

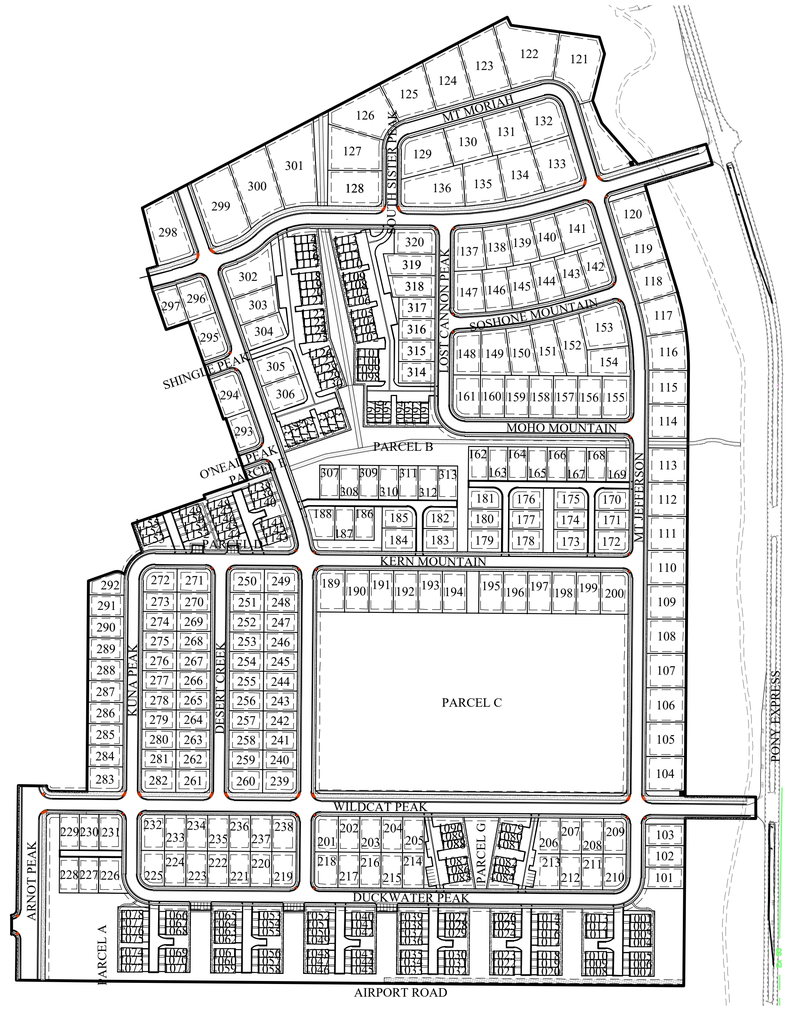
3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: MATHEW WANGSGAARD
SURVEY MANAGER: SPENCER LLEWELYN

OWNER/DEVELOPER
IVORY HOMES
978 EAST WOODOAK LANE
SALT LAKE CITY, UTAH 84117
(801) 407-6891
CONTACT: BRYON PRINCE



SITE MAP

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER SHEET
C2	PRELIMINARY PLAT
C2.1	PRELIMINARY PLAT
C3	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C3.3	SITE PLAN
C3.4	SITE PLAN
C3.5	SITE PLAN LANDSCAPING
C3.6	PRELIMINARY TRAIL PLAN
C4	PRELIMINARY GRADING & DRAINAGE PLAN
C4.1	PRELIMINARY GRADING & DRAINAGE PLAN
C4.2	PRELIMINARY GRADING & DRAINAGE PLAN
C4.3	PRELIMINARY GRADING & DRAINAGE PLAN
C4.4	PRELIMINARY GRADING & DRAINAGE PLAN
C4.5	PRELIMINARY GRADING & DRAINAGE PLAN
C4.6	PRELIMINARY GRADING & DRAINAGE PLAN
C4.7	PRELIMINARY GRADING & DRAINAGE PLAN
C5.1	UTILITY PLAN
C5.2	UTILITY PLAN
C6	EROSION CONTROL PLAN
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN



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

GRAPHIC SCALE
200 0 100 200 400 800
(IN FEET)
1 inch = 200 ft.

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

FOR REVIEW ONLY

OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
COVER SHEET

REVISION BLOCK

#	DATE	DESCRIPTION
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COVER SHEET

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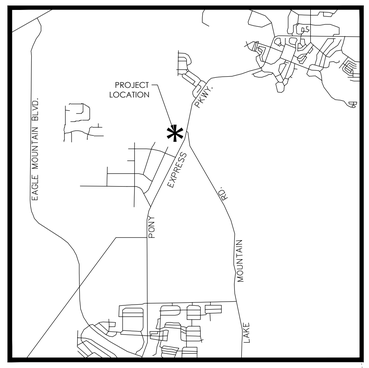
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PRELIMINARY PLAT
OVERLAND VILLAGE 2 PHASE A PRELIMINARY
LOCATED IN THE NE$\frac{1}{4}$ AND NW $\frac{1}{4}$ OF SECTION 36, T5S, R12W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

PLAT CALCULATIONS

TOTAL ACREAGE:	89.29± ACRES
TOTAL ACREAGE IN LOTS:	44.46± ACRES
TOTAL ACREAGE IN ROW:	19.14± ACRES
TOTAL OPEN SPACE:	10.01± ACRES
TOTAL INSTITUTIONAL ACREAGE:	9.99± ACRES
AVERAGE LOT SIZE:	0.12± ACRES
LARGEST LOT SIZE:	0.59± ACRES
SMALLEST LOT SIZE:	0.03± ACRES
OVERALL DENSITY:	4.20 LOTS/ACRE
TOTAL # OF LOTS:	375 LOTS

GRAPHIC SCALE
70 0 35 70 140 280
(IN FEET)
1 inch = 70 ft.



VICINITY MAP
NTS

MATCHLINE SEE SHEET C2.1

NOTES:
1) ALL COMMON AREAS AND STREETS OR DRIVES TO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENTS.
2) ALL COMMON AREAS TO BE OWNED AND MAINTAINED BY HOA.

FOR REVIEW ONLY

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY PLAT

REVISION BLOCK		
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PRELIMINARY PLAT

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

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PRELIMINARY PLAT

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

LOCATED IN THE NE¼ AND NW ¼ OF SECTION 36, T5S, R12W, SLB&M
EAGLE MOUNTAIN CITY, UTAH COUNTY, UTAH

LEGAL DESCRIPTION
PREPARED FOR
OVERLAND VILLAGE 2
EAGLE MOUNTAIN CITY, UTAH
(Rev March 12, 2021)
20-0479

PRELIMINARY PLAT BOUNDARY

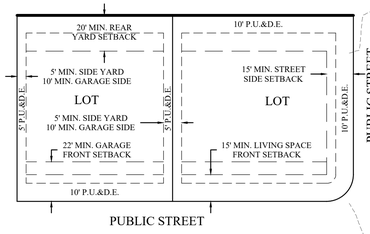
A portion of the NE1/4 and NW1/4 of Section 36, Township 5 South, Range 2 West, Salt Lake Base and Meridian, Eagle Mountain, Utah, more particularly described as follows:

Beginning at a point located S89°36'58"E along the Section line 371.92 feet from the North 1/4 Corner of Section 36, T5S, R2W, SLB&M; thence S89°36'58"E along the Section line 1,150.24 feet to the West line of Pony Express Trail A as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following three (3) courses: 1) S00°23'02"W 25.00 feet; 2) S54°09'26"E 248.32 feet; 3) S11°08'55"W 48.72 feet to the Northerly Corner of that Real Property described in Exhibit A of the State of Utah Exchange Patent No. 19968 in Entry No. 28888:2007 of the Official Records of Utah County; thence along said patent the following three (3) courses: 1) S42°09'31"W 134.22 feet; 2) S06°36'38"W 68.52 feet; 3) S13°15'31"E 154.22 feet to the Southwesterly Corner of Pony Express Trail A as described in said Amended and Restated State of Utah Exchange Patent 19737; thence S78°51'05"E along said patent 199.60 feet to the Westerly Right-of-Way Line of Pony Express Parkway as described as the Sweetwater Road Realignment in the State of Utah Exchange Patent No. 19679 in Entry No. 19071:2005 of the Official Records of Utah County; thence S11°08'50"W along said right-of-way 60.00 feet to the Northeast Corner of Pony Express Trail B as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following five (5) courses: 1) N78°51'05"W 196.98 feet; 2) S11°08'55"W 315.69 feet; 3) along the arc of a curve to the right with a radius of 712.61 feet a distance of 215.23 feet through a central angle of 17°18'19" Chord: S19°48'05"W 214.42 feet; 4) S28°27'14"W 1,194.43 feet; 5) S61°32'46"E 197.10 feet to the Westerly Right-of-Way Line of Pony Express Parkway as described as the Sweetwater Road Realignment in said State of Utah Exchange Patent No. 19679; thence S28°27'09"W along said patent 60.00 feet to the Northeast Corner of Pony Express Trail C1 as described in that Amended and Restated State of Utah Exchange Patent 19737 in Entry No. 63439:2005 of the Official Records of Utah County; thence along said patent the following two (2) courses: 1) N61°32'46"W 197.10 feet; 2) S28°27'14"W 469.02 feet to the Northerly Right-of-Way line of Airport Road described in the State of Utah Exchange Patent No. 19679 in Entry No. 19071:2005 of the Official Records of Utah County; thence N61°32'47"W along said right-of-way 1,864.66 feet; thence N28°27'14"E 113.50 feet; thence along the arc of a curve to the left with a radius of 15.00 feet a distance of 23.56 feet through a central angle of 90°00'01" Chord: N16°32'46"W 21.21 feet; thence N28°27'15"E 53.00 feet; thence Easterly along the arc of a non-tangent curve to the left having a radius of 15.00 feet (radius bears: N28°27'13"E) a distance of 23.56 feet through a central angle of 89°59'59" Chord: N73°27'14"E 21.21 feet; thence N28°27'14"E 347.52 feet; thence S61°32'46"E 80.00 feet; thence Southerly along the arc of a non-tangent curve to the left having a radius of 15.00 feet (radius bears: S61°32'46"E) a distance of 23.56 feet through a central angle of 90°00'00" Chord: S16°32'46"E 21.21 feet; thence S61°32'46"E 97.05 feet; thence N28°27'14"E 588.35 feet; thence S81°12'01"E 76.73 feet; thence along the arc of a curve to the right with a radius of 25.00 feet a distance of 19.35 feet through a central angle of 44°20'11" Chord: S59°01'55"E 18.87 feet; thence S36°51'49"E 11.64 feet; thence Northeasterly along the arc of a non-tangent curve to the right having a radius of 86.50 feet (radius bears: S50°13'56"E) a distance of 80.51 feet through a central angle of 53°19'45" Chord: N66°25'56"E 77.64 feet; thence N08°47'59"E 84.95 feet; thence S81°12'01"E 216.00 feet; thence N08°47'59"E 9.03 feet; thence N81°12'01"W 8.00 feet; thence N08°47'59"E 115.08 feet; thence N13°12'19"E 63.00 feet; thence S76°47'41"E 31.18 feet; thence N13°12'19"E 168.63 feet to the point of beginning.

Contains: 89.29 acres+/-

NOTES:

1) ALL COMMON AREAS AND STREETS OR DRIVES TO SERVE AS PUBLIC UTILITY AND DRAINAGE EASEMENTS.
2) ALL COMMON AREAS TO BE OWNED AND MAINTAINED BY HOA.
3) TOWNHOMES MUST BE 15' FROM ROADS AND 15' FROM BUILDING TO BUILDING.



TYPICAL BUILDING SETBACKS
N.T.S.

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GRAPHIC SCALE
70 0 35 70 140 280
(IN FEET)
1 inch = 70 ft.

MATCHLINE SEE SHEET C2

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY PLAT

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PRELIMINARY PLAT

Scale:	1"=70'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C2.1		

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SITE PLAN TABLE

220 SINGLE FAMILY UNITS
155 TOWNHOME UNITS

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LEGEND

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

AIRPORT ROAD
ARNOT PEAK
PARCEL A
KUNA PEAK
DESERT CREEK
TULLE MOUNTAIN
PARCEL D
PARCEL E
PARCEL B
PARCEL C
PARCEL G
PARCEL H
PARCEL F
WILLOW AT PEAK
DECKER PEAK
KERN MOUNTAIN
MOHO MOUNTAIN
GARFIELD THIEFS DR
SOUTH SISTER PEAK
LOST CANNON PEAK
SOUTH MOUNTAIN
MT JEFFERSON
PONY EXPRESS

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

OVERALL SITE PLAN

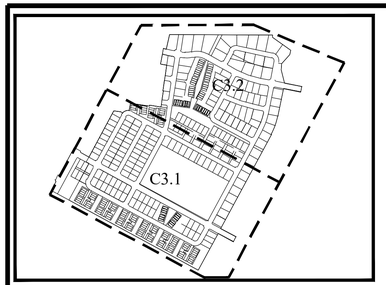
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OVERALL SITE PLAN

Scale:	1"=100'	Drawn:	GB
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KEY MAP
N.T.S

MATCHLINE SEE SHEET C3.2

GRAPHIC SCALE
70 0 35 70 140 280
(IN FEET)
1 inch = 70 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
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- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION

KERN MOUNTAIN
WILDCAT PEAK
DUCKWATER PEAK
ARNOT PEAK
KUNA PEAK
DESERT CREEK
MT. HEFFERSON
PONY EXPRESS
PARCEL A
PARCEL C
PARCEL G
DRIVEWAY
DECELERATION LANE
PROPOSED ENTRY MONUMENT
LEFT TURN LANE
AIRPORT ROAD

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
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SITE PLAN

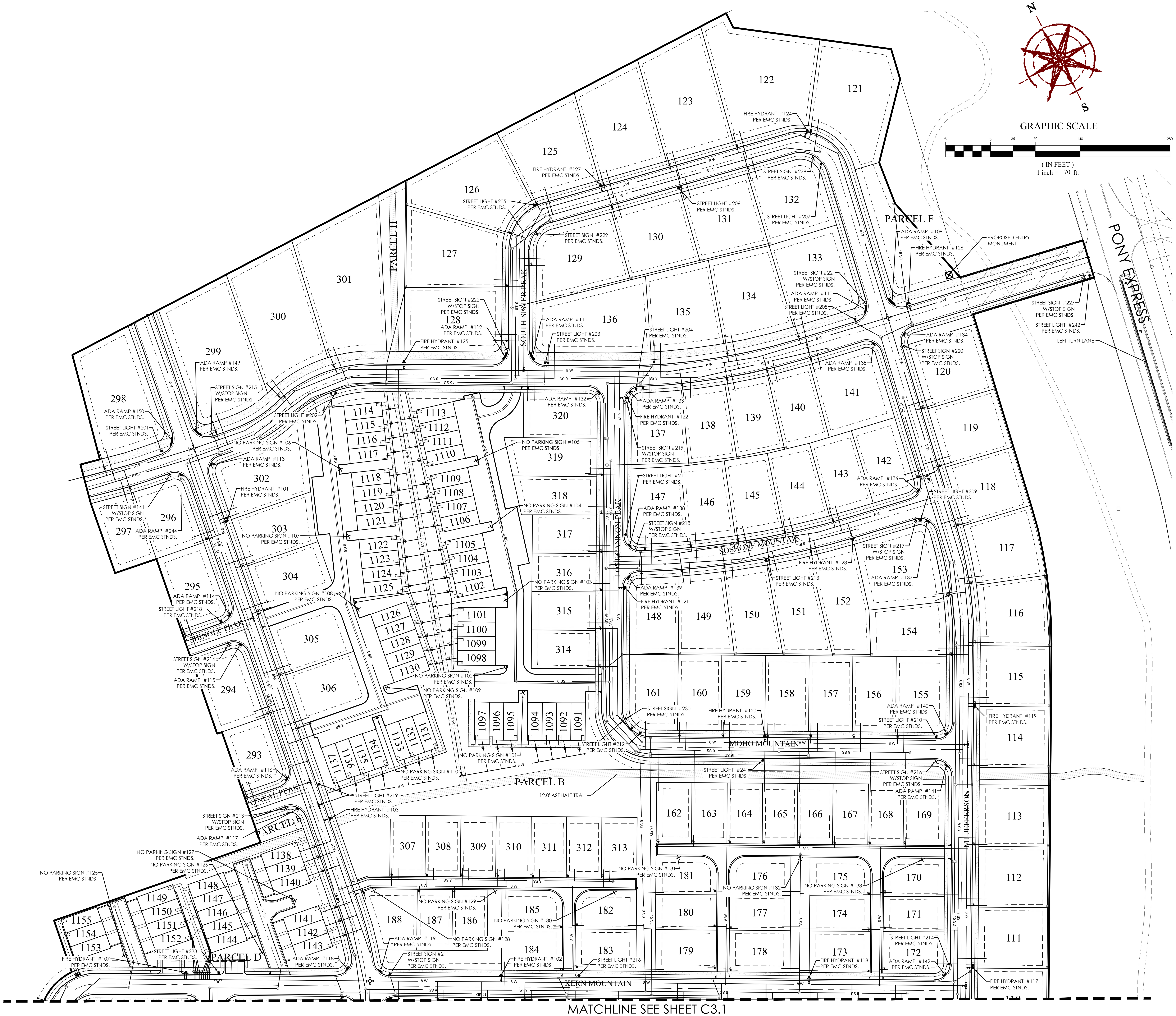
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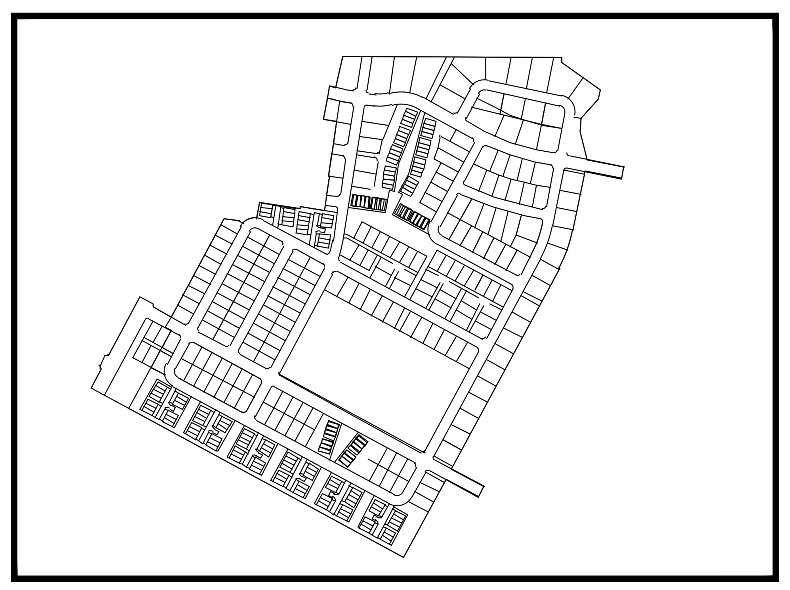
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SITE PLAN

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KEY MAP
N.T.S

LEGEND

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

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SITE PLAN

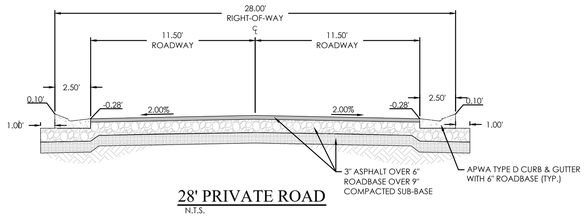
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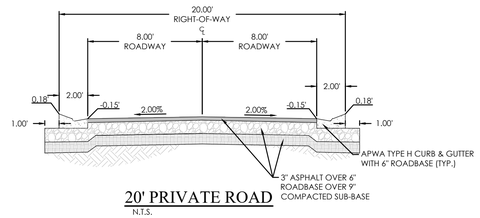
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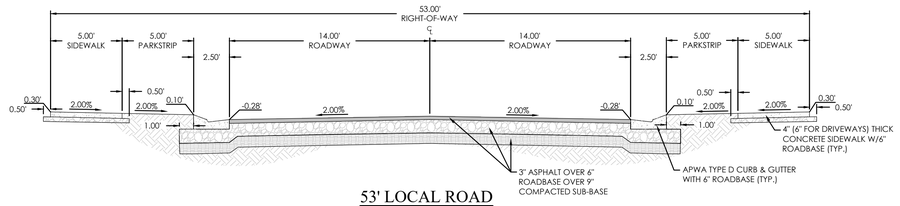
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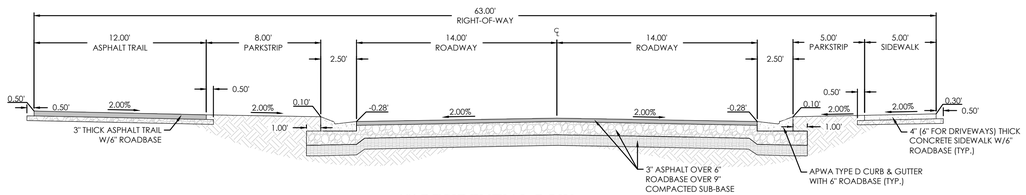
28' PRIVATE ROAD
N.T.S.



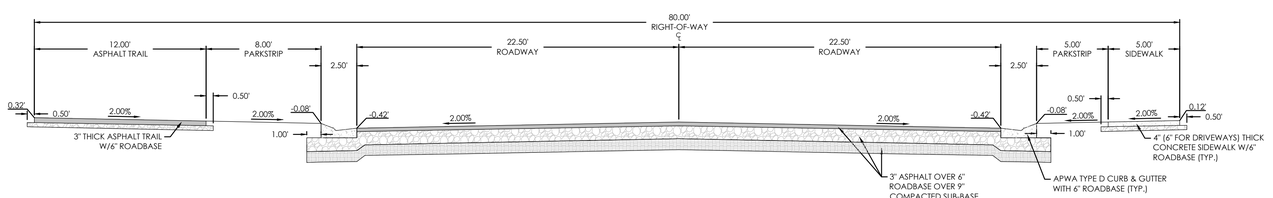
20' PRIVATE ROAD
N.T.S.



53' LOCAL ROAD
N.T.S.



63' RESIDENTIAL ROW
N.T.S.



80' RESIDENTIAL ROW
N.T.S.

