2018

Framework for the Future

EAGLE MOUNTAIN
GENERAL PLAN

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Part One

Framework for the Future

EAGLE MOUNTAIN
GENERAL PLAN

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1.1 INTRODUCTION

Since its incorporation in 1996, Eagle Mountain has grown in population from 250 people to over 30,000 people. Located 30 miles northwest of Provo at the base of the Lake Mountains, the City is geographically the third largest city in the state. The Mountainland Association of Governments currently projects a population increase of nearly 200 percent from the year 2010 to 2030, with an anticipated population of approximately 57,000.

The rural feeling, open space, and expansive views of undeveloped land are commonly named as reasons for moving to Eagle Mountain. Many current residents say they moved to Eagle Mountain to "get away from it all". However, many also feel the values and qualities that draw people to Eagle Mountain may disappear as more and more people move to the City for those very same reasons. In essence, it is possible these qualities of the City will be 'loved to death.'

Working to balance these concerns with the realities presented by the amount of development already approved is a main feature of this plan. The ability to strategically and proactively manage growth can only occur with an integrated approach to the various facets of what makes a city work. The Eagle Mountain General Plan articulates the vision and values of the community in order to provide guidance in terms of how the City will look, feel, and function, as well as how it will provide services and manage resources.

The ideas in this General Plan provide a means to improve the community character and quality of life for residents, increase prosperity and business development opportunities, and address City goals within the context of the growing region and regional impacts outlined in the plan document.

The plan is long-range in nature, but includes short to mid-term planning as well, which function as a crucial foundation for working toward the long-range vision.

1.2 WHAT IS THE GENERAL PLAN & WHY DO WE HAVE ONE?

The General Plan is a comprehensive policy document used to guide the City in decisions related to its future growth and change. In broad terms, the General Plan aims to map out and communicate Eagle Mountain's future based on a shared vision of the community that is also grounded in reality. The plan guides future growth and establishes the framework for physical and social development of the City.

The General Plan is advisory in nature. Other actions, laws, and policies of the City, such as Master Development Plans, subdivision requirements, and zoning ordinances, function as regulatory tools designed to implement the ideas and direction of the Plan. As such, these are subordinate to, and should be consistent with, the Plan. It is important to update ordinances to conform to the General Plan, or it is not a useful tool or process for cities to have.

The reasons for having a General Plan are both visionary and pragmatic. From a visionary perspective, the General Plan is an opportunity to generate ideas to guide the future of the City and decide if the ideas are achievable. If so, the plan provides a basis for making informed decisions that will help achieve the vision.
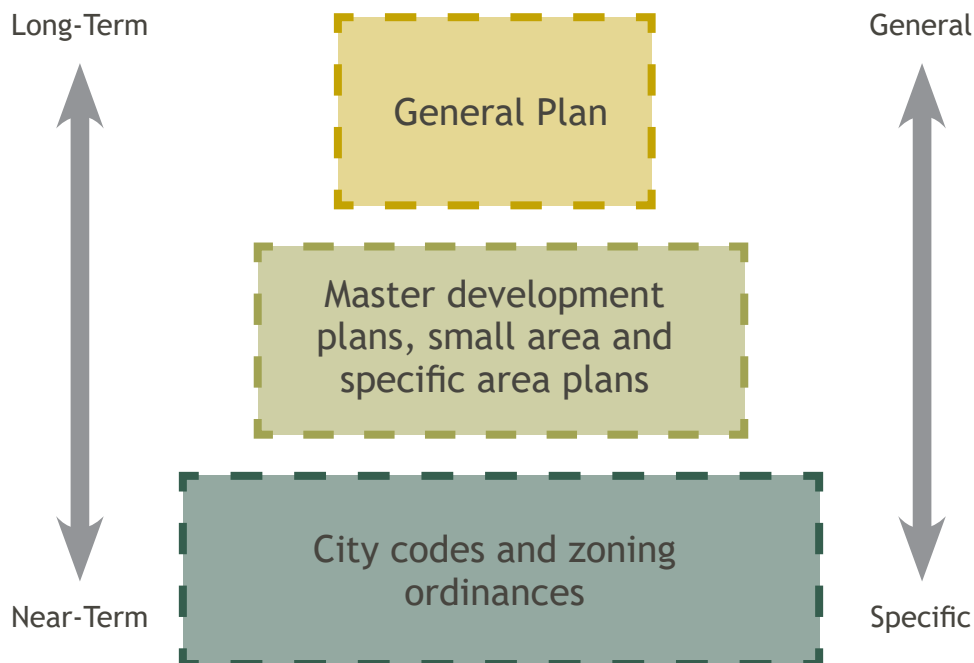
From the pragmatic perspective, it is one of meeting state requirements. In 2005, the Utah Legislature enacted the Land Use Development and Management Act (LUDMA), which is codified for municipalities in Chapter 9a of Title 10 of the Utah Code. The purposes of LUDMA echo the police power objectives that have driven planning efforts and zoning ordinances since their inception. Primarily, to provide for the health, safety, and welfare of present and future inhabitants and businesses, while also promoting prosperity and protecting aspects each community values.