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EAGLE MOUNTAIN CITY, UTAH
SITE PLAN

REVISION BLOCK

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SITE PLAN

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HOA OWNED AND MAINTAINED AREA =
HOA OWNED AND MAINTAINED AREA = 15.4 ACRES

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LEGEND

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

ARNOT PEAK
KUNA PEAK
DESERT CREEK
TULLE MOUNTAIN
DUCKWATER PEAK
WILDCAT PEAK
KERN MOUNTAIN
PARCEL C
MT JEFFERSON
PONY EXPRESS
AIRPORT ROAD
SHINGLE PEAK
CONEAL PEAK
SOUTH SISTER PEAK
LOST CANNON PEAK
MOHO MOUNTAIN
SOSHONE MOUNTAIN
GARFIELD HILLS DR

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SITE PLAN

REVISION BLOCK

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SITE PLAN

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TREE LEGEND

- (TBD) Acer grandidentatum — Bigtooth Maple 1 1/2" cal.
- (TBD) Crataegus douglasii — Black Hawthorn 1 1/2" cal.
- (TBD) Quercus gambelii — Scrub Oak 5' height
- (TBD) Juniperus osteosperma — Utah Juniper 6' height
- (TBD) Juniperus monosperma — One-seed Juniper 6' height

PLANT SCHEDULE

Symbol	Scientific Name	Common Name	Size	Quantity
SHRUBS				
ATS	Artemisia tridentata	Big Sagebrush	2 Gal	TBD
CLM	Cercocarpus ledifolius	Curleaf Mountain Mahogany	2 Gal	TBD
ENR	Ericameria nauseosus	Rubber Rabbit Brush	2 Gal	TBD
FPF	Fallugia paradoxa	Apache Plume	1 Gal	TBD
JCC	Juniperus communis	Common Juniper	1 Gal	TBD
PMN	Physocarpus malvaceous	Mallow Ninebark	2 Gal	TBD
PTB	Purshia tridentata	Antelope Bitterbrush	2 Gal	TBD
RTS	Rhus trilobata	Three Leaf Sumac	2 Gal	TBD
RAC	Ribes aureum	Golden Current	1 Gal	TBD
RWW	Rosa woodsii	Woods Rose	1 Gal	TBD

NOTES:

1. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.

NATIVE GRASS/WILDFLOWER SEED MIX

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

APPLICATION:

1. APPLY 4 TO 6 INCHES OF NATIVE TOP SOIL TO DISTURBED AREAS. TOPSOIL SHALL COME FROM THE LOCAL AREA OR STOCKPILED TOPSOIL FROM AREAS BEING DISTURBED. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED.
2. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING OR LIGHTLY RAKE INTO 1/4" OF SOIL.
3. AFTERWARDS, APPLY HYDROMULCH OVER DRILL SEEDED AREAS USING SILVA FIBRE MULCH AT 1400 LBS. PER ACRE.
4. SEED MIX APPLICATION TO BE FROM OCTOBER 15 TO DECEMBER 15 AND WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 50 DEGREES F. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

HOA OWNED AND MAINTAINED LANDSCAPING AREA =
HOA OWNED AND MAINTAINED LANDSCAPING AREA = 10.67 ACRES

NOTE: HOA OWNED AND MAINTAINED LANDSCAPING AREA TO BE LANDSCAPED WITH NATIVE GRASS SEED MIX ON THIS SHEET AND TO HAVE PLANTING CLUSTERS WITH THE PLANTS SHOWN IN THE PLANT SCHEDULE ON THIS SHEET WITH CLUSTER AREAS TO BE SHOWN AT FINAL.

AIRPORT ROAD
ARNOT PEAK
PARCEL A
KUNA PEAK
DESERT CREEK
TULLE MOUNTAIN
DUCKWATER PEAK
WILDCAT PEAK
PARCEL C
KERN MOUNTAIN
ONEAL PEAK
SHUGGLE PEAK
GARFIELD HILLS DR
SOUTH SISTER PEAK
LOST CANNON PEAK
MOHO MOUNTAIN
SOSSE ONE MOUNTAIN
MT JEFFERSON
PONY EXPRESS

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
SITE PLAN LANDSCAPING

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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SITE PLAN LANDSCAPING

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C3.5		

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PROPOSED TRAIL
EXISTING TRAIL

12.00' ASPHALT TRAIL
0.50' 0.50'
3" THICK ASPHALT TRAIL W/6" ROADBASE

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

LEGEND
BOUNDARY
ROW
CENTERLINE
LOT LINE
EASEMENT
15" STORM DRAIN
8" SANITARY SEWER
8" CULINARY WATER
8" SECONDARY WATER
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CONTOUR MINOR
EXIST. STORM DRAIN
EXIST. SANITARY SEWER
EXIST. CULINARY WATER
EXIST. FENCE
EXIST. CONTOUR MAJOR
EXIST. CONTOUR MINOR
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CULINARY VALVE, TEE & BEND
SECONDARY VALVE, TEE & BEND
WATER BLOW-OFF
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EXIST. FIRE HYDRANT
SPOT ELEVATION

ARNOT PEAK
PARCEL A
KUNA PEAK
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PARCEL D
PARCEL E
ONEAL PEAK
SHINGLE PEAK
PARCEL B
PARCEL C
PARCEL G
DUCKWATER PEAK
WILDCAT PEAK
KERN MOUNTAIN
LOST CANNON PEAK
SOUTH SISTER PEAK
MOHO MOUNTAIN
SOSHONE MOUNTAIN
MT JEFFERSON
PARCEL F
AIRPORT ROAD
PONY EXPRESS
CONNECT TO EXIST TRAIL
CONNECT TO EXIST TRAIL

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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
PRELIMINARY TRAIL PLAN

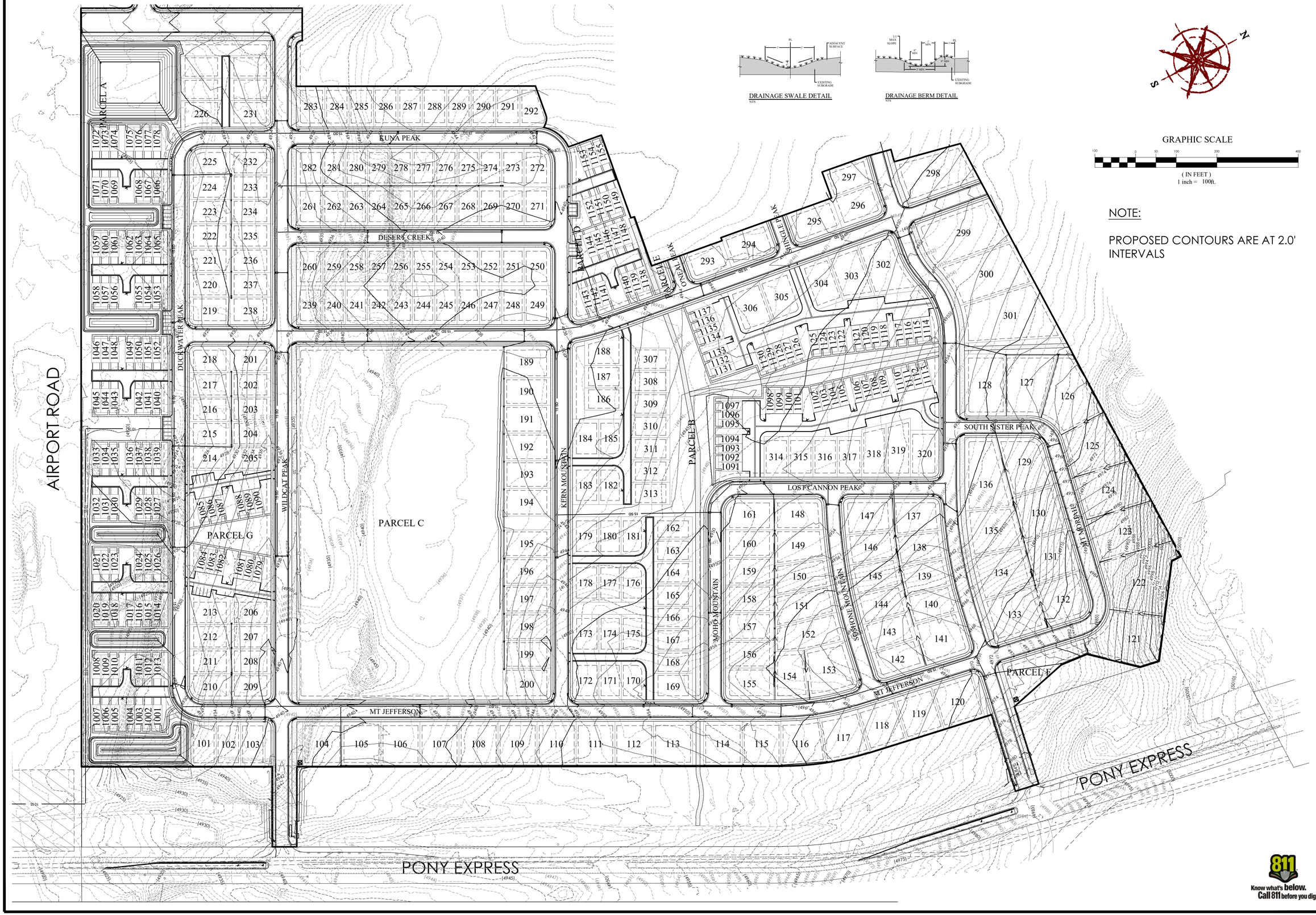
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PRELIMINARY TRAIL PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C3.6		

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DRAINAGE SWALE DETAIL
NTS

DRAINAGE BERM DETAIL
NTS

GRAPHIC SCALE

(IN FEET)
1 inch = 100ft.

NOTE:

PROPOSED CONTOURS ARE AT 2.0' INTERVALS

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

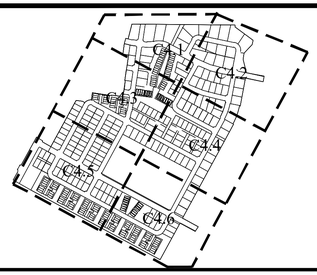
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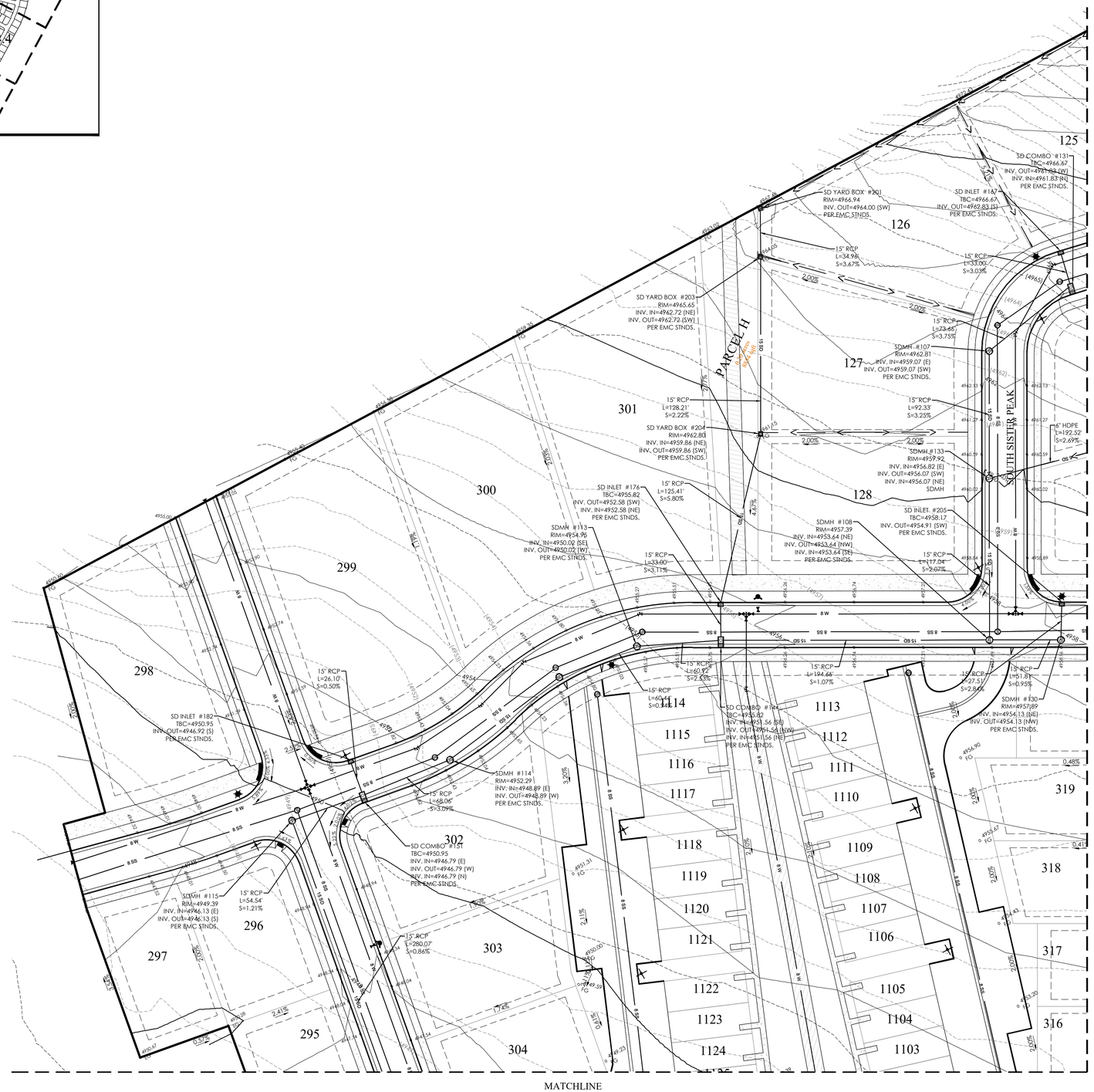
PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4		

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\C4.0 - PRELIMINARY GRADING & DRAINAGE PLAN.dwg



KEY MAP
N.T.S





GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
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- EXIST. SEWER MH
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- EXIST. FIRE HYDRANT
- SPOT ELEVATION

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EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

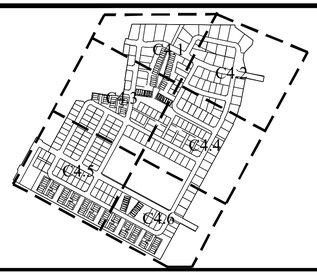
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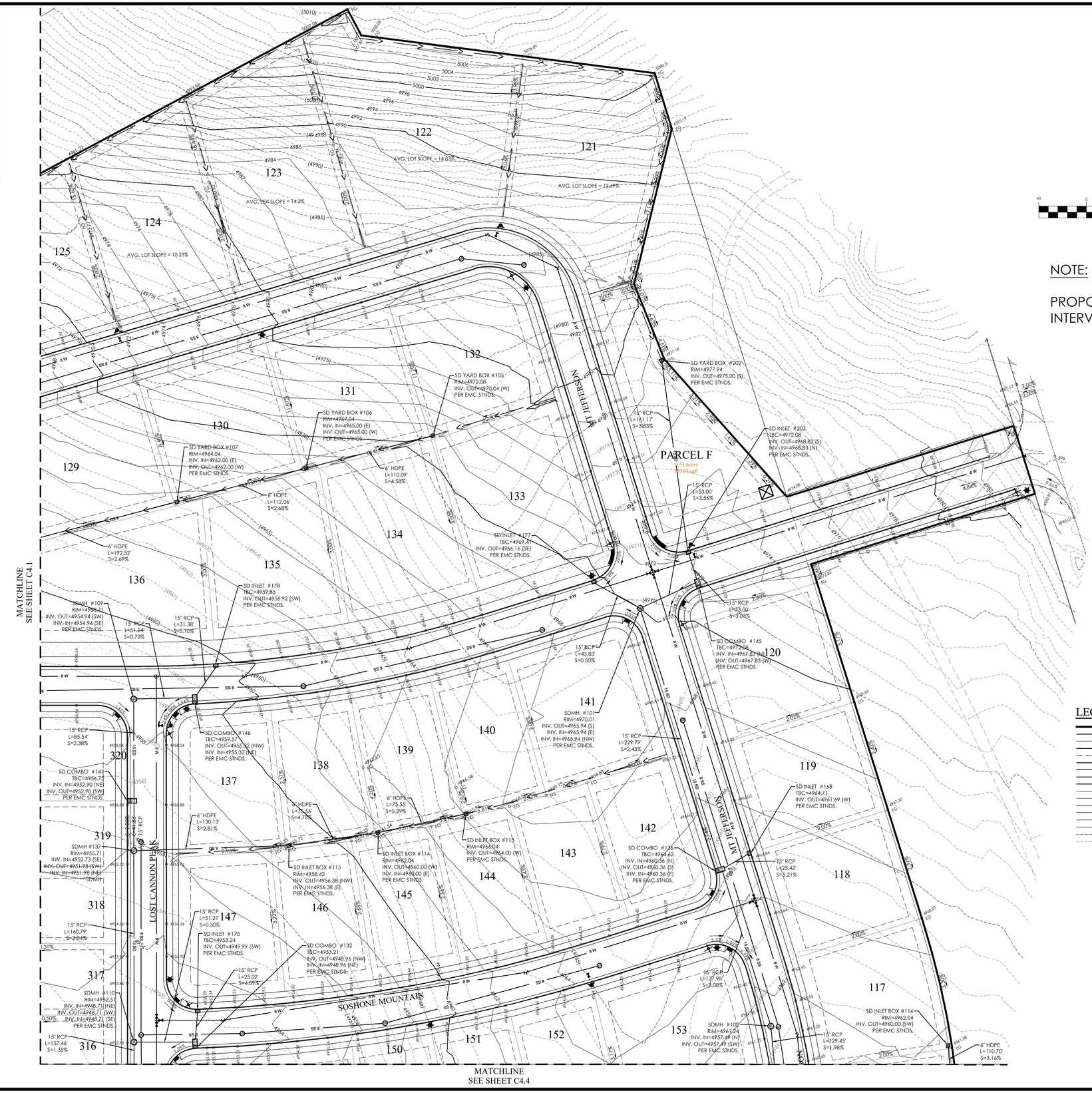
PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=40'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.1		

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KEY MAP
N.T.S



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

NOTE:

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- o XXXX.XX — SPOT ELEVATION

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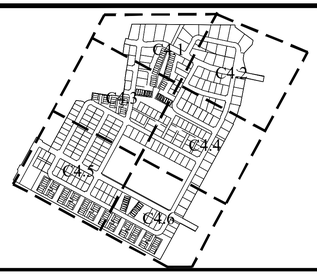
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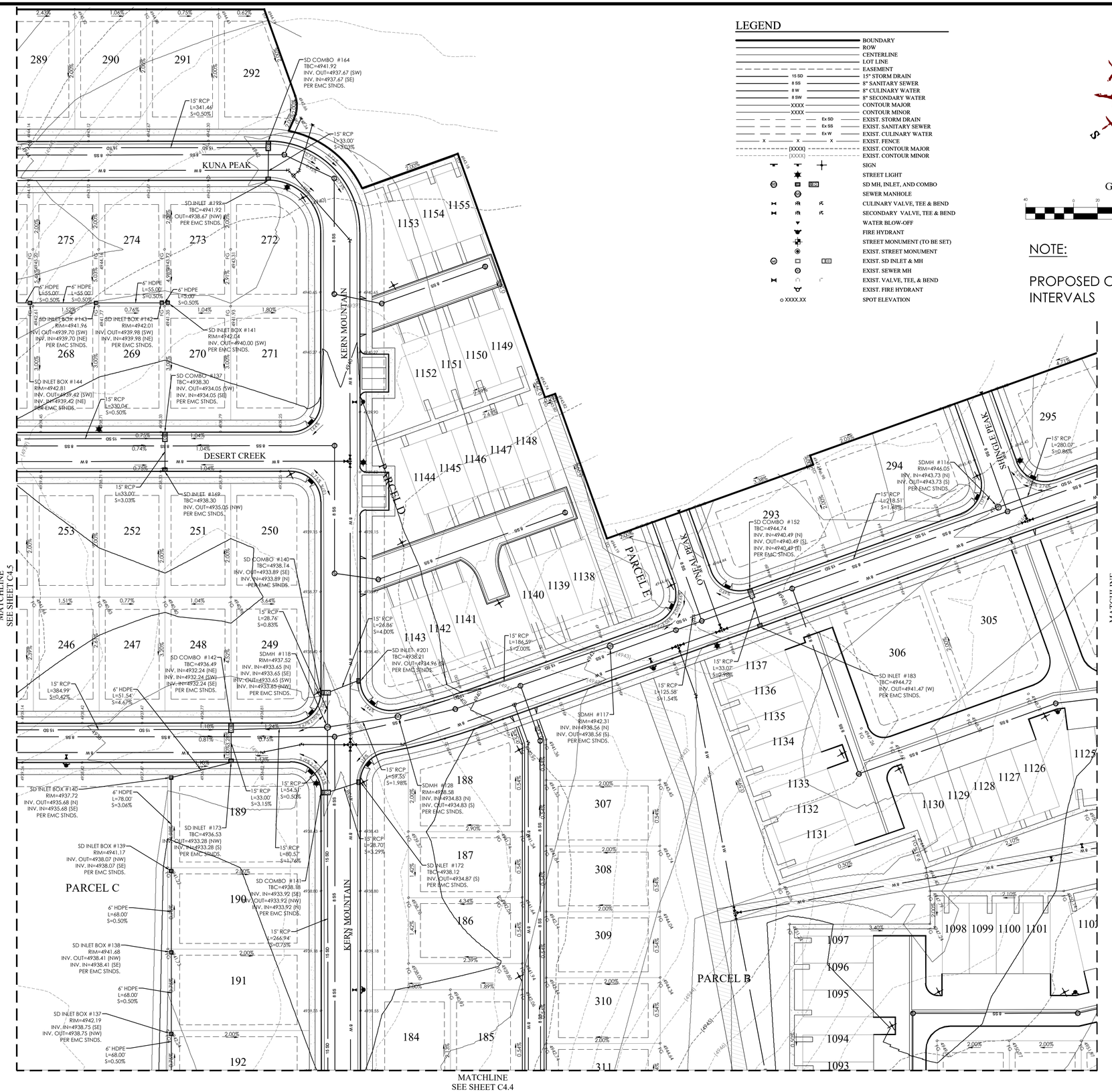
PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=40'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.2		

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KEY MAP
N.T.S



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- ROW
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GRAPHIC SCALE

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(IN FEET)
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PRELIMINARY GRADING & DRAINAGE PLAN

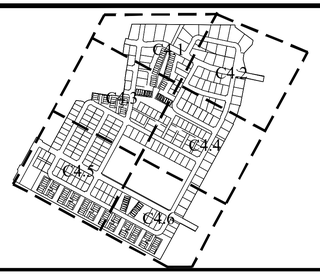
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PRELIMINARY GRADING & DRAINAGE PLAN