The State of Utah's LUDMA states that each municipality shall

> "...prepare and adopt a comprehensive, long-range general plan for: (a) present and future needs of the municipality; and (b) growth and development of the land within the municipality or any part of the municipality."

While the state does not dictate the format of the General Plan, it does require cities to have at a minimum:

- A land use element;
- A transportation and traffic circulation element; and
- An estimation of the need for additional moderate income housing (a moderate income housing plan – which must be updated every two years).

Long-Term

Near-Term

General Plan

Master development plans, small area and specific area plans

City codes and zoning ordinances

General

Specific

Pony Express Days

There are many more things a municipality CAN include, and that are common elements for cities to include. The context of each community translates into the contents of its General Plan.

From both a pragmatic and visionary perspective, the General Plan functions as an opportunity to establish a decision-making framework. Everyone would like to feel that their city is not making arbitrary decisions.

The General Plan provides for consistency by establishing a framework for decision-making both in the short term and long-term. Making decisions that address day to day issues regarding growth and change from within this framework will lead the City toward its vision and provide needed transparency.

The plan serves to educate residents and property owners by providing an understanding of what goals the City is trying to achieve and the decisions that are made to support the achievement of those goals. In addition to the City's use of the plan, the General Plan provides guidance to land owners, business owners, and residents.

An understanding of the long-term vision for the City is needed so people can make decisions regarding their land with confidence while also understanding the parameters of planning policies and why they are in place.

1.3 THE GENERAL PLAN PROCESS

In the years since the 2005 General Plan was adopted, Eagle Mountain City has experienced major changes and growth. The significance of the past thirteen years of progress, along with the expectation of future change, demands a general plan update that analyzes and responds to these changes in the community.

From there, the plan takes into account these changes to update goals, policies, and implementation measures to guide future development in the City.

A thorough input process in the creation of the plan has resulted in a general plan update that was created with a wide range of interests and perspectives. To guide the update process, Eagle Mountain City established a Steering Committee consisting of representatives of City staff, City administration, City Council, and the public.

The consultant team worked under the guidance of the Steering Committee and the Eagle Mountain City Community Development Department. Steering Committee members also functioned as liaisons with the public process by participating in Focus Groups and general public outreach events.

1.4 THE BIG PICTURE

The Plan is designed and structured to be used by all members of the community as a decision-making framework for both public and private development projects and programs. The 2018 General Plan will guide Eagle Mountain forward with a community-based plan that reflects a long-term, strategic view to growth and change. The plan goes beyond the conventional General Plan with separate elements and attempts to more strategically direct future development, while documenting and quantifying processes and outcomes with established metrics.