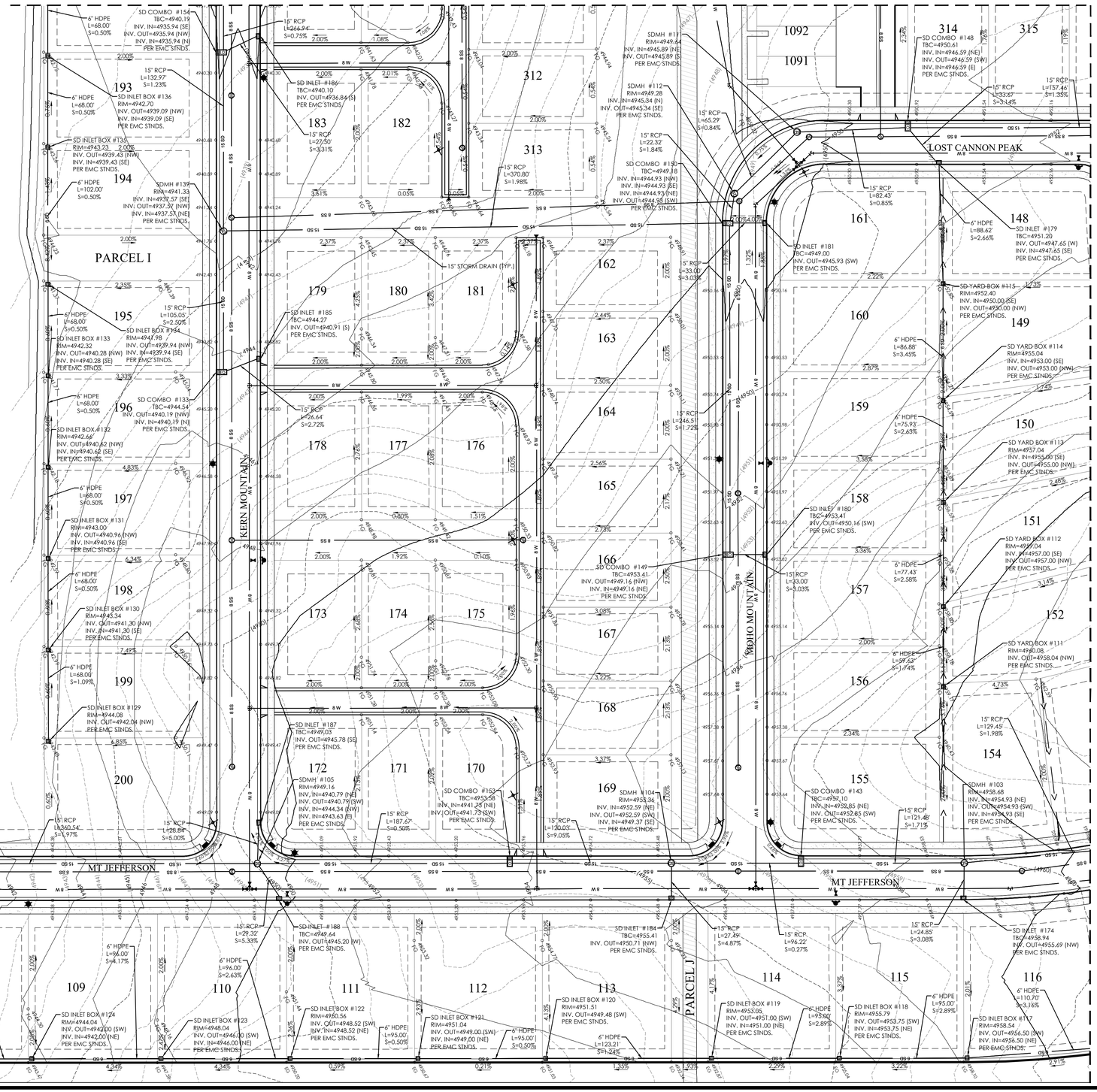
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Date:	03/17/21	Job #:	20-0479
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KEY MAP
N.T.S

MATCHLINE
SEE SHEET C4.3



MATCHLINE
SEE SHEET C4.6

MATCHLINE
SEE SHEET C4.2

GRAPHIC SCALE

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(IN FEET)
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PRELIMINARY GRADING & DRAINAGE PLAN

REVISION BLOCK

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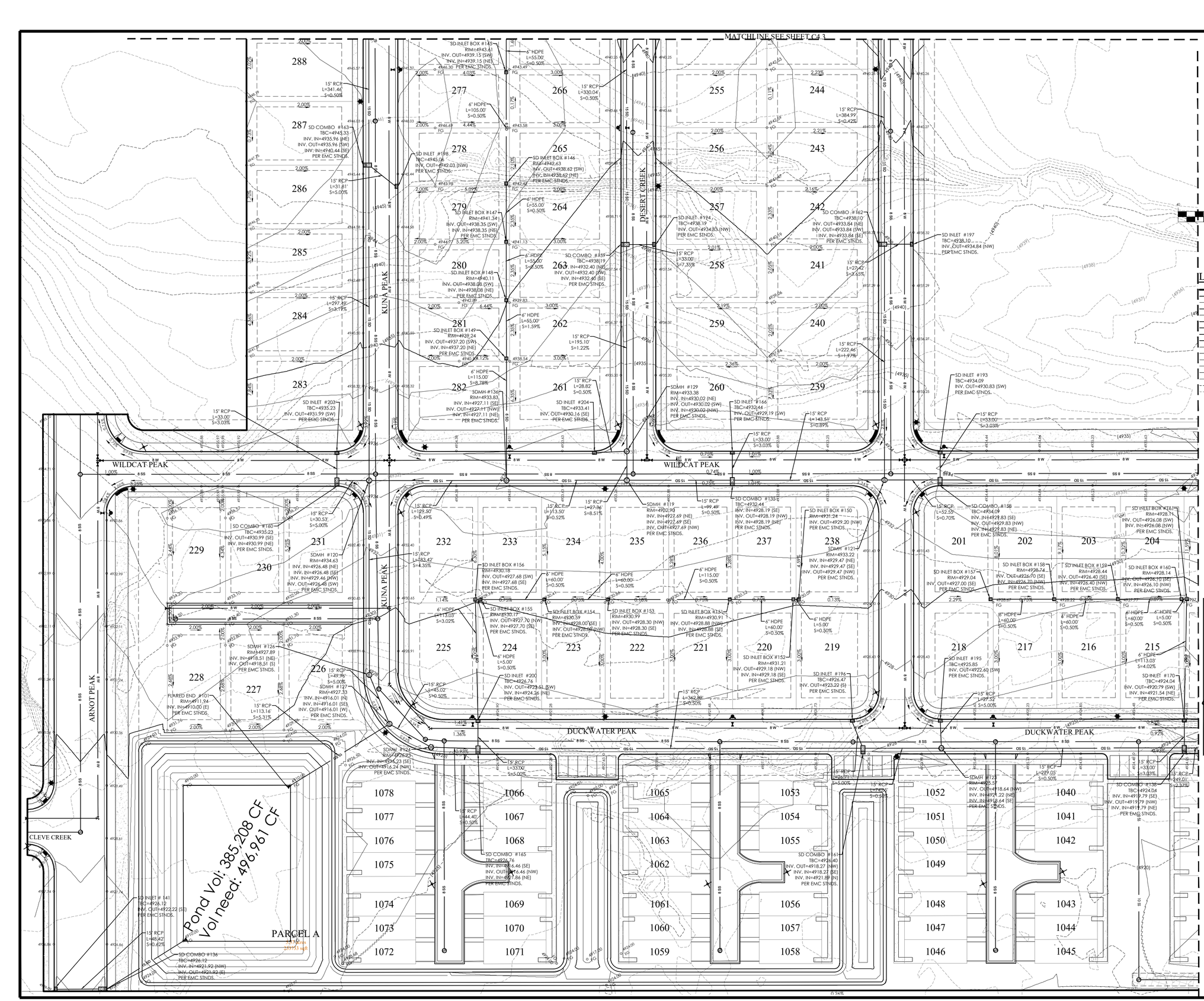
PRELIMINARY GRADING & DRAINAGE PLAN

Scale: 1"=40' | Drawn: GB
Date: 03/17/21 | Job #: 20-0479
Sheet: C4.4

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MATCHLINE SEE SHEET C4.3

MATCHLINE SEE SHEET C4.6



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

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KEY MAP
N.T.S

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PRELIMINARY GRADING & DRAINAGE PLAN

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale: 1"=40'	Drawn: GB
Date: 03/17/21	Job #: 20-0479
Sheet: C4.5	

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\C4.5 - PRELIMINARY GRADING & DRAINAGE PLAN.dwg

MATCHLINE
SEE SHEET C4.4

MATCHLINE
SEE SHEET C4.5

PARCEL C
9.99 acres
435000 sqft

PARCEL G
1.10 acres
47870 sqft

WILDCAT PEAK

DUCKWATER PEAK

MT JEFFERSON

15" RCP L=360.54' S=1.97%

SD COMBO #139 TBC=4938.18 INV. IN=4933.70 (NE) INV. OUT=4933.70 (SW) PER EMC STNDS.

SD INLET #171 TBC=4938.18 INV. OUT=4934.70 (NW) PER EMC STNDS.

6" HDPE L=96.00' S=3.86%

15" RCP L=25.28' S=3.96%

SD INLET BOX #126 RIM=4937.48 INV. OUT=4934.29 (SW) INV. IN=4934.29 (NE) PER EMC STNDS.

15" RCP L=192.60' S=0.58%

6" HDPE L=95.95' S=0.50%

SD INLET BOX #127 RIM=4935.85 INV. OUT=4933.81 (SW) INV. IN=4933.81 (NE) PER EMC STNDS.

6" HDPE L=88.50' S=0.50%

6" HDPE L=145.13' S=0.50%

6" HDPE L=12.50' S=0.50%

SD INLET BOX #166 RIM=4935.41 INV. OUT=4933.37 (SW) INV. IN=4933.37 (NE) PER EMC STNDS.

SD INLET BOX #128 RIM=4935.48 INV. OUT=4933.31 (NW) INV. IN=4933.31 (NE) PER EMC STNDS.

SDMH #135 STA. 28+54.63 11.02' R RIM=4940.23 INV. IN=4932.58 (NE) INV. OUT=4932.58 (SW) INV. IN=4932.58 (SE) PER EMC STNDS.

15" RCP L=156.00' S=0.50%

SDMH #106 RIM=4939.77 INV. IN=4931.80 (NE) INV. OUT=4931.80 (SW) PER EMC STNDS.

SD INLET #192 TBC=4937.81 INV. OUT=4934.80 (SW) PER EMC STNDS.

15" STORM DRAIN (TYP.)

15" RCP L=501.06' S=0.79%

SD COMBO #134 TBC=4937.83 INV. IN=4933.80 (NE) INV. OUT=4933.80 (NW) PER EMC STNDS.

15" RCP L=33.00' S=3.03%

15" RCP L=249.01' S=2.37%

SD INLET #191 TBC=4929.72 INV. OUT=4926.68 (SW) PER EMC STNDS.

15" RCP L=33.00' S=3.03%

SDMH #132 RIM=4930.42 INV. BIDIRECTIONAL=4925.00 (SE) INV. BIDIRECTIONAL=4925.00 (W) PER EMC STNDS.

SD INLET BOX #164 RIM=4934.06 INV. OUT=4932.02 (SE) INV. IN=4932.02 (NW) PER EMC STNDS.

SD INLET BOX #165 RIM=4934.24 INV. OUT=4932.00 (SE) INV. IN=4932.00 (NW) PER EMC STNDS.

SD INLET BOX #162 RIM=4934.71 INV. OUT=4932.63 (SE) PER EMC STNDS.

SD INLET BOX #163 RIM=4934.37 INV. OUT=4932.33 (SE) INV. IN=4932.33 (NW) PER EMC STNDS.

SD COMBO #155 TBC=4940.02 INV. IN=4931.65 (NE) INV. OUT=4931.65 (SW) INV. IN=4934.26 (SE) PER EMC STNDS.

6" HDPE L=60.00' S=0.50%

6" HDPE L=61.00' S=0.50%

6" HDPE L=5.00' S=0.50%

6" HDPE L=78.03' S=2.69%

SDMH #138 RIM=4935.89 INV. IN=4929.15 (NE) INV. OUT=4929.15 (SW) INV. IN=4929.90 (NW) PER EMC STNDS.

SDMH #133 RIM=4930.43 INV. BIDIRECTIONAL=4925.00 (NW) INV. BIDIRECTIONAL=4925.00 (SE) INV. BIDIRECTIONAL=4925.00 (W) PER EMC STNDS.

15" RCP L=28.39' S=3.52%

15" RCP L=66.19' S=0.00%

SD INLET #190 TBC=4930.13 INV. OUT=4924.88 (NW) PER EMC STNDS.

15" RCP L=120.72' S=3.18%

FLARED END #102 RIM=4926.94 INV. BIDIRECTIONAL=4925.00 (NW) PER EMC STNDS.

15" RCP L=2.31' S=0.00%

SD YARD BOX #167 RIM=4934.43 INV. OUT=4931.50 (SW) PER EMC STNDS.

6" HDPE L=42.90' S=15.15%

SDMH #125 RIM=4930.99 INV. IN=4925.31 (NE) INV. BIDIRECTIONAL=4925.00 (W) INV. BIDIRECTIONAL=4925.00 (SE) PER EMC STNDS.

FLARED END #105 RIM=4926.04 INV. IN=4925.00 (NE) PER EMC STNDS.

15" RCP L=59.75' S=0.00%

15" RCP L=244.94' S=0.00%

15" RCP L=58.04' S=0.00%

FLARED END #103 RIM=4926.94 INV. BIDIRECTIONAL=4925.00 (E) PER EMC STNDS.

SD COMBO #166 TBC=4930.18 INV. BIDIRECTIONAL=4925.00 (E) INV. IN=4925.88 (NE) INV. BIDIRECTIONAL=4925.00 (NW) PER EMC STNDS.

FLARED END #104 RIM=4926.94 INV. BIDIRECTIONAL=4925.00 (E) PER EMC STNDS.

15" RCP L=30.59' S=0.50%

15" RCP L=33.00' S=3.03%

SD INLET #189 TBC=4940.02 INV. OUT=4935.92 (SW) PER EMC STNDS.

15" RCP L=81.91' S=3.05%

Pond Vol: 95,723 CF
Vol need: 95,333 CF

107 106 105 104 103 102 101

205 214 1090 1089 1088 1087 1086 1085 1079 1080 1081 1082 1083 1084 206 207 208 209 213 212 211 210 1039 1038 1037 1036 1035 1034 1033 1027 1028 1029 1030 1031 1032 1026 1025 1024 1023 1022 1021 1014 1015 1016 1017 1018 1019 1020 1013 1012 1011 1010 1009 1008 1001 1002 1003 1004 1005 1006 1007

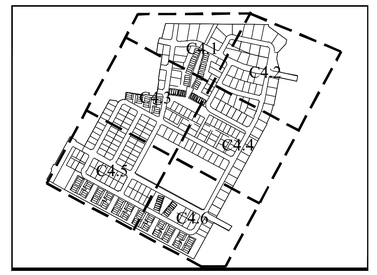
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KEY MAP
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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

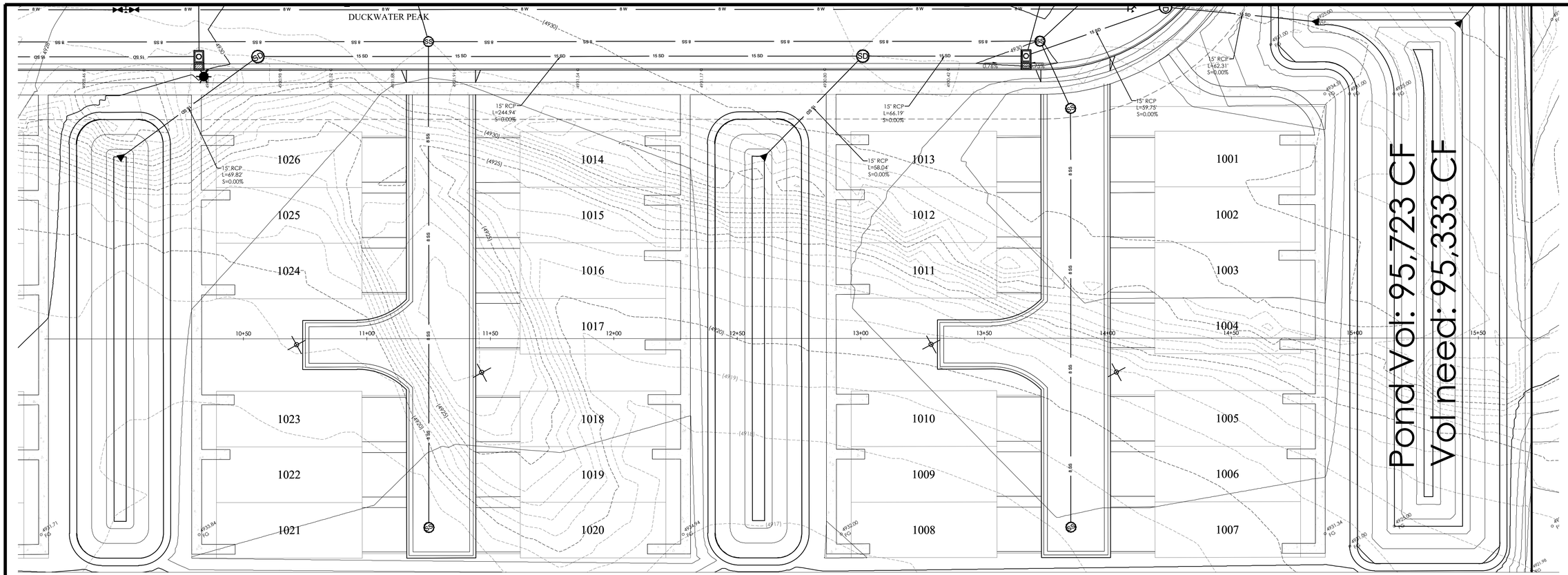
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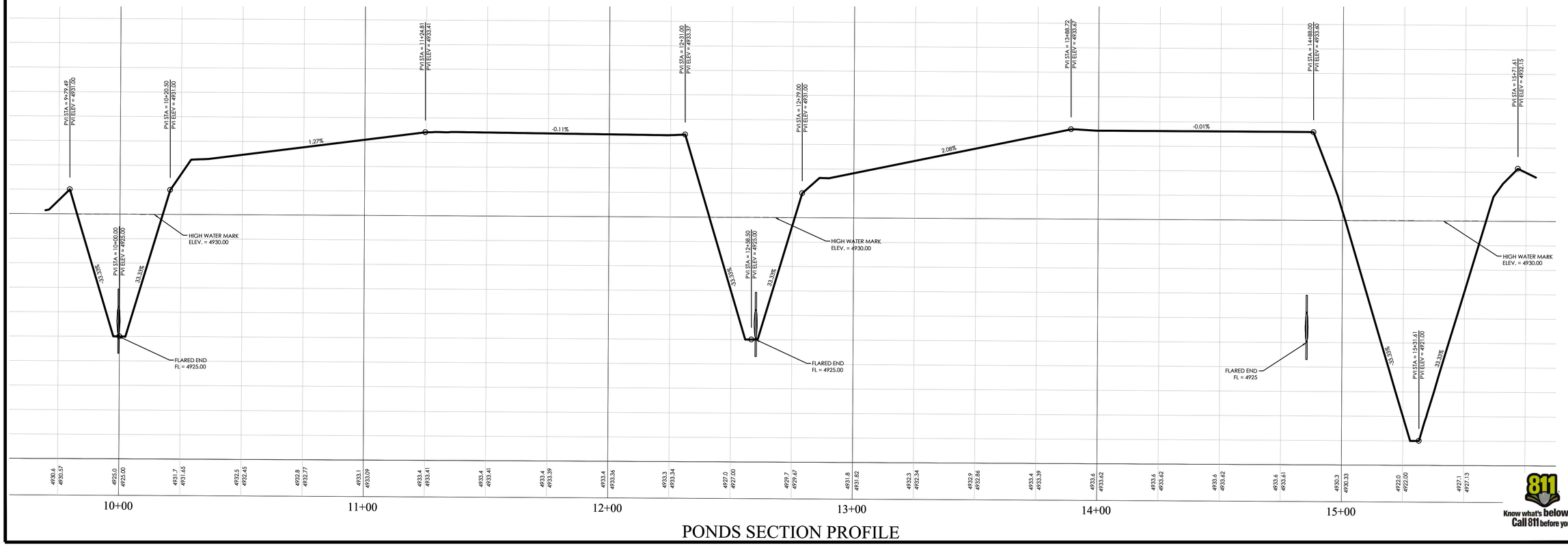
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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=40'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C4.6		

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PONDS SECTION PROFILE

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

PRELIMINARY GRADING & DRAINAGE PLAN

REVISION BLOCK

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PRELIMINARY GRADING & DRAINAGE PLAN

Scale:	1"=20'	Drawn:	GB
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C4.7

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MATCHLINE SEE SHEET C5.2

MATCHLINE SEE SHEET C5.2

KERN MOUNTAIN

WILDCAT PEAK

DUCKWATER PEAK

ARNOT PEAK

KIRA PEAK

DESERT CREEK

PARCEL A

PARCEL C

PARCEL G

AIRPORT ROAD

PONY EXPRESS

LEGEND

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

KEY MAP
N.T.S

GRAPHIC SCALE
(IN FEET)
1 inch = 70 ft.