The plan includes individual elements such as housing, transportation, economy, parks and recreation, and land use, but these must share a collective vision for Eagle Mountain's future. The elements do not function independently; in actuality they are interconnected and what occurs with one will usually affect another. To address this interconnected nature, the plan is structured in two parts. Part One captures the context and big picture for Eagle Mountain's future,

reflected in a City-wide Growth Strategy Framework and supported by Four Key Initiatives. Part Two contains the conventional plan elements, with goals, objectives, and action strategies for achieving implementation.

1.5 WHO WILL USE THE PLAN & HOW?

The general public and City will use Part One of the plan to gain a user-friendly citizen's guide of the big picture – the vision and principles that are the foundation of the plan and the main initiatives and priorities that are the means for achieving the vision.

Part Two is anticipated for use primarily by City staff and officials as a decision-making framework for evaluating proposals, policy changes, and implementation projects.

The General Plan provides a means for aligning the efforts of different City departments, boards, commissions, and the council toward achieving the overall vision for the City. Together, these two parts create a General Plan document that can be used and understood by all.

Cedar Ranch Pass looking east

COMMUNITY CONTEXT

2.1 THE EAGLE MOUNTAIN STORY

Situated 40 miles southwest of Salt Lake City and 30 miles northwest of Provo on the western side of Utah Lake, Eagle Mountain was for many years removed from the growth occurring in nearby Utah and Salt Lake Counties.

The City is a young city -- both in terms of how long the City has been in existence and the average age of its residents. When Eagle Mountain incorporated in 1996, the population was 250 people. Today the population is over 30,000 people with a median age of 21.3 years.

Currently Eagle Mountain residents move to the City for the generous open space of undeveloped land and relatively quiet neighborhoods. Geographically, Eagle Mountain is the third largest city in Utah. Most of the City is undeveloped so the majority of Eagle Mountain's story is yet to be written.

From a historical perspective, Eagle Mountain residents enjoy ties to their history of the Pony Express which passed through the area where the City now exists. Every summer the community celebrates Pony Express days with a fun run, carnival, parade, rodeo, and fireworks show.
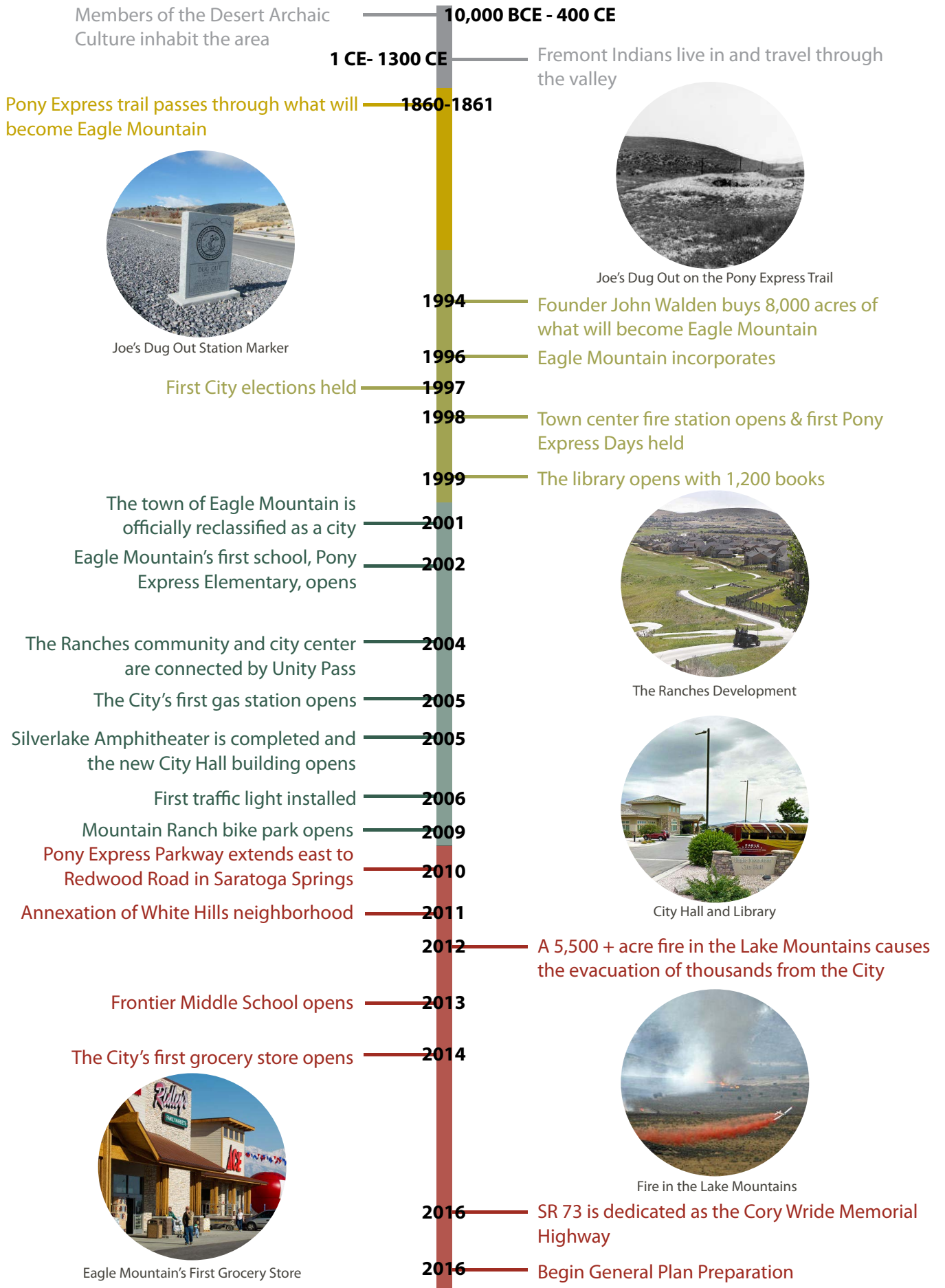
2.2 REGIONAL CONTEXT & COORDINATION

With Eagle Mountain's growth occurring as part of a larger metropolitan area, it is important for the City to be aware of its regional context. Regional issues such as growth, transportation, the economy, natural resources, air quality, and open space all impact the quality of life of residents of Eagle Mountain. The ideas and initiatives captured in this General Plan are grounded in the regional vision as represented by the Wasatch Choice for 2040 (WC2040), and the refined Wasatch Choice for 2050 (WC2050). The Eagle Mountain plan will support the regional goals, objectives, and plans adopted by the Mountainland Association of Governments (MAG) and reflected in the WC2050 regional vision for sustainable, future growth. This includes:

- Intergovernmental coordinations
- Compliance and cooperation with future regional planning efforts

Additionally, the plan considers the land use and activities of adjacent entities, such as the Camp Williams, a National Guard Training Site operated by the Utah Army National Guard.

Pony Express Days, photo courtesy Pony Express Events

Members of the Desert Archaic Culture inhabit the area — **10,000 BCE - 400 CE**

1 CE- 1300 CE — Fremont Indians live in and travel through the valley

Pony Express trail passes through what will become Eagle Mountain — **1860-1861**

Joe's Dug Out on the Pony Express Trail

Joe's Dug Out Station Marker

1994 — Founder John Walden buys 8,000 acres of what will become Eagle Mountain

1996 — Eagle Mountain incorporates

First City elections held — **1997**

1998 — Town center fire station opens & first Pony Express Days held

1999 — The library opens with 1,200 books

The town of Eagle Mountain is officially reclassified as a city — **2001**

Eagle Mountain's first school, Pony Express Elementary, opens — **2002**

The Ranches Development

The Ranches community and city center are connected by Unity Pass — **2004**

The City's first gas station opens — **2005**

Silverlake Amphitheater is completed and the new City Hall building opens — **2005**