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

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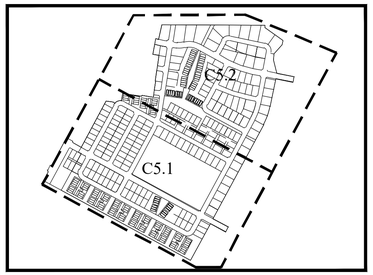
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OVERLAND VILLAGE 2 PHASE 2 PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
UTILITY PLAN

UTILITY PLAN

Scale: 1"=70' | Drawn: GB
Date: 03/17/21 | Job #: 20-0479
Sheet: C5.1

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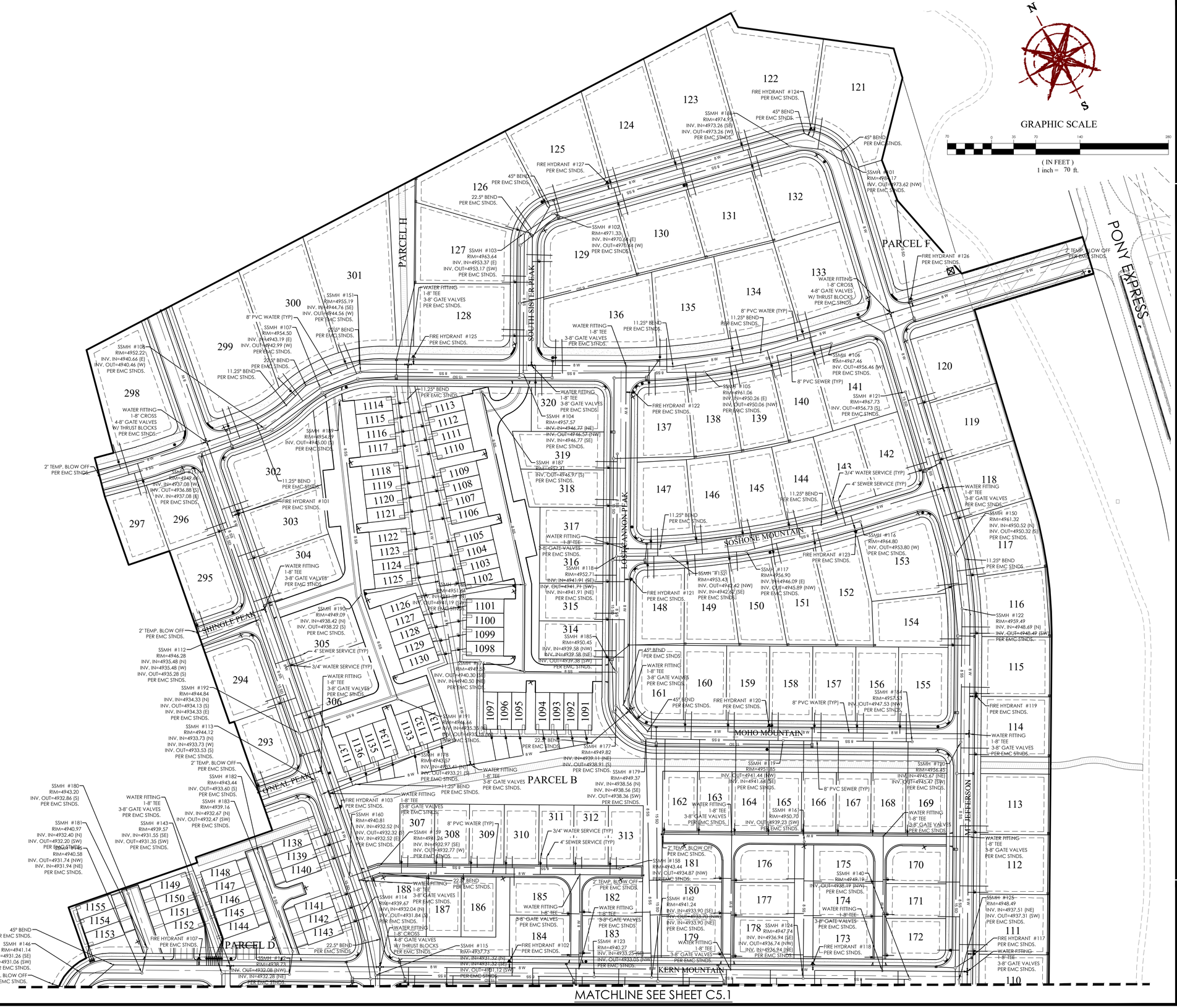


KEY MAP
N.T.S

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
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- EXIST. SEWER MH
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- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION

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



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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

UTILITY PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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UTILITY PLAN

Scale: 1"=70' | Drawn: GB
Date: 03/17/21 | Job #: 20-0479
Sheet: C5.2

Z:_2020\20-0479 Overland Village 2 Preliminary\design 20-0479\dwg\sheets\PRELIMINARY SHEETS\C5.2 - PRELIMINARY UTILITY PLAN.dwg

EROSION CONTROL LEGEND

- CONSTRUCTION ENTRANCE
- MATERIALS STORAGE
- FUEL TANKS
- CONCRETE WASHOUT
- TRASH BIN
- PORTABLE TOILET
- CONSTRUCTION TRAILER
- INLET PROTECTION
- SURFACE WATERS
- OUTFALL
- SILT FENCE
- CUTBACK CURB
- FIBER ROLL

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
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- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
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- CULINARY VALVE, TEE & BEND
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- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- XXXX.XX — SPOT ELEVATION

PARCEL A
PARCEL B
PARCEL C
PARCEL H
KUNA PEAK
DESERT CREEK
WILDCAT PEAK
KIRKWOOD MOUNTAIN
MOUNT JEFFERSON
LOST CANN PEAK
SOUTH SISTERS PEAK
AIRPORT ROAD
PONY EXPRESS
INLET PROTECTION (TYP)
SILT FENCE (TYP)
CONSTRUCTION ENTRANCE
TRASH BIN
PORTABLE TOILET
MATERIALS STORAGE
CONCRETE WASHOUT

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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

EROSION CONTROL PLAN

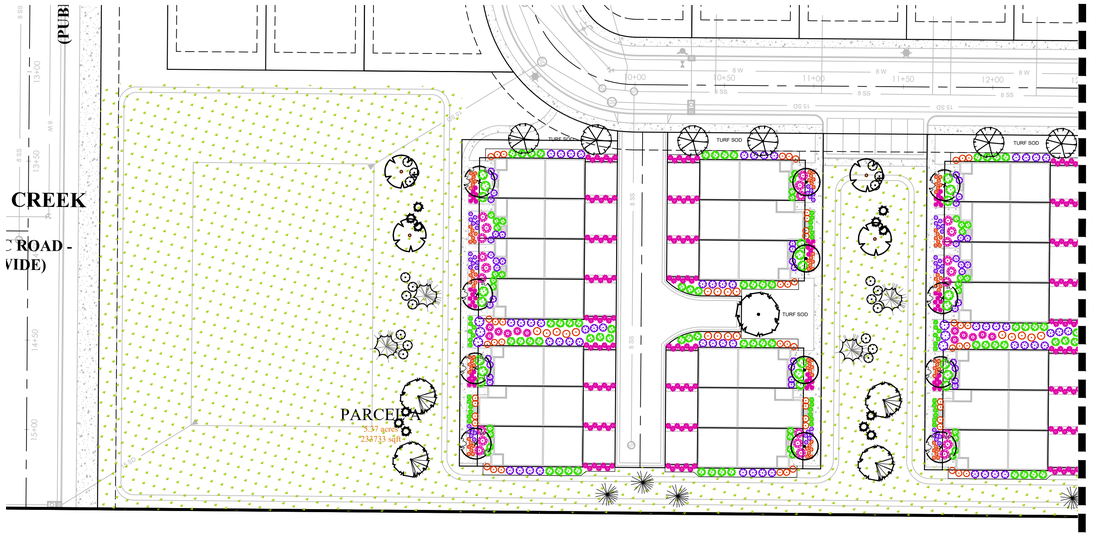
REVISION BLOCK

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EROSION CONTROL PLAN

Scale:	1"=100'	Drawn:	GB
Date:	03/17/21	Job #:	20-0479
Sheet:	C6		

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TREE LEGEND

- Acer truncatum x platanoides 'Warrenred' Pacific Sunset Maple 1 1/2" cal.
- Malus 'Royal Raindrops' Royal Raindrops Crab 1 1/2" cal.
- Malus 'Spring Snow' Spring Snow Flowering Crab 1 1/2" cal.
- Prunus serrulata 'Kwanzan' Kwanzan Flowering Cherry 1 1/2" cal.
- Prunus virginiana 'Canada Red' Canada Red Chokecherry 1 1/2" cal.
- Pyrus calleryana 'Chanticleer' Chanticleer Flowering Pear 1 1/2" cal.

NATIVE TREE LEGEND

- Acer grandidentatum Bigtooth Maple 1 1/2" cal.
- Crataegus douglasii Black Hawthorn 1 1/2" cal.
- Quercus gambelii Scrub Oak 5' height
- Juniperus osteosperma Utah Juniper 6' height
- Juniperus monosperma One-seed Juniper 6' height

PLANT SCHEDULE FOR TOWNHOMES

Symbol	Scientific Name	Common Name	Size	Waterwise
SHRUBS				
AMG	Aronia melanocarpa 'Ground Hog'	Ground Hog Aronia	2 Gal	No
BTC	Berberis thunbergii atro 'Concorde'	Dark Red–Purple Barberry	2 Gal	No
BDH	Buddleia davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	2 Gal	Yes
BGV	Buxus 'Green Velvet'	Green Velvet Boxwood	2 Gal	No
CCF	Caryopteris clandonensis 'First Choice'	First Choice Bluebeard	2 Gal	Yes
HSL	Hibiscus syriacus 'Lil Kim'	Dwarf Rose of Sharon	5 Gal	Yes
HPL	Hydrangea paniculata Lavalamp Flare	Lavalamp Flare Hydrangea	5 Gal	No
MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gal	Yes
POL	Physocarpus opulifolius 'Donna May'	Little Devil Ninebark	5 Gal	Yes
PON	Physocarpus opulifolius 'Nugget'	Dwarf Ninebark	5 Gal	Yes
PMM	Pinus mugo 'Mughus'	Dwarf Mugo Pine	5 Gal	Yes
PFD	Potentilla fruiticosa 'Dakota Sunspot'	Dakota Sunspot Potentilla	2 Gal	Yes
RMC	Rosa 'Meidiland Crimson'	Crimson Meidiland Rose	5 Gal	Yes
RMW	Rosa 'Meidiland White'	White Meidiland Rose	5 Gal	Yes
SBA	Spiraea bumalda 'Anthony Waterer'	Anthony Waterer Spiraea	2 Gal	No
SBG	Spiraea bumalda 'Goldmound'	Gold Spiraea	2 Gal	No
SJD	Spiraea japonica 'Doozie'	Doozie Spiraea	2 Gal	No
SBL	Syringa x 'Bloomerang'	Dark Purple Reblooming Lilac	5 Gal	No
TME	Taxus media 'Everlow'	Everlow Yew	5 Gal	Yes
PERENNIALS & ORNAMENTAL GRASSES				
CAK	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	1 Gal	Yes
HSS	Helictotrichon sempervirens 'Sapphire'	Blue Oat Grass	1 Gal	Yes
HSO	Hemerocallis 'Stella de Oro'	Stella de Oro Daylilly	1 Gal	Yes
PVS	Panicum virgatum 'Shenandoah'	Switch Grass	1 Gal	Yes
PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 Gal	Yes
RFC	Rudbeckia fulgida 'City Garden'	Black Eyed Susan	1 Gal	No
SNE	Salvia nemorosa 'East Friesland'	East Friesland Salvia	1 Gal	Yes

LANDSCAPE NOTES:

1. LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
2. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.
3. INSTALL PLASTIC EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.

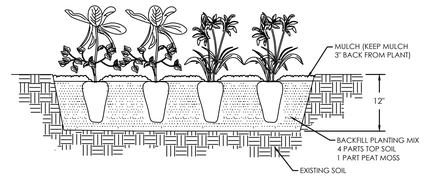
GRAPHIC SCALE

40 0 20 40 80 140

(IN FEET)
1 inch = 40 ft.

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





B PERENNIAL PLANTING
NOT TO SCALE

NATIVE PLANT SCHEDULE

Symbol	Scientific Name	Common Name	Size
SHRUBS			
ATS	Artemisia tridentata	Big Sagebrush	2 Gal
CLM	Cercocarpus ledifolius	Curleaf Mountain Mahogany	2 Gal
ENR	Ericameria nauseosus	Rubber Rabbit Brush	2 Gal
FPF	Fallugia paradoxa	Apache Flume	1 Gal
JCC	Juniperus communis	Common Juniper	1 Gal
PMN	Physocarpus malvaceous	Mallow Ninebark	2 Gal
PTB	Purshia tridentata	Antelope Bitterbrush	2 Gal
RTS	Rhus trilobata	Three Leaf Sumac	2 Gal
RAC	Ribes aureum	Golden Current	1 Gal
RWW	Rosa woodsii	Woods Rose	1 Gal

NOTES:

1. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.

LEGEND

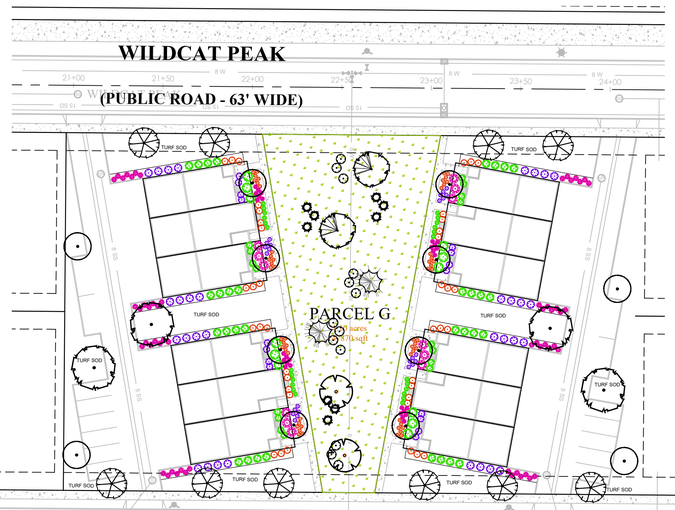
NATIVE GRASS/WILDFLOWERS

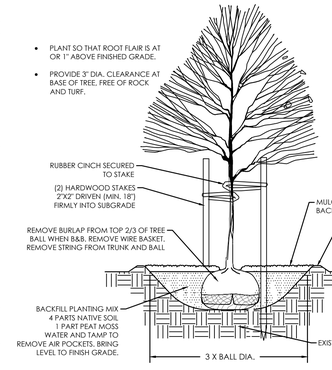
NATIVE GRASS/WILDFLOWER SEED MIX

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

APPLICATION:

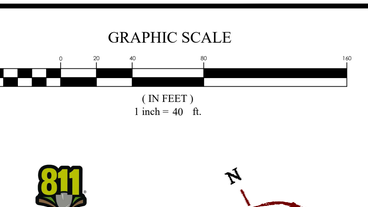
1. APPLY 4 TO 6 INCHES OF NATIVE TOP SOIL TO DISTURBED AREAS. TOPSOIL SHALL COME FROM THE LOCAL AREA OR STOCKPILED TOPSOIL FROM AREAS BEING DISTURBED. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED.
2. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING OR LIGHTLY RAKE INTO 1/4" OF SOIL.
3. AFTERWARDS, APPLY HYDROMULCH OVER DRILL SEEDED AREAS USING SILVA FIBRE MULCH AT 1400 LBS. PER ACRE.
4. SEED MIX APPLICATION TO BE FROM OCTOBER 15 TO DECEMBER 15 AND WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 50 DEGREES F. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)



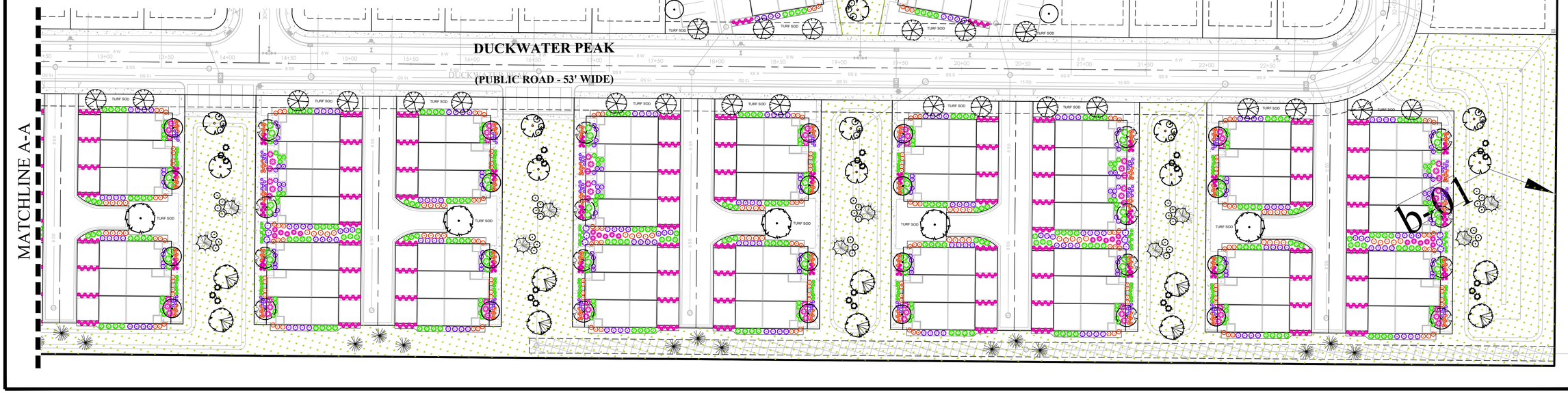


- PLANT SO THAT ROOT FLAIR IS AT OR 1" ABOVE FINISHED GRADE.
- PROVIDE 3" DIA. CLEARANCE AT BASE OF TREE, FREE OF ROCK AND TURF.

A TREE PLANTING & STAKING
NOT TO SCALE



C SHRUB PLANTING
NOT TO SCALE



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For Review

OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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LANDSCAPE PLAN

Scale: 1"=40' | Drawn: AW
Date: 03/17/21 | Job #: 20-0479
Sheet: L1.1

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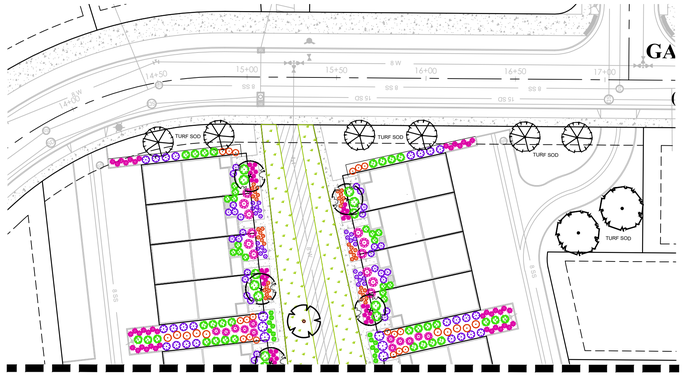
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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MATCHLINE B-B









NATIVE LANDSCAPE VISIONING IMAGES

MATCHLINE B-B



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OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

LANDSCAPE PLAN

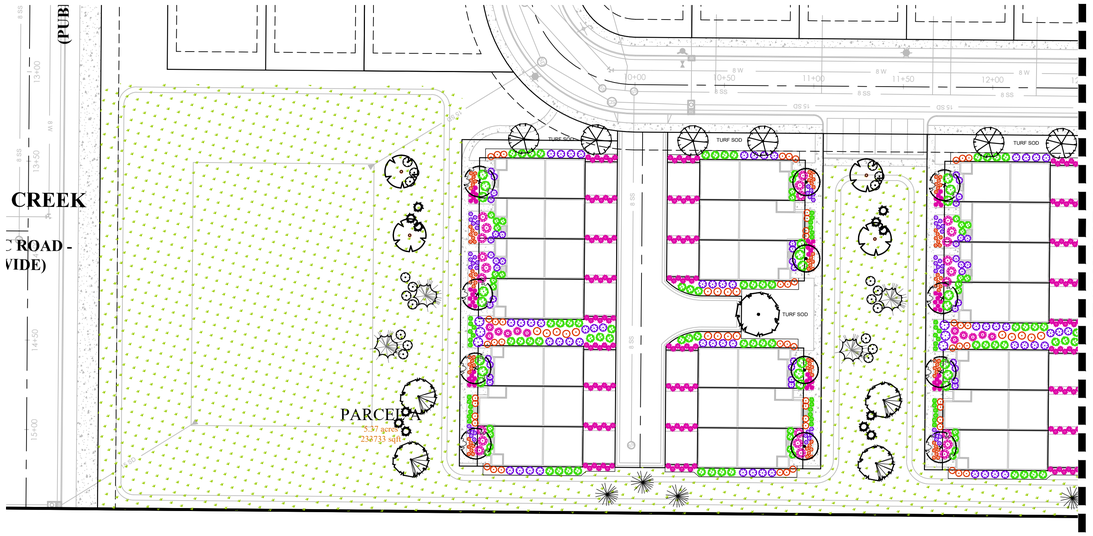
REVISION BLOCK

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LANDSCAPE PLAN

Scale:	1"=40'	Drawn:	AW
Date:	03/17/21	Job #:	20-0479
Sheet:	L1.2		

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TREE LEGEND

- Acer truncatum x platanoides 'Warrenred' Pacific Sunset Maple 1 1/2" cal.
- Malus 'Royal Raindrops' Royal Raindrops Crab 1 1/2" cal.
- Malus 'Spring Snow' Spring Snow Flowering Crab 1 1/2" cal.
- Prunus serrulata 'Kwanzan' Kwanzan Flowering Cherry 1 1/2" cal.
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- Juniperus monosperma One-seed Juniper 6' height

PLANT SCHEDULE FOR TOWNHOMES

Symbol	Scientific Name	Common Name	Size	Waterwise
SHRUBS				
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BTC	Berberis thunbergii atro 'Concorde'	Dark Red–Purple Barberry	2 Gal	No
BDH	Buddleia davidii 'Buzz Hot Raspberry'	Hot Raspberry Butterfly Bush	2 Gal	Yes
BGV	Buxus 'Green Velvet'	Green Velvet Boxwood	2 Gal	No
CCF	Caryopteris clandonensis 'First Choice'	First Choice Bluebeard	2 Gal	Yes
HSL	Hibiscus syriacus 'Lil Kim'	Dwarf Rose of Sharon	5 Gal	Yes
HPL	Hydrangea paniculata Lavalamp Flare	Lavalamp Flare Hydrangea	5 Gal	No
MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gal	Yes
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PON	Physocarpus opulifolius 'Nugget'	Dwarf Ninebark	5 Gal	Yes
PMM	Pinus mugo 'Mughus'	Dwarf Mugo Pine	5 Gal	Yes
PFD	Potentilla fruiticosa 'Dakota Sunspot'	Dakota Sunspot Potentilla	2 Gal	Yes
RMC	Rosa 'Meidiland Crimson'	Crimson Meidiland Rose	5 Gal	Yes
RMW	Rosa 'Meidiland White'	White Meidiland Rose	5 Gal	Yes
SBA	Spiraea bumalda 'Anthony Waterer'	Anthony Waterer Spiraea	2 Gal	No
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TME	Taxus media 'Everlow'	Everlow Yew	5 Gal	Yes
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PAH	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 Gal	Yes
RFC	Rudbeckia fulgida 'City Garden'	Black Eyed Susan	1 Gal	No
SNE	Salvia nemorosa 'East Friesland'	East Friesland Salvia	1 Gal	Yes

LANDSCAPE NOTES:

1. LAWN AREAS WILL BE SODDED WITH KENTUCKY BLUEGRASS BLEND OVER 4 INCHES GOOD GRADE TOPSOIL.
2. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.
3. INSTALL PLASTIC EDGING FOR MOW STRIPS BETWEEN LAWN AREAS AND PLANTING BEDS.

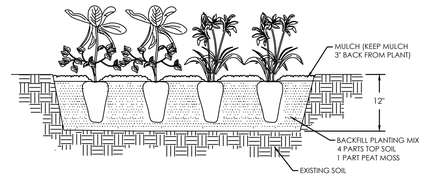
GRAPHIC SCALE

40 0 20 40 80 140

(IN FEET)
1 inch = 40 ft.

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





B PERENNIAL PLANTING
NOT TO SCALE

NATIVE PLANT SCHEDULE

Symbol	Scientific Name	Common Name	Size
SHRUBS			
ATS	Artemisia tridentata	Big Sagebrush	2 Gal
CLM	Cercocarpus ledifolius	Curleaf Mountain Mahogany	2 Gal
ENR	Ericameria nauseosus	Rubber Rabbit Brush	2 Gal
FPF	Fallugia paradoxa	Apache Flume	1 Gal
JCC	Juniperus communis	Common Juniper	1 Gal
PMN	Physocarpus malvaceous	Mallow Ninebark	2 Gal
PTB	Purshia tridentata	Antelope Bitterbrush	2 Gal
RTS	Rhus trilobata	Three Leaf Sumac	2 Gal
RAC	Ribes aureum	Golden Current	1 Gal
RWW	Rosa woodsii	Woods Rose	1 Gal

NOTES:

1. ALL PLANTING BEDS WILL HAVE 3" DARK BROWN LONG STRAND SHREDDED BARK MULCH.

LEGEND

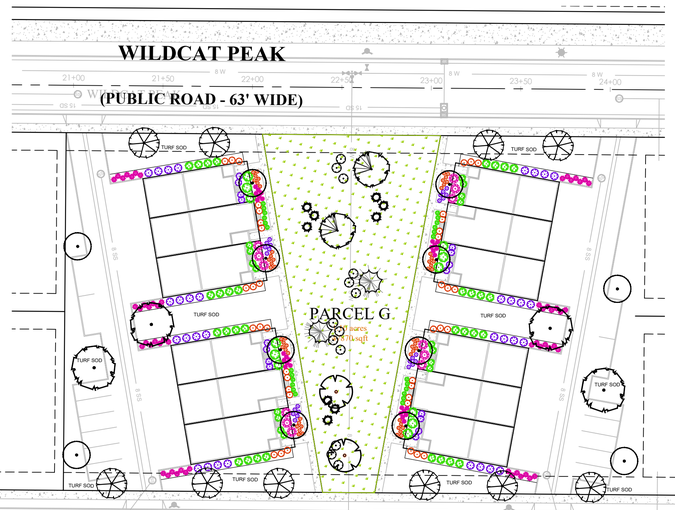
NATIVE GRASS/WILDFLOWERS

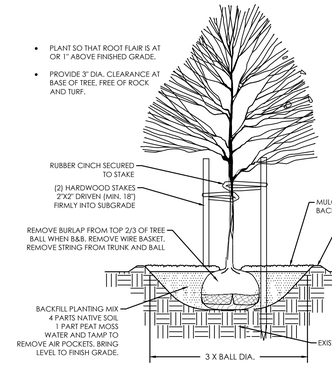
NATIVE GRASS/WILDFLOWER SEED MIX

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

APPLICATION:

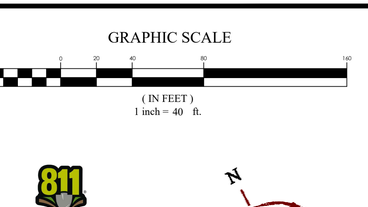
1. APPLY 4 TO 6 INCHES OF NATIVE TOP SOIL TO DISTURBED AREAS. TOPSOIL SHALL COME FROM THE LOCAL AREA OR STOCKPILED TOPSOIL FROM AREAS BEING DISTURBED. NO SUBSURFACE SOIL SHALL BE USED. IT IS IMPORTANT TO USE SOIL THAT HAS MINIMAL AMOUNT OF WEED SEED.
2. APPLY SEED MIX AT A RATE OF TWENTY POUNDS PER ACRE (20 LBS./AC.). APPLY SEED MIX BY DRILLING OR LIGHTLY RAKE INTO 1/4" OF SOIL.
3. AFTERWARDS, APPLY HYDROMULCH OVER DRILL SEEDED AREAS USING SILVA FIBRE MULCH AT 1400 LBS. PER ACRE.
4. SEED MIX APPLICATION TO BE FROM OCTOBER 15 TO DECEMBER 15 AND WHEN SOIL TEMPERATURE IS CONSISTENTLY BELOW 50 DEGREES F. (SEED MIX PROVIDED BY GRANITE SEED, LEHI, UTAH)



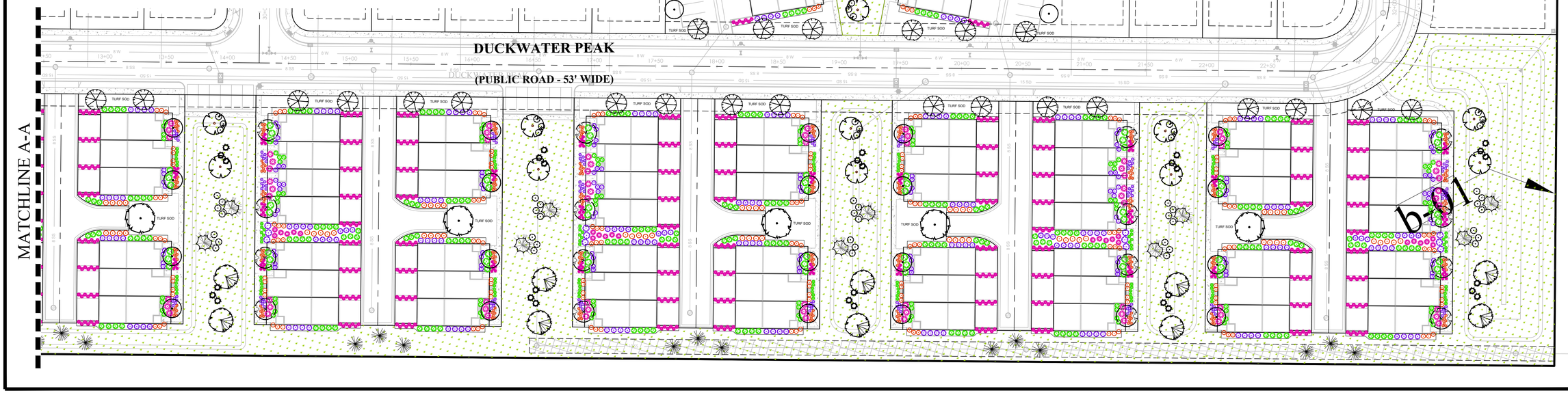


- PLANT SO THAT ROOT FLAIR IS AT OR 1" ABOVE FINISHED GRADE.
- PROVIDE 3" DIA. CLEARANCE AT BASE OF TREE, FREE OF ROCK AND TURF.

A TREE PLANTING & STAKING
NOT TO SCALE



C SHRUB PLANTING
NOT TO SCALE



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For Review

OVERLAND VILLAGE 2 PHASE A PRELIMINARY
EAGLE MOUNTAIN CITY, UTAH
LANDSCAPE PLAN

REVISION BLOCK

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

LANDSCAPE PLAN

Scale: 1"=40' | Drawn: AW
Date: 03/17/21 | Job #: 20-0479
Sheet: L1.1

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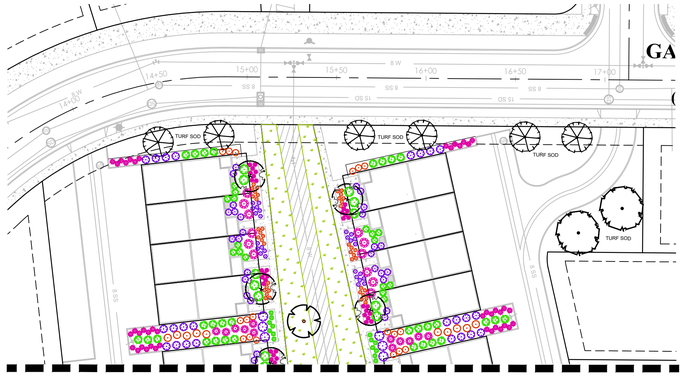
GRAPHIC SCALE

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(IN FEET)
1 inch = 40 ft.

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MATCHLINE B-B









NATIVE LANDSCAPE VISIONING IMAGES

MATCHLINE B-B



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www.focusutah.com

For Review

OVERLAND VILLAGE 2 PHASE A PRELIMINARY

EAGLE MOUNTAIN CITY, UTAH

LANDSCAPE PLAN

REVISION BLOCK

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

LANDSCAPE PLAN

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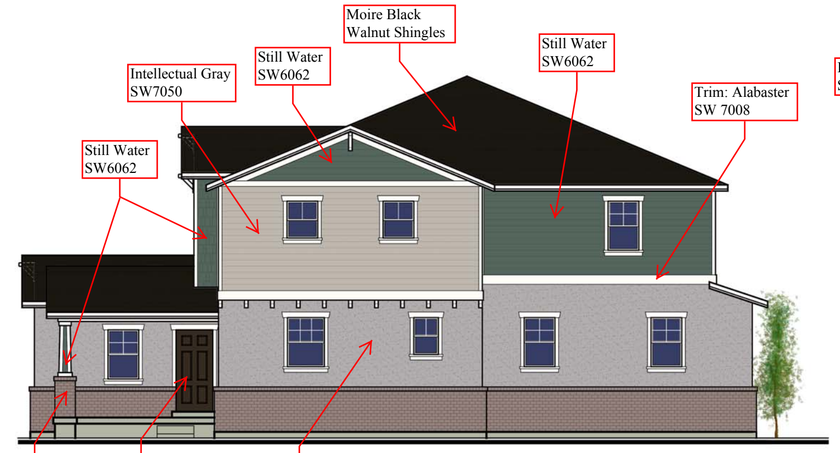


FRONT ELEVATION


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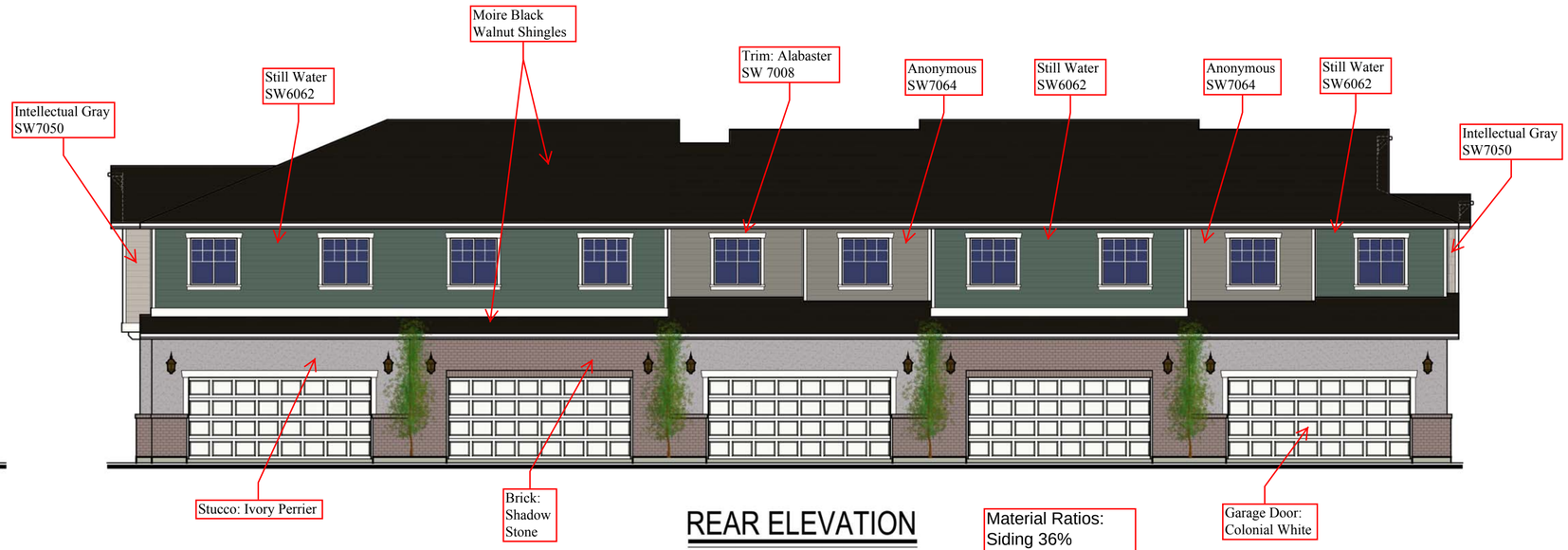

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RIGHT SIDE ELEVATION

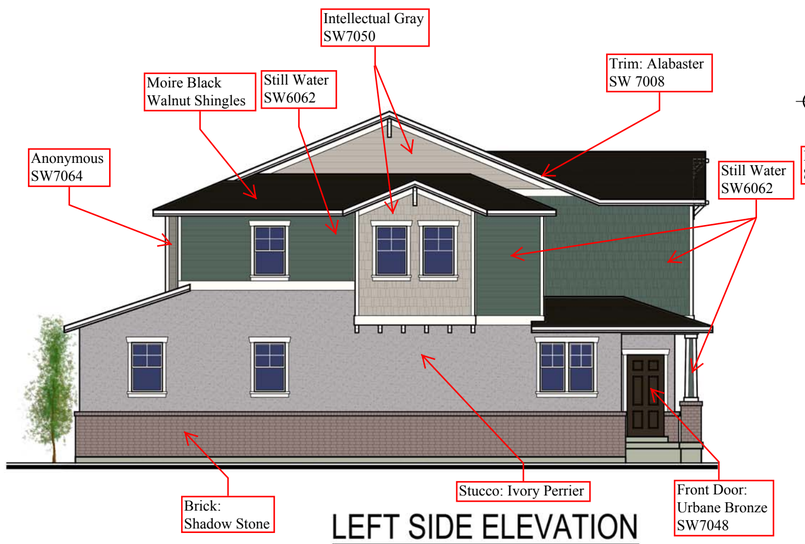
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Brick 20%
Openings 9%



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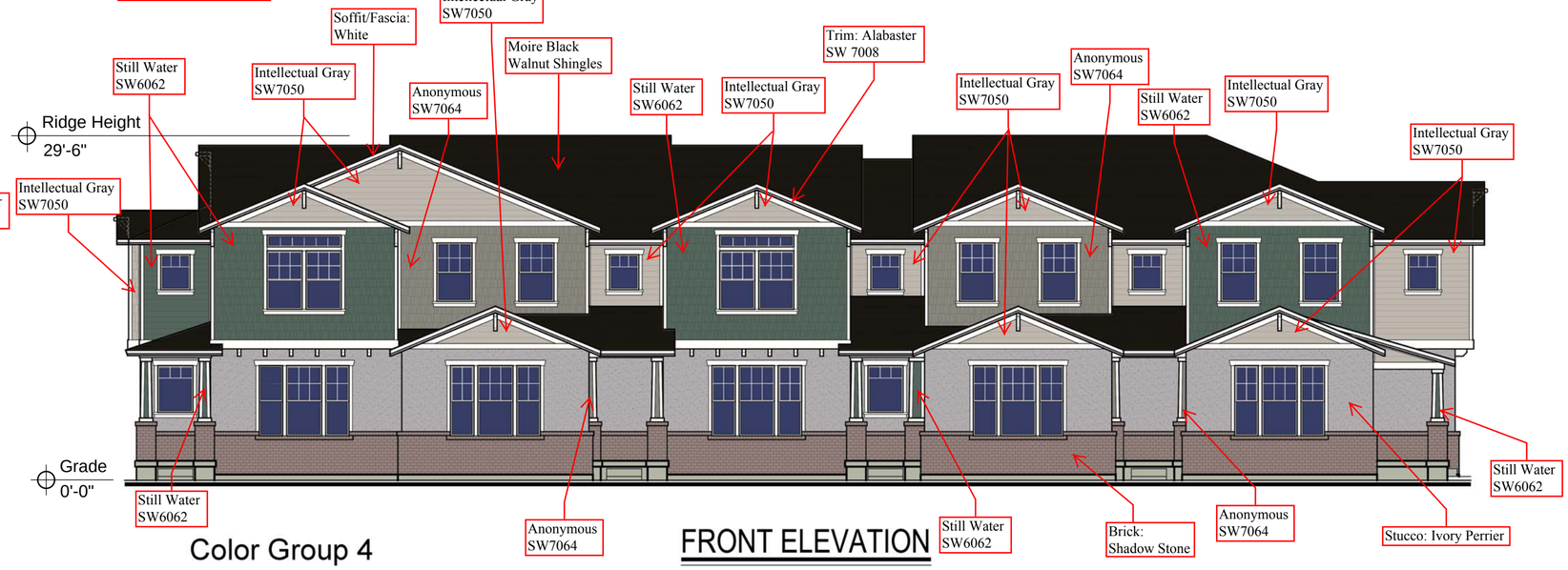
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Openings 34%

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Windows: White



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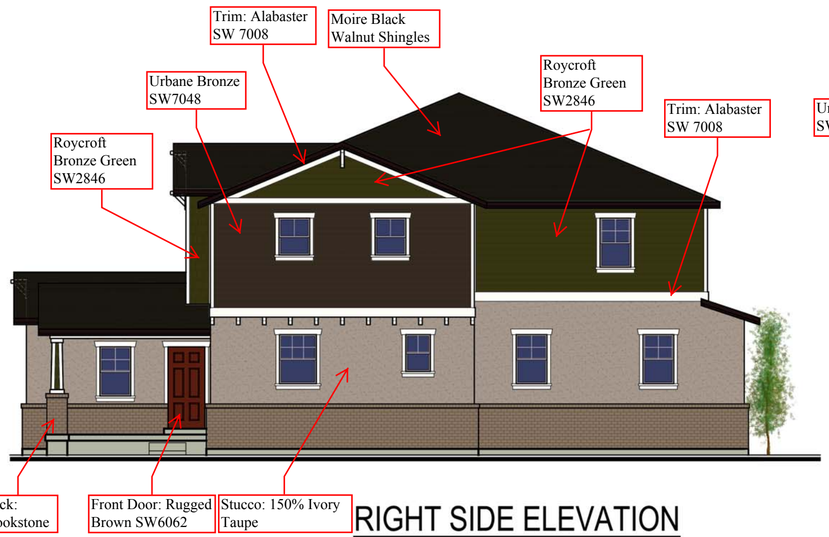
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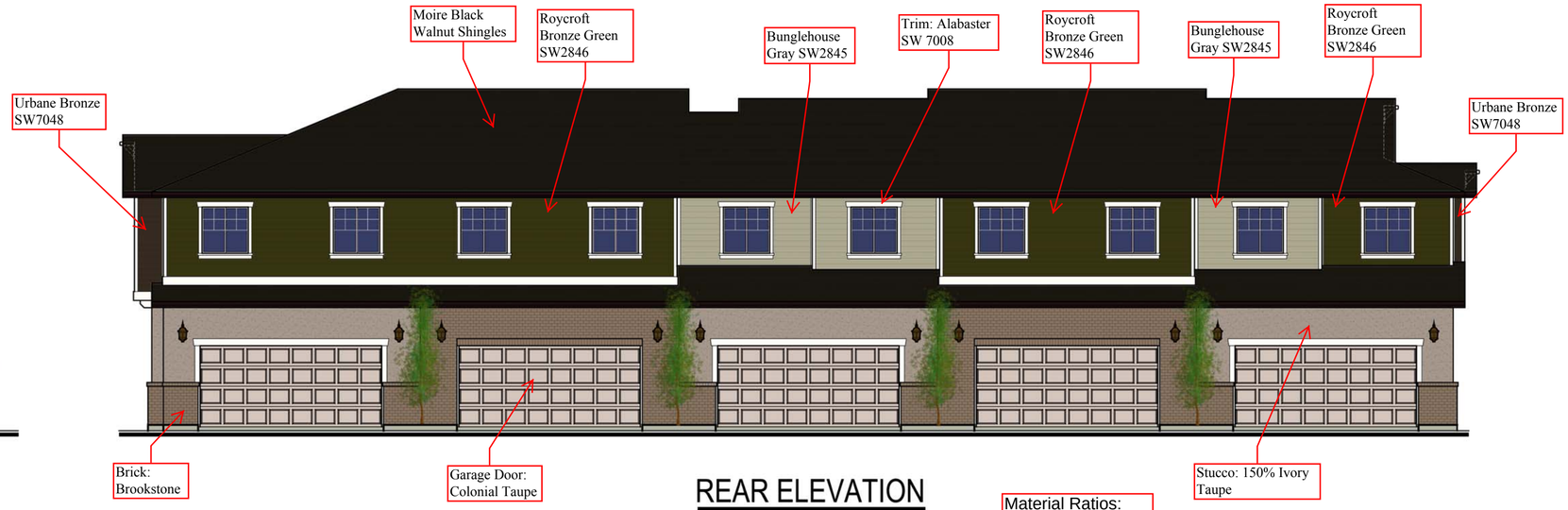
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Openings 19%



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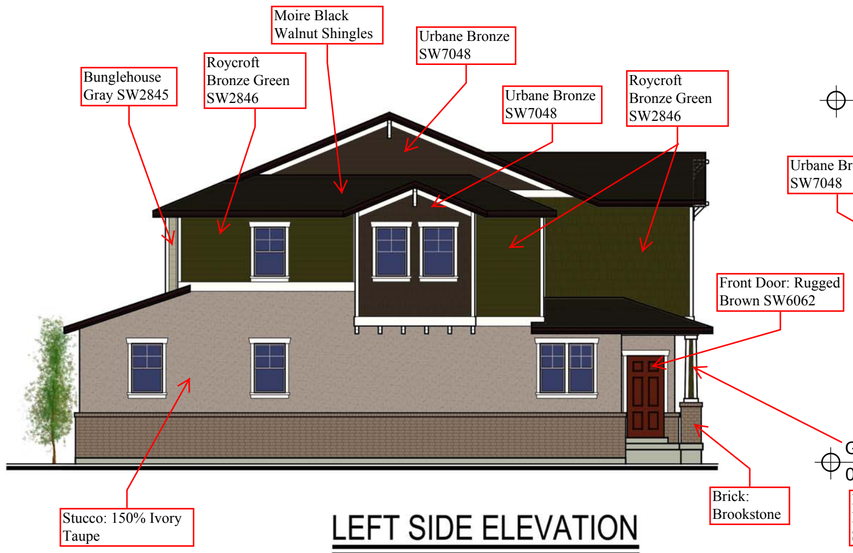
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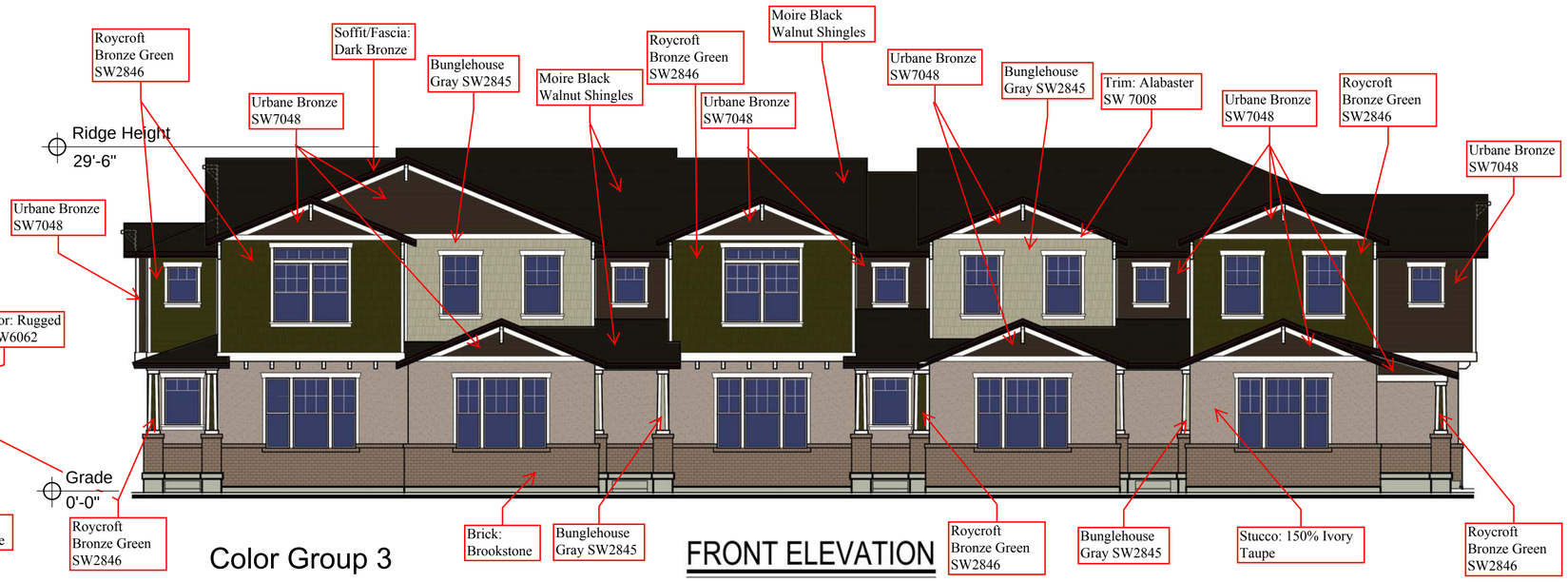
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Openings 34%