First traffic light installed — **2006**

Mountain Ranch bike park opens — **2009**

City Hall and Library

Pony Express Parkway extends east to Redwood Road in Saratoga Springs — **2010**

Annexation of White Hills neighborhood — **2011**

2012 — A 5,500 + acre fire in the Lake Mountains causes the evacuation of thousands from the City

Frontier Middle School opens — **2013**

The City's first grocery store opens — **2014**

Fire in the Lake Mountains

Eagle Mountain's First Grocery Store

2016 — SR 73 is dedicated as the Cory Wride Memorial Highway

2016 — Begin General Plan Preparation

Wasatch Choice for 2040

A collection of principles for guiding regional growth were adopted for the WC2040 following input from community workshops, open houses, committee deliberations, surveys and polling. The overall objective is to promote quality growth throughout the region, as rapid population growth continues in the Greater Wasatch Region. The principles are designed to help individual communities, like Eagle Mountain City, play a role in helping this growth be well-planned and accommodated in an efficient and cost-effective manner. The vision map can be found on the WC2040 website: http://wasatchchoice2040.com/about-wc2040.

The key Guiding Principles of the WC2040 are:

- Provide Public Infrastructure that is Efficient and Adequately Maintained
- Provide Regional Mobility through a Variety of Interconnected Transportation Choices
- Integrate Local Land-Use with Regional Transportation Systems
- Provide Housing for People in all Life Stages and Incomes
- Ensure Public Health and Safety
- Enhance the Regional Economy
- Promote Regional Collaboration
- Strengthen Sense of Community
- Protect and Enhance the Environment

Wasatch Choice 2050

Wasatch Choice 2050 (WC2050) represents the most significant update to the WC2040 Vision since Wasatch Front communities first established it over a decade ago. WC2050 updates the regional vision looking out to 2050. It better articulates how to make the vision a reality through recommended implementation strategies. It builds on the dynamic changes happening in communities throughout the region, local efforts like Salt Lake County's *The Future We Choose*, and the *Your Utah, Your Future* statewide vision in which nearly 53,000 Utahns participated.

"Centered growth" is one of the key strategies of the Wasatch Choice 2050 Vision. Strategic planning in a small percentage of the metropolitan area -- places like downtowns, main streets and station area communities -- can yield huge benefits. Targeting growth in these areas takes the strong market for accessible jobs and moderately priced/ downsized living and enables them to grow where they do the most good for everyone.

Some of the key benefits of Centers include:

- Help ensure people have a selection of homes to meet their needs.
- Reduce the time, distance and money it takes for people to reach many of their destinations.
- Enable us to reach more of those destinations by foot, bike and transit in addition to car.
- Help businesses reach more consumers and employees to have a selection of more jobs.
- Help us improve the air we breathe.
- Create walkable communities.
- Reduce growth pressure on the Wasatch Back.
- Reduce demand for scarce water.

General Land Use Legend

- **Residential**
- **Industrial**
- **Commercial**
- **Special Use District**
- **Green Space**