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Windows: Taupe



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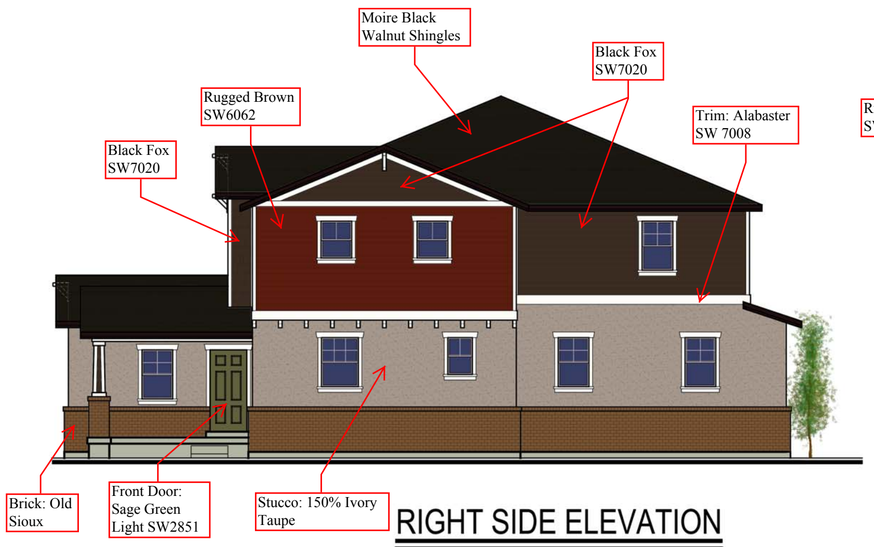
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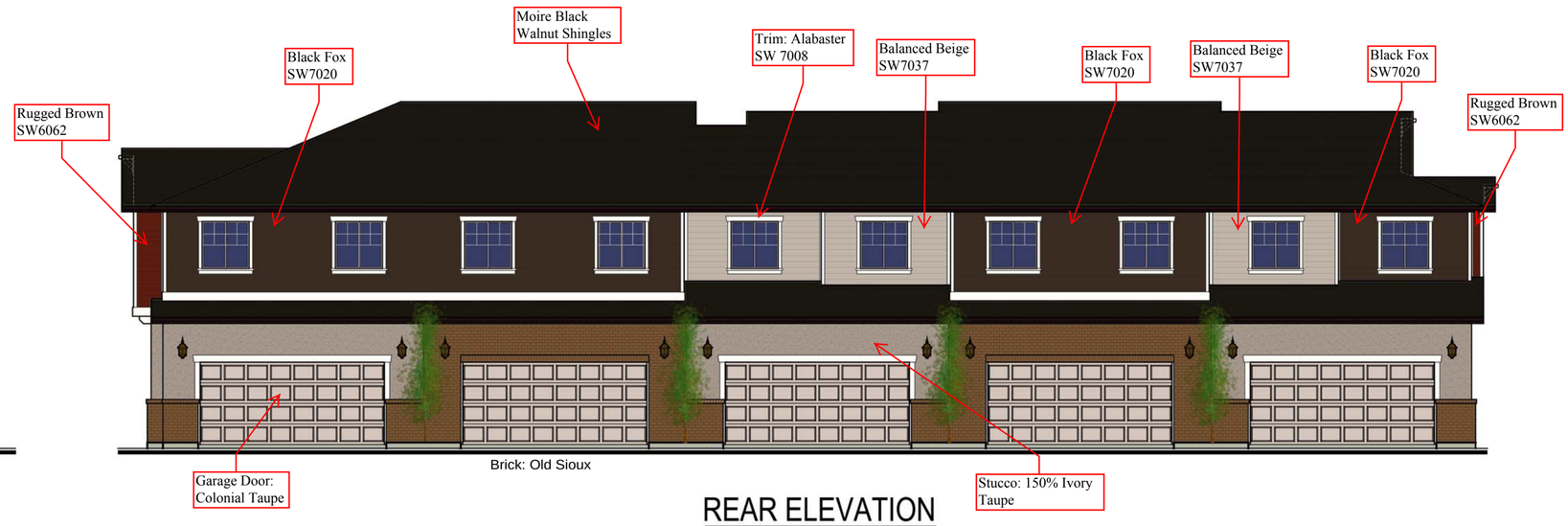
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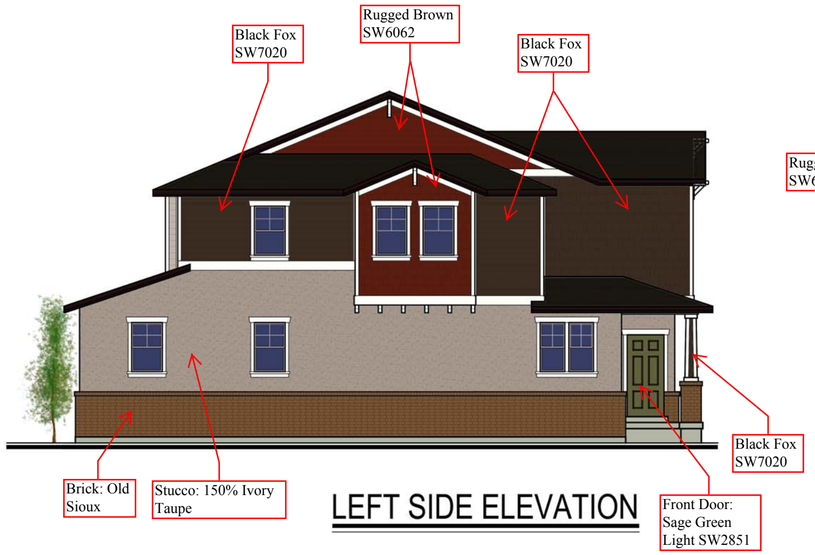
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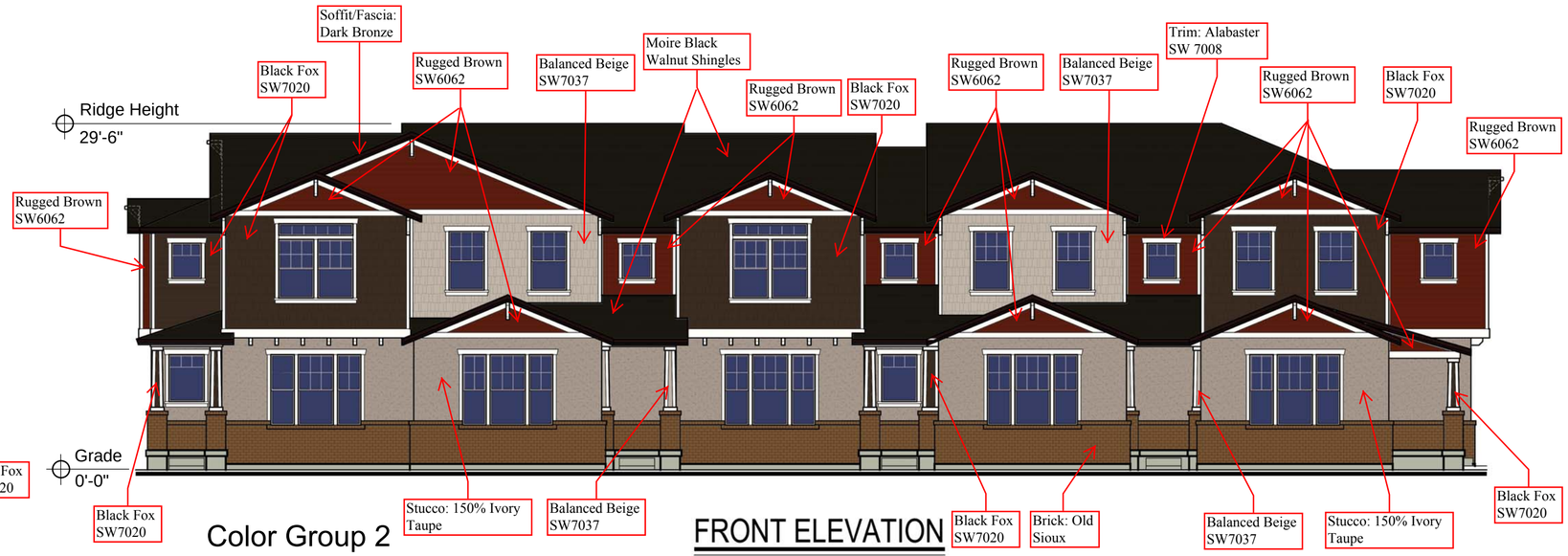
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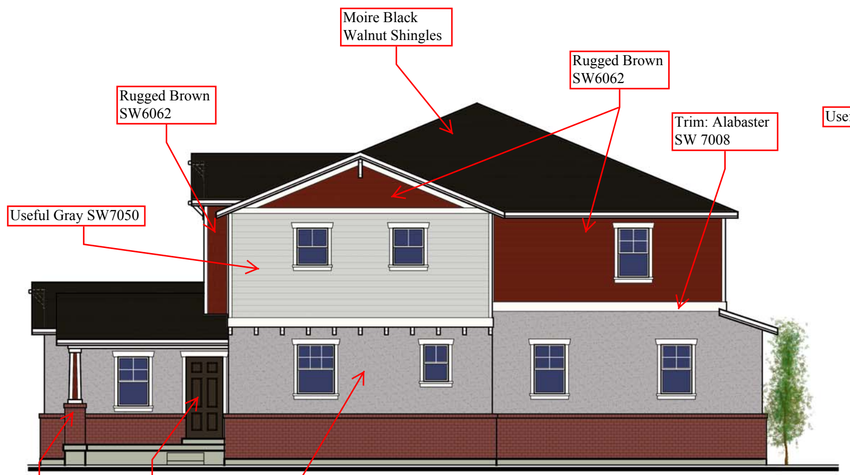
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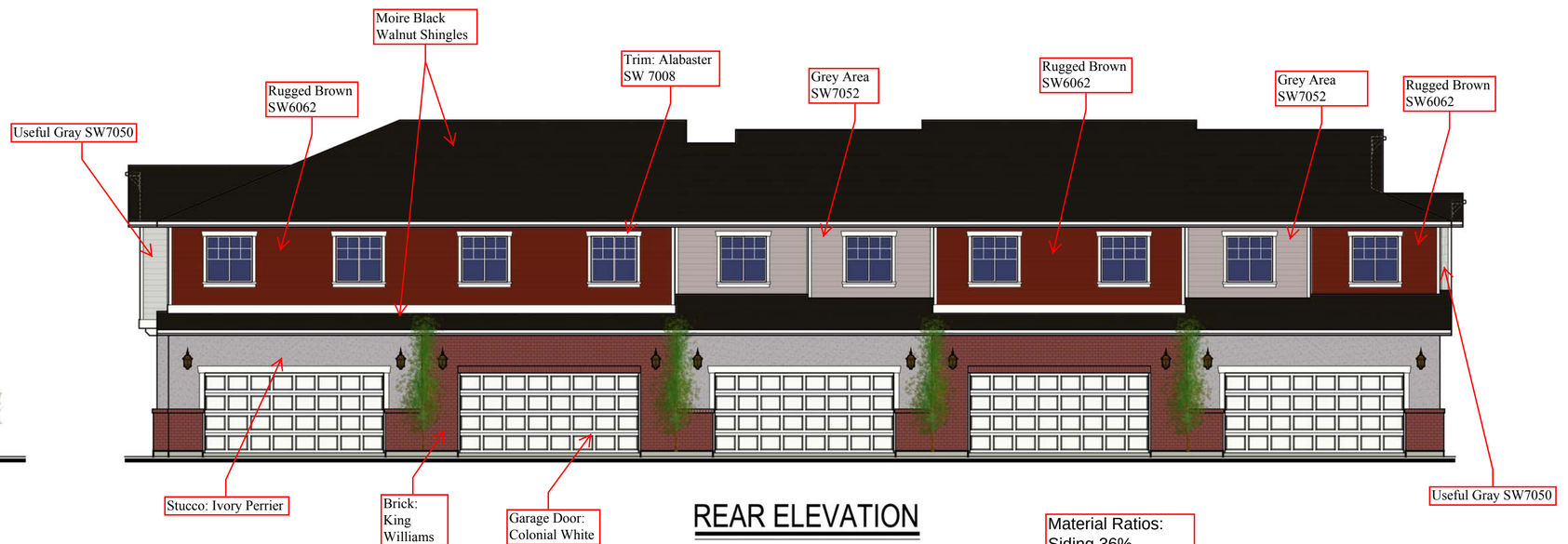
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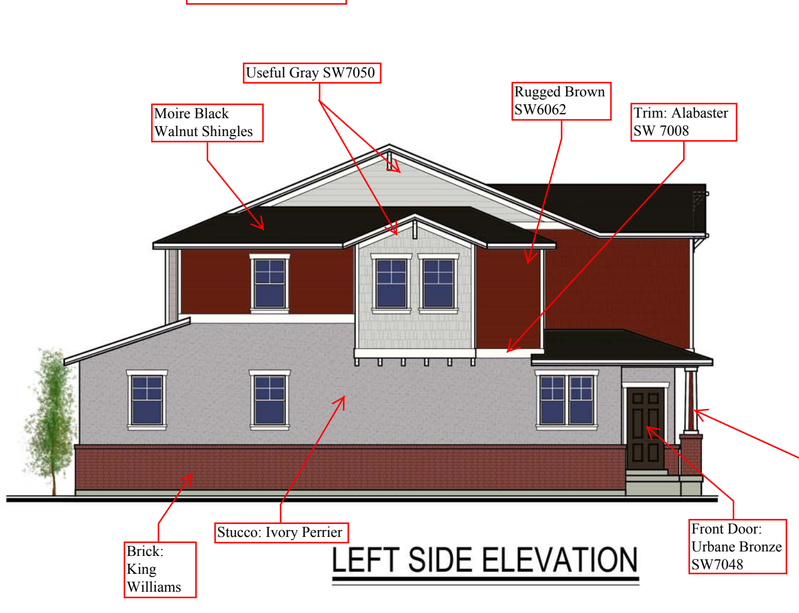
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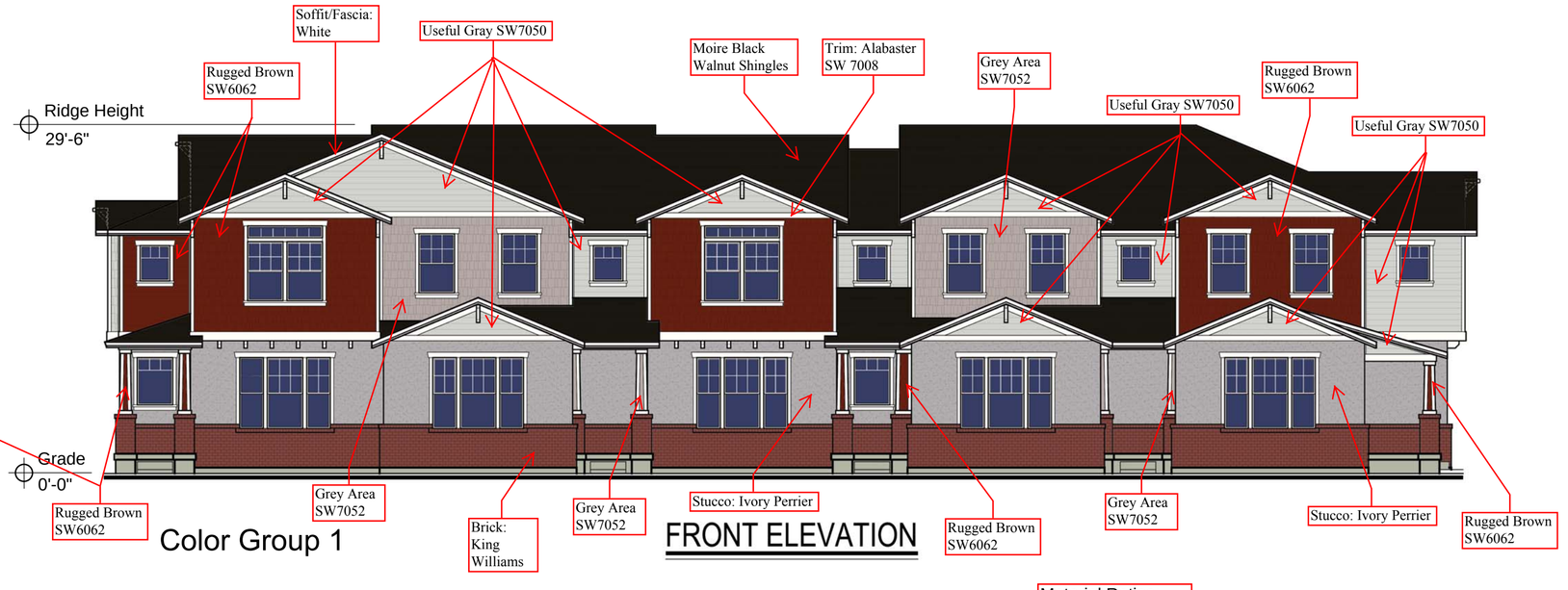
Soffit/Facia: White
Windows: White

Material Ratios:
Siding 36%
Stucco 14%
Brick 17%
Openings 34%



LEFT SIDE ELEVATION

Material Ratios:
Siding 39%
Stucco 33%
Brick 18%
Openings 9%



FRONT ELEVATION

Color Group 1

Material Ratios:
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Stucco 26%
Brick 16%
Openings 19%

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.

17.B. VILLAGE CONCEPT PLAN – Overland Village Two

Mr. Mumford reviewed the item as presented during the work session. He explained the Overland MDA requires concept plan approvals, which is not the Municipal Code standard for all MDAs. He explained that the transportation map will be updated to align with the roadways proposed in this project.

Mr. Mumford indicated that the deceleration lane requested by the Planning Commission would be near the elementary school area. The condition to work with the Alpine School District is a request and not a binding condition. Currently, there is no northern connectivity with the Oquirrh Mountain development. He said that the connectivity issues have been addressed with the Oquirrh Mountain developers and staff is in discussions for a potential amendment between the developments.

Councilmember Curtis recommended including a condition of approval to work with staff to provide adequate connectivity with Oquirrh Mountain.

MOTION: ***Councilmember Curtis moved to approve the Overland Village Two concept plan with 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 and intersections shall be adjusted to be aligned or separated sufficiently according to the City's standards;***
5. ***The applicant shall include a raised crosswalk where the trail crosses the north-south collector road in the middle of the project;***
6. ***The applicant shall work with Alpine School District to utilize all of the streets surrounding the proposed elementary school for student drop off and pick up routes to mitigate traffic congestion and unsafe conditions;***
7. ***The applicant shall continue the collector road fencing along the two lots on the northeast corner of the project close to the Overland monument sign; and***
8. ***The applicant shall work with staff to determine a road connection to Oquirrh Mountain Ranch.***

Councilmember Burnham seconded the motion. Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

18. ORDINANCE

18.A. An Ordinance of Eagle Mountain City, Utah, Amending the Eagle Mountain Municipal Code Chapters 2.05 Employees and Personnel and 2.10 Mayor, and Enacting Chapters 2.16 City Administrator and 2.27 Board Appointment Process.

Councilmember Clark recommended tabling the item due to the lateness of the hour.

MOTION: ***Councilmember Clark moved to table an ordinance of Eagle Mountain City, Utah, amending the Eagle Mountain Municipal Code Chapters 2.05 Employees and Personnel and 2.10 Mayor, and enacting Chapters 2.16 City Administrator and 2.27 Board Appointment Process until a future meeting. Councilmember Curtis seconded the motion.***

Mr. Cook stated that when the item returns to a future meeting, he will differentiate between the original changes proposed with this amendment and the changes based upon Councilmember suggestions during work session of this meeting.

Councilmember Curtis requested for Mr. Cook to provide the changes to the Councilmembers for review and feedback prior to the item returning at a future meeting.

Those voting aye: Donna Burnham, Melissa Clark, Colby Curtis, Jared Gray, and Carolyn Love. The motion passed with a unanimous vote.

19. CITY COUNCIL/MAYOR'S BUSINESS

Councilmember Curtis
Councilmember Curtis requested for nonurgent or non-time-sensitive items to be removed from the December 1, 2020 meeting to reduce meeting length.

Mayor Westmoreland directed staff to remove items from the December 1, 2020 meeting that can be reasonably delayed until January.

Councilmember Clark
Councilmember Clark requested limiting the number of work session discussion items and noted that there were over 700 pages in the packet.

Councilmember Curtis
Councilmember Curtis advocated for including items in work sessions prior to including them on policy sessions and suggested postponing group presentations to the Council, when necessary.

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

AIRPORT ROAD

PONY EXPRESS PARKWAY

OPEN SPACE CONNECTOR TO PONY EXPRESS TRAIL

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

OVERLAND - VILLAGE 2

MASTER PLAN

MAP DATE: OCTOBER 8, 2020

N

0 50 100 200 300

SCALE: 1"=100'

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

AIRPORT ROAD

OPEN SPACE CONNECTOR TO AIRPORT ROAD TRAIL AND ELEMENTARY SCHOOL

OPEN SPACE CONNECTOR TO PONY EXPRESS TRAIL

PONY EXPRESS PARKWAY

THEMED ENTRY (TYPICAL)

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

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

EAGLE MOUNTAIN	**EAGLE MOUNTAIN CITY** **CITY COUNCIL MEETING** **MAY 4, 2021**

TITLE:	RESOLUTION - A Resolution of Eagle Mountain City, Utah, Approving an Interlocal Agreement with the City of Saratoga Springs for the Pony Express Parkway Micro Surface Treatment.
ITEM TYPE:	Agreement
FISCAL IMPACT:	2022 budget
APPLICANT:	Eagle Mountain City and the City of Saratoga Springs

GENERAL PLAN DESIGNATION	CURRENT ZONE	ACREAGE	COMMUNITY

PUBLIC HEARING:
No

PREPARED BY:
Zac Hilton, Public Works

PRESENTED BY:
Zac Hilton

RECOMMENDATION:
Staff recommends that the City Council adopt a resolution of Eagle Mountain City Utah, approving Interlocal Agreement with the City of Saratoga Springs for the Pony Express Parkway Micro Surface Treatment.

BACKGROUND:
As part of the FY 2022 Streets Maintenance budget, Eagle Mountain staff is proposing a micro surface treatment on Pony Express Parkway, Hidden Hollow Parkway and Aviator Avenue. The Pony Express Parkway portion would begin at Porters Crossing Parkway and end at Saratoga City limits.

Saratoga Springs staff has agreed to present an interlocal agreement to the Saratoga Springs City Council to continue the micro surface project on Pony Express Parkway to Redwood Road. This will improve bidding costs and will address maintenance to the section of Pony Express Parkway in Saratoga Springs, which is mainly utilized by Eagle Mountain residents.

If approved, Eagle Mountain City will be responsible for managing the project and will coordinate with Saratoga Springs staff on the scheduling of the project. Each city will be responsible for the cost to their portion of Pony Express Parkway. Also if approved, staff will bring the bid award to City Council for approval at the May 18,

2021 meeting with the intent of the project taking place in July 2021. This will impact the FY 2022 budget.

ITEMS FOR CONSIDERATION:

REQUIRED FINDINGS:

PLANNING COMMISSION ACTION/RECOMMENDATION:

ATTACHMENTS:

RES--Interlocal with Saratoga Springs for Micro-surface

Interlocal Agreement with Saratoga Springs for Pony Express Pkwy Micro-surface

Exhibit A - Maps

Exhibit B - Bid Schedule

Exhibit C - Micro-surface Specifation

RESOLUTION NO. R- -2021

**A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH,
APPROVING AN INTERLOCAL COOPERATION AGREEMENT BETWEEN EAGLE MOUNTAIN CITY AND THE CITY OF SARATOGA SPRINGS
RELATED TO THE
2021 PONY EXPRESS PARKWAY TYPE III MICRO SURFACE PROJECT**

PREAMBLE

WHEREAS, pursuant to the provisions of the Interlocal Cooperation Act ("Act"), Title 11, Chapter 13, Utah Code Annotated, 1953 as amended, public agencies, including political subdivisions of the State of Utah as therein defined, are authorized to enter into written agreements with one another for joint or cooperative action; and

WHEREAS, Eagle Mountain intends to obtain bids for Type III Micro Surface on certain sections of road within Eagle Mountain, including a section of Pony Express Parkway that continues into Saratoga Springs; and

WHEREAS, pursuant to the Act, the parties desire to work together through joint and cooperative action that will benefit the residents of Eagle Mountain and Saratoga Springs by jointly completing the micro-surfacing project.

NOW, THEREFORE, be it resolved by the City Council of Eagle Mountain City, Utah, as follows:

1. The Interlocal Cooperation Agreement for the 2021 Pony Express Parkway Type III Micro Surface Project, attached hereto as Exhibit A and incorporated herein, is hereby approved.

ADOPTED by the City Council of Eagle Mountain, Utah, this 4th day of May 2021.

EAGLE MOUNTAIN CITY, UTAH

_____
Tom Westmoreland, Mayor

_____
Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on this 4th day of May 2021.

Those voting aye:	Those voting nay:	Those excused:	Those abstaining:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love

_____
Fionnuala B. Kofoed, MMC
City Recorder

Posted to City bulletin boards on _____by_____.

Exhibit A

INTERLOCAL COOPERATION AGREEMENT BETWEEN
EAGLE MOUNTAIN CITY AND THE CITY OF SARATOGA SPRINGS
RELATED TO THE
2021 PONY EXPRESS PARKWAY TYPE III MICRO SURFACE PROJECT

THIS IS AN INTERLOCAL COOPERATION AGREEMENT "Agreement" made and entered into the _____ day of _____, 2021 by and between **Eagle Mountain City**, a political subdivision of the State of Utah, hereinafter referred to as **"Eagle Mountain"** and the **City of Saratoga Springs**, a political subdivision of the State of Utah, hereinafter referred to as **"Saratoga"**.

WITNESSETH:

WHEREAS, pursuant to the provisions of the Interlocal Cooperation Act ("Act"), Title 11, Chapter 13, Utah Code Annotated, 1953 as amended, public agencies, including political subdivisions of the State of Utah as therein defined, are authorized to enter into written agreements with one another for joint or cooperative action; and

WHEREAS, Eagle Mountain intends to obtain bids for Type III Micro Surface on certain sections of road within Eagle Mountain, including a section of Pony Express Parkway that continues into Saratoga.

WHEREAS, pursuant to the Act, the parties desire to work together through joint and cooperative action that will benefit the residents of Eagle Mountain and Saratoga by jointly completing the micro-surfacing project; and

WHEREAS, the parties to this Agreement are public agencies as defined in the Act;

NOW, THEREFORE, the parties do mutually agree, pursuant to the terms and provisions of the Act, as follows:

SECTION 1. EFFECTIVE DATE; DURATION

This Agreement shall become effective and shall enter into force, within the meaning of the Act, upon the submission of this Agreement to, and the approval and execution thereof by Resolution of the governing bodies of each of the parties to this Agreement. The term of this Agreement shall be from the effective date hereof and shall terminate upon the earlier of (1) completion of the Project, final payment and expiration of any warranties, or (2) 10 years from the date of this Agreement. This Agreement shall not become effective until it has been reviewed and approved as to form and compatibility by the attorneys for each of the parties to this Agreement. Prior to becoming effective, this Agreement shall be filed with the person who keeps the records of each of the parties hereto.

SECTION 2. PURPOSES

This Agreement has been established and entered into between Eagle Mountain and Saratoga for

the application of a **Type III Micro Surface Treatment on Pony Express Parkway** (the "**Project**"). Maps showing the location of the micro surface treatment and surface area for the area of the micro surface treatment within Eagle Mountain and Saratoga are attached hereto as Exhibit A.

SECTION 3. ADMINISTRATION OF AGREEMENT

The parties to this Agreement do not contemplate nor intend to establish a separate legal entity under the terms of this Interlocal Cooperation Agreement. The parties further agree that this Agreement does not anticipate nor provide for any organizational changes in the parties. The parties agree to keep all books and records related to the 2021 Micro-Surface Project for a period of 2 years following the completion of said project and further agree that said books and records shall be open for examination by the parties hereto at all reasonable times.

SECTION 4. PARTIES' RESPONSIBILITIES

Eagle Mountain and Saratoga hereby agree that the following enumerates the anticipated responsibilities both parties shall incur during the administration of the Project. Unless otherwise noted, the following items shall be completed in a collaborative manner with neither party being solely responsible.

1. **Project Scope**. The scope of the Project shall be in accordance with the Bid Schedule attached hereto as Exhibit B.

2. **Procurement**. Eagle Mountain shall bid the project in accordance with Eagle Mountain's established procurement policies as well as all state law requirements in Utah Code § 11-39-101, *et seq*. The procurement shall include and be subject to the Micro-Surfacing specifications attached hereto as Exhibit C. Prior to issuing a Notice of Award, Eagle Mountain shall obtain written approval from Saratoga for the total cost of the Project that will be paid for by Saratoga.

3. **Construction Process / Timing**. Eagle Mountain shall be primarily responsible for overseeing the Project. Eagle Mountain shall notify Saratoga of the construction schedule for the Project.

4. **Project Completion.** Eagle Mountain and Saratoga will collaborate on the final inspection of the completed Project.

5. **Payment.**

a. Saratoga Costs. Saratoga shall be responsible for the Project costs for the portion of Pony Express Parkway from Redwood Road to the City boundary, as shown on Exhibit B ("**Saratoga's Costs**"), which includes 72.6% of the cost of Items 1-4 of the Bid Schedule.

b. Change Orders. Any Change Orders that increase Saratoga's Cost must be approved in writing by Saratoga prior to Eagle Mountain approving a change order to the approved contract.

c. Invoicing and Payment. Eagle Mountain shall provide to Saratoga a copy of all invoices for Saratoga's Costs. Saratoga shall pay the invoices to Eagle Mountain with seven (7) business days of receiving an invoice.

SECTION 5. DISPUTE RESOLUTION

In the event of a dispute as to the interpretation or application of this Agreement, the parties shall first meet to discuss the dispute. If the parties cannot resolve the dispute, the MPO Program Manager shall resolve the dispute after receiving written comments from each of the parties. The MPO Program Manager shall issue a written decision within 10 days of receiving written comments from the parties. If the parties are not able to reach a resolution, either party may request binding arbitration. The parties shall mutually choose an arbitrator. The arbitrator's decision shall be final and neither party may appeal the decision. The standard of review for arbitration is whether there is substantial evidence on the record and the decision was not arbitrary, capricious, or illegal.

SECTION 6. METHOD OF TERMINATION

This Agreement will automatically terminate at the end of its term herein, pursuant to the provisions of paragraph one (1) of this Agreement. Prior to the automatic termination at the end of the term of this Agreement, any party to this Agreement may terminate the Agreement sixty (60) days after providing written notice of termination to the other party. The Parties of this Agreement agree to bring current, prior to termination, any financial obligation contained herein.

SECTION 7. INDEMNIFICATION

The Parties are governmental entities and subject to the Governmental Immunity Act of Utah, Utah Code Ann. §§ 63G-7-101, et seq. ("GIAU"). Subject to the provisions of the GIAU, the Parties agree to indemnify and hold harmless the other party, its agents, officers and employees from and against any and all actions, claims, lawsuits, proceedings, liability, damages, losses and expenses (including attorney's fees and costs) arising out of or resulting from the performance of this Agreement to the extent the same are caused by any negligent or wrongful act or omission of that party, its officers, agents or employees. Nothing in this Agreement shall be deemed a waiver of any rights, statutory limitations on liability, or defenses applicable to the Entity or the County under the GIAU.

SECTION 8. FILING OF INTERLOCAL COOPERATION AGREEMENT

Executed copies of this Agreement shall be placed on file in the office of the official keeper of records of Parties and shall remain on file for public inspection during the term of this Agreement.

SECTION 9. ADOPTION REQUIREMENTS

This Agreement shall be (a) approved by Resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the parties (c) submitted to and approved by an Authorized Attorney of each of the parties, as required by Section 11-13-202.5, Utah Code Annotated, 1953 as amended, and (d) filed in the official records of each party.

SECTION 10. AMENDMENTS

Except as otherwise provided herein, this Agreement may not be amended, changed, modified or altered except by an instrument in writing which shall be (a) approved by Resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the patties, (c) submitted to and approved by an Authorized Attorney of each of the parties, as required by Section 11-13-205.5, Utah Code Annotated, 1953 as amended, and (d) filed in the official records of each party.

SECTION 11. SEVERABILITY

If any term or provision of the Agreement or the application thereof shall to any extent be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to circumstances other than those with respect to which it is invalid or unenforceable, shall not be affected thereby, and shall be enforced to the extent permitted by law. To the extent permitted by applicable law, the parties hereby waive any provision of law which would render any of the terms of this Agreement unenforceable.

SECTION 12. NO PRESUMPTION

Should any provision of this Agreement require judicial interpretation, the Court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against the party, by reason of the rule of construction that a document is to be construed more strictly against the person who himself or through his agents prepared the same, it being acknowledged that each of the parties have participated in the preparation hereof.

SECTION 13. HEADINGS

Headings herein are for convenience of reference only and shall not be considered any interpretation of the Agreement.

SECTION 14. BINDING AGREEMENT

This Agreement shall be binding upon the heirs, successors, administrators, and assigns of each of the patties hereto.

SECTION 15. NOTICES

Each party shall designate an individual (the "**Project Lead**") to receive notices under this

Agreement. If no Project Lead is designated, the City Recorder of each party shall be the Project Lead. Notices may be given by mail or email correspondence between the respective Project Leads.

SECTION 16. ASSIGNMENT

The patties to this Agreement shall not assign this Agreement, or any part hereof, without the prior written consent of all other parties to this Agreement. No assignment shall relieve the original parties from any liability hereunder.

SECTION 17. GOVERNING LAW

All questions with respect to the construction of this Agreement, and the rights and liability of the parties hereto, shall be governed by the laws of the State of Utah.

ATTEST: **EAGLE MOUNTAIN CITY**

By:_____ _____
City Recorder City Administrator

Approved as to Form:_____
City Attorney

ATTEST: **CITY OF SARATOGA SPRINGS**

By:_____ _____
City Recorder City Manager

Approved as to Form:_____
City Attorney

Pony Express Parkway Micro-Surface

EAGLE MOUNTAIN

Contact Eagle Mountain City Engineering/GIS Department
801-789-6642

Legend

2021 Micro-Surface

Owner

- Eagle Mountain
- Saratoga Springs
- MunicipalBoundary



N
W E
S

0 750 1,500 Feet

Pony Express Parkway Eagle Mountain Side Micro-Surface

EAGLE MOUNTAIN

Square Feet of Segment: 744465.31

Legend

2021 Micro-Surface

Owner

- Eagle Mountain
- Saratoga Springs
- MunicipalBoundary

N
W E
S

0 500 1,000 Feet

Pony Express Parkway
Eagle Mountain Side
Micro-Surface

EAGLE MOUNTAIN

Square Feet of Segment: 280483.54

Legend

2021 Micro-Surface

Owner

- Eagle Mountain
- Saratoga Springs
- MunicipalBoundary

N
W E
S

0 237.5 475 Feet

EXHIBIT B:

SCOPE/COST OF PROJECT

Bid Schedule					
Item No.	Description	Quantity	Units	Unit Cost	Total Cost
	Pony Express Parkway (Porters Crossing to Redwood Road)				
1	Mobilization (not to exceed 5% of Bid Total)	1	LS		
2	Place Type III Micro Surface	1,024,949	SF		
3	Traffic Control	1	LS		
4	Traffic Paint	1	LS		
Total (1-4)					
	Aviator Avenue (Pony Express to Eagle Mountain Blvd)				
5	Mobilization (not to exceed 5% of Bid Total)	1	LS		
6	Place Type III Micro Surface	183,802	SF		
7	Traffic Control	1	LS		
8	Traffic Paint	1	LS		
Total (5-8)					
	Hidden Valley Parkway (Pony Express Parkway to White Birch Drive)				
9	Mobilization (not to exceed 5% of Bid Total)	1	LS		
10	Place Type III Micro Surface	64,618	SF		
11	Traffic Control	1	LS		
12	Traffic Paint	1	LS		
Total (9-12)					
Bid Schedule Total (1-12)					
Bid Schedule Total (In Word Form)					

MEASUREMENT AND PAYMENT
Bid Schedule

GENERAL

The method of measurement and payment for the various items comprising the completed work follows: Payment for the items shall be compensation in full for the furnishing of all overhead, labor, material, tools, equipment, and appurtenances necessary to complete the work in a good, neat, and satisfactory manner as indicated on the Plans or as specified, with all connections, testing, painting, cleanup, and related work completed. Each item, fixture, piece of equipment, etc., shall be complete with all necessary connections and appurtenances for the satisfactory use and/or operation of said item. No additional payment, including work done by the contractor for his convenience, shall be made for work related to each item unless specifically noted or specified. Measurement shall be in place in the completed work with no allowance for waste.

BID SCHEDULE – 2021 EAGLE MOUNTAIN MIRCO SURFACE PROJECT

ITEM 1: MOBILIZATION

Measure and payment for "Mobilization" on Pony Express Parkway (Porters Crossing to Redwood Road) will be for a one-lump sum, not to exceed 5% of the total bid price for Pony Express Parkway and shall only include mobilization for Pony Express Parkway. This item shall be completed by Saturday, July 31, 2021.

ITEM 2: PLACE TYPE III MICRO SURFACE

Measurement and payment for placement of type III Micro Surface Seal for 1,024,949SF on Pony Express Parkway (Porters Crossing to Redwood Road) according to the Micro Surfacing Specification contained in the contract documents. This shall include labor, equipment, tools, notifications, sweeping, cleaning, preparing asphalt surface, and SWPPP protection. This item shall be completed by Saturday, July 31, 2021. See attached maps and document specification.

ITEM 3: TRAFFIC CONTROL

Measurement and payment for traffic control on Pony Express Parkway (Porters Crossing to Redwood Road) will be for a one-lump sum (all flaggers to be certified), not to exceed 5% of the total bid price for Pony Express Parkway and shall only include traffic control for Pony Express Parkway. **Traffic control plan shall be submitted and approved by city staff.** This item shall be completed by Saturday, July 31, 2021.

ITEM 4: TRAFFIC PAINT

Measurement and payment for re-striping road i.e. (traffic line, turn lanes, stop bars, and crosswalks) on Pony Express Parkway (Porters Crossing to Redwood Road) will be for one-lump sum and shall only include traffic paint for Pony Express Parkway. This item shall be completed by Saturday, July 31, 2021.

ITEM 5: MOBILIZATION

Measure and payment for "Mobilization" on Aviator Avenue (Pony Express to Eagle Mountain Blvd) will be for a one-lump sum, not to exceed 5% of the total bid price for Aviator Avenue and shall only include mobilization for Aviator Avenue. This item shall be completed by Saturday, July 31, 2021.

ITEM 6: PLACE TYPE III MICRO SURFACE

Measurement and payment for placement of type III Micro Surface Seal for 183,803SF on Aviator Avenue (Pony Express to Eagle Mountain Blvd) according to the Micro Surfacing Specification contained in the contract

documents. This shall include labor, equipment, tools, notifications, sweeping, cleaning, preparing asphalt surface, and SWPPP protection. This item shall be completed by Saturday, July 31, 2021. See attached maps and document specification.

ITEM 7: TRAFFIC CONTROL

Measurement and payment for traffic control on Aviator Avenue (Pony Express to Eagle Mountain Blvd) will be for a one-lump sum (all flaggers to be certified), not to exceed 5% of the total bid price for Aviator Avenue and shall only include traffic control for Aviator Avenue. **Traffic control plan shall be submitted and approved by city staff.** This item shall be completed by Saturday, July 31, 2021.

ITEM 8: TRAFFIC PAINT

Measurement and payment for re-striping road i.e. (traffic line, turn lanes, stop bars, and crosswalks) on Aviator Avenue (Pony Express to Eagle Mountain Blvd) will be for one-lump sum and shall only include traffic paint for Aviator Avenue. This item shall be completed by Saturday, July 31, 2021.

ITEM 9: MOBILIZATION

Measure and payment for "Mobilization" on Hidden Valley Parkway (Pony Express to White Birch Drive) will be for a one-lump sum, not to exceed 5% of the total bid price for Hidden Valley Parkway and shall only include mobilization for Hidden Valley Parkway. This item shall be completed by Saturday, July 31, 2021.

ITEM 10: PLACE TYPE III MICRO SURFACE

Measurement and payment for placement of type III Micro Surface Seal for 64,618SF on Hidden Valley Parkway (Pony Express to White Birch Drive) according to the Micro Surfacing Specification contained in the contract documents. This shall include labor, equipment, tools, notifications, sweeping, cleaning, preparing asphalt surface, and SWPPP protection. This item shall be completed by Saturday, July 31, 2021. See attached maps and document specification.

ITEM 11: TRAFFIC CONTROL

Measurement and payment for traffic control on Hidden Valley Parkway (Pony Express to White Birch Drive) will be for a one-lump sum (all flaggers to be certified), not to exceed 5% of the total bid price for Hidden Valley Parkway and shall only include traffic control for Hidden Valley Parkway. **Traffic control plan shall be submitted and approved by city staff.** This item shall be completed by Saturday, July 31, 2021.

ITEM 12: TRAFFIC PAINT

Measurement and payment for re-striping road i.e. (traffic line, turn lanes, stop bars, and crosswalks) on Hidden Valley Parkway (Pony Express to White Birch Drive) will be for one-lump sum and shall only include traffic paint for Hidden Valley Parkway. This item shall be completed by Saturday, July 31, 2021.

EXHIBIT C:

MICRO-SURFACING SPECIFICATIONS

MICRO-SURFACING

PART 1 GENERAL

1.1 SECTION INCLUDES

A. Products and procedures for mixing and spreading a properly proportioned homogeneous mixture of aggregate, mineral filler, additives, polymer-modified asphalt emulsion and water to an existing pavement providing a firm surface adhesion and smooth stable skid resistant texture.

1.2 RELATED SECTIONS

A. Section 02701: Pavement Smoothness

B. Section 02746: Hydrated Lime

1.3 REFERENCES

A. AASHTO M 17: Mineral Filler for Bituminous Paving Mixtures

B. AASHTO M 85: Portland Cement

C. AASHTO M 316: Polymer Modified Emulsion

D. AASHTO T 11: Materials Finer Than 75 µm (No. 200) Sieve in Mineral Aggregate

E. AASHTO T 27: Sieve Analysis of Fine and Coarse Aggregates

F. AASHTO T 49: Penetration of Bituminous Materials

G. AASHTO T 53: Softening Point of Bitumen

H. AASHTO T 59: Testing Emulsified Asphalts

I. AASHTO T 96: Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine

J. AASHTO T 104: Soundness of Aggregate by Use of Sodium Sulfate or Magnesium Sulfate

K. AASHTO T 112: Clay Lumps and Friable Particles in Aggregate

L. AASHTO T 176: Plastic Fines in Graded Aggregates and Soils by Use of the Sand Equivalent Test

M. AASHTO T 278: Surface Frictional Properties Using the British Pendulum Tester

N. AASHTO T 279: Accelerated Polishing of Aggregates Using the British Wheel

O. ASTM D 6372: Testing and Construction of Micro-Surfacing

P. International Slurry Seal Association (ISSA) Specifications and Guidelines

Q. UDOT Minimum Sampling and Testing Requirements

R. UDOT Quality Management Plans

1.4 DEFINITIONS Not Used

1.5 SUBMITTALS

A. Provide the mix design to the Engineer 10 days before beginning construction.
   1. Refer to this Section, article 2.6.
   2. Mix Design must be performed by an AMRL (AASHTO accredited) laboratory experienced in the design of micro surfacing systems.
   3. Provide the Engineer with the following for asphalt and polymer emulsion with job-mix design.
      a. Test report that meets the requirements of this Section, Article 2.1.
      b. Target gradation for combined aggregate and mineral filler.
      c. Name of the asphalt and polymer emulsion supplier.
      d. Verification the asphalt/polymer emulsion supplier adheres to UDOT Quality Management Plan Section 508 Asphalt Emulsion.

B. Certificate of analysis and compliance from the manufacturer for each batch.

C. Provide test reports for mineral aggregate.
   1. Refer to this Section, article 2.2.

D. Provide Manufacturer's Certificate of Compliance for Mineral Filler.
   1. Refer to this Section, article 2.3.

E. Provide calibration documentation for each mixing unit including an individual calibration for each material at various settings that corresponds to the mixing unit metering devices.

F. Changes in the job-mix gradation.
   1. Submit a written request for a change in the job-mix gradation.
   2. Submit a new job-mix design if changes in gradation are outside the gradation band allowed by the stockpile tolerance in Table 4.

1.6 ACCEPTANCE

A. Acceptance sampling and testing of material according to UDOT Minimum Sampling and Testing Requirements.

B. The Department will assess price adjustments based on the average daily application rate of aggregate and emulsion residue per lot.
   1. A lot is defined as one day's production.
   2. Use the computerized monitoring system from the paver for the aggregate and emulsion totals per lot.
   3. Obtain square yards from the Contractors Daily Report, verified by the Engineer.
   4. Pay Factor = PF_{rate} (Table 1) x $PF_{residue}$ (Table 2)

C. Application rate pay factor (PF_{rate}) is based on application rate of dry aggregate.
   1. Aggregate application target rate is 25 lbs/yd^2

Table1

Pay Factor Application Rate	
Average Application Rate (lbs/yd^2)	**PF_{rate}**
Greater than 25.0	1.0
20.0 to 24.9	(Avg. Rate ÷ 25)
Less than 20.0	Reapplication with option to remove

D. Emulsion residue pay factor ($PF_{residue}$) is based on the residue of the emulsion placed each lot.

1. Target Value = Residual asphalt target value for emulsion based on the mix design.
2. Emulsion residue = Based on the Certificate of Compliance from the Emulsion Supplier.

Table2

Pay Factor Emulsion Residue Content	
Average Daily Emulsion Residue %	**$PF_{residue}$**
Target Value less than ±0.5%	1.0
Target Value ± 0.51% to Target Value ± 1.00%	0.8
Greater than 1% of Target Value	Reapplication with option to remove

E. Smoothness
   1. Refer to Section 02701 for smoothness requirements.

PART 2 PRODUCTS

2.1 EMULSIFIED ASPHALT

A. Use a polymer-modified asphalt emulsion manufactured specifically for micro-surfacing.
   1. Refer to AASHTO M 316 Polymer Modified Cationic Emulsified Asphalt.
   2. The supplier must be on the approved list adhering to the UDOT Quality Management Plan 508 Asphalt Emulsion.

B. Mill or blend the polymer material into the asphalt or emulsifier solution before the emulsification process.
   1. Obtain certification from the asphalt emulsion manufacturer that the emulsion contains at least 3.0 percent natural latex rubber (NLR) based on the weight of asphalt (asphalt residual).

C. Refer to Table 3 for Modified Emulsion Residue.

D. The Department reserves the right to test the emulsion and also look at bill of ladings to verify the polymer or modifier types used.

Table 3

Modified Emulsion Residue By Distillation		
Test Method	**Description**	**Micro CQS-1P(NLR)**
AASHTO T 49 (b)	Penetration, 25° C	70 -120
AASHTO T 53	Softening point	55° C Min
AASHTO T59	Vicosity, Saybolt 25° C	20 Min; 100 Max
AASHTO T59	Particle Charge Test	Positive
AASHTO T59	Sieve Test, %	0.1 Max
AASHTO T 59-modified (c)	Residue by distillation	65% Min
AASHTO T 301 (Modified) (d)	Elastic Recovery, 5 cm per min.	60% Min recovery

(a) N/A
(b) Take 6 penetrations in multiple locations and use the average of the higher 3.
(c) Modified distillation procedure – Heat emulsion residue to 177 ± 5° C and maintain that temperature for 20 min. Perform the distillation within 60 ± 15 min.
(d) Modify paragraph 4.5 as follows: Stop the ductilometer after 20 cm has been reached and within 2 seconds. Sever the specimen at its center with a pair of scissors.

E. Formulate the polymer modified emulsified asphalt so the paving mixture will sufficiently cure allowing a return to traffic in one hour.

2.2 MINERAL AGGREGATE

A. Use 100 percent crushed mineral aggregates, clean and free from organic matter or other detrimental substances that meet the following requirements:
   1. Maximum clay lumps and friable particles of 2 percent for coarse and fine aggregates. Refer to AASHTO T 112.
   2. Maximum weighted sodium sulfate soundness loss of 15 percent. Refer to AASHTO T 104.
   3. Maximum loss by abrasion of 30 percent. Refer to AASHTO T 96.
   4. Sand equivalent of 65 or greater (Pre-wet method). Refer to AASHTO T 176.
   5. Minimum polishing value of 31. Refer to AASHTO T 278 and T 279.
      a. Do not use predominantly limestone or dolomite aggregates.

B. Establish a job mix or target gradation within the gradation band as specified in Table 4.
   1. Base the mix design on the target gradation.
   2. Verify the percent passing each sieve does not vary by more than the stockpile tolerance and still remains within the gradation band. Refer to AASHTO T 11 and AASHTO T 27.

Table 4

Job-Mix Gradation Design Limits		
Sieve Size	**Job Mix Gradation Target Band**	**Stockpile Tolerances**
⅜	100	0
#4	70-90	±5
#8	45-70	±5
#16	28-50	±5
#30	19-34	±5
#50	12-25	±4
#100	7-18	±3
#200	5-15	±2

Percent passing based on total aggregate (dry weight) and fine and coarse aggregate with approximately the same bulk specific gravities.

2.3 MINERAL FILLER

A. Use one of the following for Mineral Filler. Refer to AASHTO M 17.
   1. Non-air entrained Type I/II portland cement. Refer to AASHTO M 85.
   2. Hydrated lime, free from lumps or foreign matter. Refer to Section 02746.

B. Determine the amount of mineral filler needed through the laboratory mix design.
   1. Verify the amount of mineral filler used is between 0.5 percent and 2.0 percent by the weight of dry aggregate.
   2. Adjust the percentage of mineral filler ± 0.5 percent as necessary for better consistency or to optimize set times with Engineer's approval.
   3. Mineral Filler is considered part of the aggregate gradation.

2.4 WATER

A. Use potable water free from harmful salts, reactive chemicals, and any other contaminants.

2.5 ADDITIVES

A. Use additives as required to accelerate or retard the break-set of the micro-surfacing mix, to improve the resulting finished surface, or to increase adhesion.

1. Determine the initial additive quantities from the mix design for the micro-surfacing mix or individual materials.
2. Use additives compatible with the other components of the mix.

2.6 JOB-MIX DESIGN

A. Design according to ASTM D 6372.
   1. Show each ingredient amount meets the following:
      a. Residual asphalt cement content, 8.0 percent minimum by dry total weight of aggregate.
      b. Aggregate gradation (target) within the job-mix gradation design limits in Table 4.
      c. Mineral filler, percentage by total dry weight of aggregate.
      d. Polymer modifier 3.0 percent minimum solid polymer based on the residual asphalt content certified by emulsion supplier.
   2. Identify the optimum emulsion residue as a percentage of the dry weight of aggregate to meet Table 5 requirements. The job mix formula tolerance is +/- 0.5% emulsion residue.
   3. Identify additives as determined by design testing to control mix set times and cohesion.
      a. Provide acceptable limits for additives.
   4. Conform to the ISSA A143 specifications listed in Table 5.
   5. Use the same materials and aggregate gradation to be used on the project.
   6. Provide a micro-surfacing mixture that can be spread in variable thickness cross-sections, ruts, scratch courses, and surfaces.
   7. Changes in aggregate source, emulsion, or mineral filler will require a new mix design submitted for approval by the engineer. A change in aggregate source, emulsion, or mineral filler will also require a new test strip as indicated in Section 3.5.

Table 5

ISSA A 143 Specifications		
ISSA Test No.	**Description**	**Specification**
ISSA TB-139	Wet Cohesion @ 30 Minutes Minimum (Set) @ 60 Minutes Minimum (Traffic)	 12 kg-cm Minimum 20 kg-cm Minimum or Near Spin
ISSA TB-109	Excess Asphalt by LWT Sand Abrasion	50 g/ft^2 Maximum (538 g/m^2 Maximum)
ISSA TB-114	Wet Stripping	Pass (90% Minimum)
*ISSA TB-100	Wet-Track Abrasion Loss One-hour Soak Six-day Soak	 50 g/ft^2 (538 g/m^2) Maximum 75 g/ft^2 (807 g/m^2) Maximum
ISSA TB-147	Lateral Displacement	5% Maximum
ISSA TB-144	Classification Compatibility	11 Grade Points Minimum (AAA, BAA)
ISSA TB-113	Mix Time @ 77° F (25° C)	Controllable to 120 Seconds Minimum

* Perform the wet track abrasion test under laboratory conditions as a component of the mix design process.

2.7 EQUIPMENT

A. Use mixing equipment specifically designed and manufactured to mix and place micro-surfacing.
   1. Mix the material by an automatically sequenced, self-propelled micro-surfacing mixing machine with a continuous flow revolving multi-blade double shafted mixing unit that:
      a. Accurately delivers and proportions the aggregate, emulsified asphalt, mineral filler, controls setting additive, and water.
      b. Discharges the mixed product on a continuous flow basis.
   2. Use a machine with sufficient storage capacity for aggregate, emulsified asphalt, mineral filler, control additive, and water to maintain an adequate supply to the proportioning controls.
   3. Use a machine capable of self-loading materials while continuing to place micro-surfacing.
   4. Verify that the operator has full control of the forward and reverse speed during applications of the micro-surfacing material.
      a. Use original manufacturer designed equipment for the self-loading device, opposite side driver stations, and forward and reverse speed controls.

B. Use a machine with a hydraulically adjustable (while applying mixture) type spreader box with a positive screed adjustment for yield control and a positive adjustment for the joint matcher.

C. Equip the micro-surfacing spreader box with the following:
   1. Ribbon flights mounted on an adjustable shaft to continually agitate and distribute the materials throughout the box.
   2. Curb bumpers and replaceable runners with at least 5 ft long end runners.
   3. A sufficient walkway to provide access to either side of the spreader box without walking through the freshly placed material.
      a. Verify that the equipment provides sufficient turbulence to prevent the mix from setting in the box or causing excessive side buildup or lumps.
   4. Flexible seals in contact with the road, front and rear, to prevent the loss of the mixture from the box.
   5. A secondary strike-off located approximately 2 to 3 ft behind the primary strike-off to minimize transverse corrugations and to improve surface texture.
      a. Verify that the secondary strike-off has elevation and width adjustments similar to the primary strike-off and a pivot point that can be tilted for texturing or raised completely off the surface.
      b. Verify that the secondary strike-off has the same adjustments as the spreader box.
   6. Ability to side shift the box to compensate for variations in the pavement geometry.
   7. Capability of applying micro-surfacing mixture in variable widths up to 15 ft.

D. Use a rut filling spreader box specifically designed to fill ruts with an average depth greater than ½ inch. Ruts greater than ½ inch deep require multiple passes to restore the cross section.

E. Use a computerized material monitoring system with integrated material control devices such that the amount of each material can be determined at any time.
   1. Calibrate each material control device before each mix application and as often thereafter as deemed necessary by the Engineer.
   2. Use a monitoring system capable of recording, displaying, and printing the following information:
      a. Individual sensor counts for emulsion, aggregate, mineral filler, water, and additive.
      b. Aggregate, emulsion, and mineral filler output in pounds per minute.
      c. Percentages of emulsion, mineral filler, water, and additive.
      d. Cumulative totals of aggregate, emulsion, mineral filler, water, and additive.
      e. Scale factor for all materials.

F. Verify the daily totals from the computerized monitoring system for the aggregate and the daily total from the scalping screen weighing system are within 2 percent.

G. Calibrate each mixing unit in the presence of the Engineer before construction.
   1. Do not use any machine until calibration has been completed.
   2. During the project construction, any mechanical change to the equipment components that deliver micro surfacing materials to the pug mill mixer will require new calibration.

PART 3 EXECUTION

3.1 LIMITATIONS

A. Do not apply micro-surfacing during rain, within 48 hours after a rain event, when road surface moisture is present or during other adverse weather conditions.

B. Do not apply micro-surfacing if either the pavement or air temperature is below 50 degrees F.

C. Do not apply micro-surfacing when the temperature is projected below 37 degrees F within 48 hours of placing micro-surfacing.

D. Cease micro-surfacing operations when the weather or other conditions prolong opening road surface to traffic beyond two hours.

E. Remove and replace the micro-surfacing if any of the following occurs:
   1. Lumping, balling, or unmixed aggregates.
   2. Separation of the coarse aggregate from the emulsion and fines.
   3. Excessive breaking of emulsion inside the spreader box.
   4. Streaking caused by oversized aggregate.
   5. Flushing or excessively rich areas appearing in the micro-surfacing after two hours from the time of placement.
   6. Any measurable rutting, shoving, or other evidence of premature deformation when exposed to traffic.

F. Keep traffic off roadway surface until the micro-surfacing has cured.
   1. Allow for additional curing time at locations such as driveways, intersections, and where sharp turning movements may take place or where vehicles may accelerate quickly.

3.2 STOCKPILE

A. Construct individual 500-ton stockpiles of micro-surfacing aggregates.
   1. Engineer will approve stockpiles at least one and at most seven days before use.
   2. Combining, altering, or moving 500-ton stockpiles may require re-approval by the Engineer before use.

B. Notify the Engineer at least seven calendar days before micro-surfacing placement in order for the initial stockpiles to be sampled and tested for acceptance.

C. Obtain the Engineer's written acceptance of a stockpile before its use for micro-surfacing.

D. Provide stockpile Quality Control information to the Engineer for every 500 tons of aggregates to include the following:
   1. Aggregate gradation meeting job-mix formula tolerances according to Table 4.
   2. Sand Equivalency refer to AASHTO T 176.

E. Be capable of determining aggregate moisture within 10 minutes at all times.

F. Rework or remove material not meeting specifications from the stockpile area. Identify stockpiles that will be reworked.

G. The Department will retest corrected material for acceptance.

3.3 PREPARATION

A. Clean the pavement surface of all dirt, sand, dust, oil, and other objectionable material immediately before applying micro-surfacing.

B. Allow un-sealed cracks to dry thoroughly before applying micro-surfacing when using water to clean the road surface.

C. Cover manholes, valve boxes, drop inlets, and other service utility entrances before surfacing.

D. Protect all structures, including items such as guardrail, guideposts, concrete barriers, drains, and parapet walls.

3.4 APPLICATION

A. Pre-wet the pavement surface as required due to local conditions by fogging ahead of the micro-surfacing box.
   1. Do not create standing water on the pavement in front of the micro-surfacing box.

B. Place micro-surfacing mix that meets the job-mix design.
   1. Control the ingredient proportions with metering or measuring devices on the micro-surfacing equipment.
      a. Use readings from the metering or measuring devices to determine compliance with limits stated in the approved job-mix design.
   2. Limit any increase or decrease in the amount of mineral filler added to the mix during production to ± 1 percent of the job-mix design.
   3. Limit the set-control agent to ± 1 percent of the job-mix design.
   4. Verify that the emulsion submitted with the job-mix design is the same emulsion used throughout the project.
   5. Verify that emulsion asphalt residue is ±0.5 percent of the job-mix design.
      a. Engineer may require a new job-mix design and re-approval of the micro-surfacing if large disparities occur.
      b. Calculate the percent emulsion on the daily electronic printout from the calibrated paver for emulsion and aggregate quantities.

C. Produce a mixture according to the mix design and the quality control tolerances.
   1. Maintain quality control documentation and make available to the Engineer upon request or at completion of daily work.
   2. Calculate the percent asphalt content of the mixture from the equipment computer display readings randomly at least three times daily.
   3. Calculate the yield of the aggregate being placed from the equipment computer display readings randomly at least three times daily.
   4. Maintain a daily report and log sheet containing the following information:
      a. Aggregate used, ton (dry)
      b. Micro-Surfacing emulsion used, ton
      c. Bituminous materials for tack coat used, if specified, ton
      d. Mineral Filler used, lbs
      e. Water used in mixture, gallons
      f. Additive used in mixture, gallons
      g. Surface area completed (square yards)

h. Surface area application rate (dry lbs aggregate per square yard)
i. Percentage of emulsified asphalt based on dry aggregate

D. Pass the mineral aggregate over a vibratory scalping screen before transfer to the micro-surfacing mixing machine to remove oversize material.
1. Verify that the screening unit is capable of providing weigh tickets for each load of material.

E. Carry a sufficient amount of micro-surfacing in all parts of the spreader box so that full width and complete coverage is obtained with no streaks or narrow spots.
1. Avoid overloading the spreader box.
2. Do not spray water directly into the spreader box during the application of micro-surfacing under any circumstances

F. Apply micro-surfacing of proper consistency at a minimum rate of 25 lbs/yd^2 based on the dry weight of aggregate for each lot.
1. Provide to the Engineer the square yards for each lot.
2. Calculate the aggregate application rate using the daily tickets from the screening unit and daily electronic printout from the calibrated paver.

G. Apply micro-surfacing for rut filling.
1. Apply micro-surfacing as a scratch-coat pass using a steel or high density strike-off when required to fill ruts less than ½ inch deep or as directed by the Engineer.
2. Make multiple passes with the rut filling spreader box for ruts greater than ½ inch deep or as directed by the Engineer.
3. Allow 24-hour cure time after filling ruts, before placing additional micro-surfacing layer.

H. Do not apply water to freshly placed micro-surfacing.

3.5 TEST STRIP

A. Construct a test strip at least 500 ft long on the roadway before initial placement.
1. With the coordination of the Engineer, arrange for the test strip to be constructed on the project site under anticipated placement conditions (intersections, travel lanes, approaches, time of day, temperature, and humidity).
2. Construct the test strip with the job mix proportions, materials, and equipment to be used on the project.

3. Adjustments to the mixture formula will be permitted provided they do not exceed the values stated in the mix design.
    a. If modifications to the mixture formula are in excess of the values in the mix design, prepare a new mix design and construct another test strip.
4. The Engineer will evaluate the test strip owner to determine if the mixture set and cure properties as well as the equipment and placement techniques are acceptable.
    a. Verify initial set is achieved within 30 minutes and the surface shows no signs of distress when exposed to traffic after curing for 1 hour.
5. Remove and replace or repair at the Engineer's approval, at no cost to the Department, if the test strip does not meet the conditions stated above.

B. Make necessary adjustments if test strip does not perform as required.
    1. Repeat the test strip process.
    2. The Engineer may require a new job-mix design if failures indicate an ingredient problem.

3.6 FINISHING DETAILS

A. Verify that the depth of each micro-surfacing course does not exceed twice the maximum aggregate size.
    1. Not required when using a rut filling spreader box.

B. Verify that the finished longitudinal and transverse joints are neat and uniform.
    1. Construct longitudinal joints within 6 inches of the lane lines where possible.
    2. Verify that overlap of micro-surfacing at any joint does not exceed 6 inches.
    3. Repair the joints if any of the following conditions exist:
        a. Build-up of material at the joints.
        b. Uncovered areas at the joints.
        c. Longitudinal and transverse joints with more than ¼ inch vertical space between the surface and a 4 ft straightedge placed perpendicular to the joint.
    4. Verify that the edges of the micro-surfacing follow the centerline, lane lines, shoulder lines, and curb lines.
    5. Repair the edges if they vary more than 6 inches.
    6. Use methods approved by the Engineer to correct deficiencies.
        a. Verify that the repaired surfaces are dense with a uniform texture.
        b. Repair sections with surface irregularities the same width as the existing pass of micro surfacing.

c. Small areas of patching are not permitted.

C. Verify that the finished micro-surfacing has a uniform texture free of scratches, tears, and other surface irregularities.
   1. Repair the surface, at Contractor's expense, if any of the following conditions exist:
      a. More than one surface irregularity ¼ inch or wider and 10 ft or longer in any 100 ft section.
      b. More than three surface irregularities ½ inch or wider and more than 6 inches long in any 100 ft section.
      c. Any surface irregularity 1 inch or wider and more than 4 inches long.
      d. Any tire track damage to the fresh micro-surfacing.
      e. Slick spots or any area of bleeding (surface flushing).

D. Place micro-surfacing adjacent to concrete pavements or concrete curb and gutter with a straight longitudinal edge.
   1. Do not allow over-lap in these areas.

E. Maintain neat construction lines at all locations.

F. Place micro-surfacing at side streets and intersections out to right-of-way line including around radii where applicable.

G. Use hand squeegees to spread micro-surfacing in areas where micro-surfacing machine cannot operate.
   1. Lightly dampen areas before mix placement.
   2. Provide complete and uniform coverage.
   3. Avoid unsightly appearance from handwork.
   4. Use the same type of finish in hand worked areas as applied by the spreader box.

H. Use construction paper or comparable products so that beginning and ending joint lines from each construction pass are straight and neat.

I. Use construction paper or comparable products to protect all roadway utilities.

END OF SECTION

RESOLUTION NO. R-____-2021

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, ADOPTING THE EAGLE MOUNTAIN CITY TENTATIVE BUDGET FOR FISCAL YEAR 2021-2022 AND SETTING A PUBLIC HEARING FOR ADOPTION OF THE FINAL BUDGET

WHEREAS, on May 4, 2021, the Finance Director submitted a tentative budget to the City Council; and

WHEREAS, the City Council desires to adopt the tentative budget as required by State law; and

WHEREAS, the City Council desires to make the budget available for public review and comment at least ten days prior to the public hearing; and

WHEREAS, the City Council desires to set a public hearing for May 18, 2021, at 7:00 p.m. to receive additional public input on the budget; and

WHEREAS, the City Council desires to adopt the final budget on June 15, 2021;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah, as follows:

1. The City Council hereby adopts the tentative budget attached as Exhibit A.
2. The City Council will conduct a public hearing to review the final budget for fiscal year 2021-2022 on May 18, 2021, at 7:00 p.m.
3. The City Council plans to adopt the final budget for fiscal year 2021-2022 on June 15, 2021.

PASSED AND APPROVED this 4th day of May, 2021.

EAGLE MOUNTAIN CITY

_____
Tom Westmoreland, Mayor

ATTEST:

_____
Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the Redevelopment Agency of Eagle Mountain City on the 4th day of May, 2021.

Those voting aye:	Those voting nay:	Those excused:
☐ Donna Burnham	☐ Donna Burnham	☐ Donna Burnham
☐ Melissa Clark	☐ Melissa Clark	☐ Melissa Clark
☐ Colby Curtis	☐ Colby Curtis	☐ Colby Curtis
☐ Jared Gray	☐ Jared Gray	☐ Jared Gray
☐ Carolyn Love	☐ Carolyn Love	☐ Carolyn Love

_____

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A

UPCOMING AGENDA ITEMS

May 18
A to Z Building Blocks Site Plan – Discussion Item
Community Mailboxes – Discussion Item
Hidden Hollow Phase C – Discussion Item

Other Projects
White Hills Country Estates Lot Split
Stonebridge Montessori Concept Plan
Monte Vista Ranch Concept Plan
Qquirrh Mountain Ranch Phase B MDP Amendment and Preliminary Plat
Deer Haven GP Amendment, Rezone, Preliminary Plat, and Variance
Pole Canyon NPA-17
7-Eleven The Ranches Concept Plan
Coyote Run Concept Plan
2B Investments Concept Plan
White Hills Country Estates Lot Split
Sunset Flats Amended Preliminary Plat
Ault Farms
Spring Run MDP and Preliminary Plat Amendment
Eagle Commons & MF 3 Code
Stratton Estates
La Petite Pet Grooming – Conditional Use Permit

Code Amendments in Progress
Removal of Single Family from MF1
Parking Requirements and Standards
Community District Node Overlay (TOD)
Commercial Zoning in The Ranches
Shooting Range Ordinance
Accessory Apartments/Landlord Licensing
Industrial Zone
Zoning Map
Title 6 Animals
Multifamily Design Standards
Multifamily Amenities Distance Requirements
Residential Zone Livestock Requirements