N

Wasatch
Choice for 2040
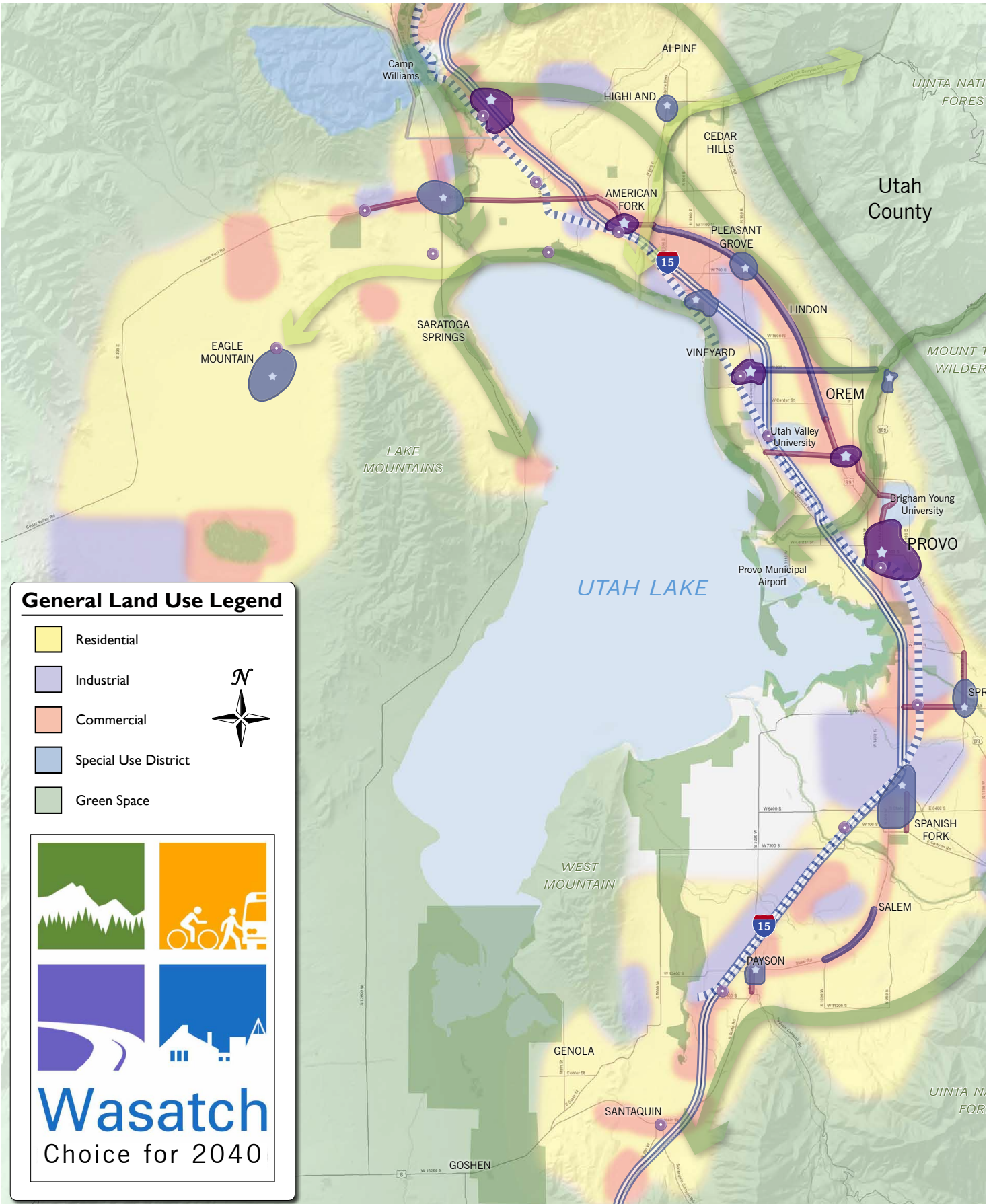
Vision Map from Wasatch Choice 2040

2.3 LOCAL CONTEXT & DEMOGRAPHICS

Demographic characteristics greatly influence housing demands within a city. Population growth, age, income and other characteristics of a city's population determine what types of housing are desired and how many units need to be available. This section evaluates these factors in Eagle Mountain in order to inform the analysis of the demand for units and the type of those housing units.

Population

The City's fast and variable growth makes projecting population particularly challenging. The City's population was only 2,976 in 2000 according to the United States Census; however, the City experienced rapid growth of 18,720 to a population of 21,415 by the 2010 Census. More recent Census estimates from 2016 show the population still rapidly growing with an estimated 33.20% increase to 29,202 residents.

Eagle Mountain's growth rate continues to be high compared to the County average and older cities on the eastern side of Utah Lake. Conservative estimates by the Governor's Office of Planning and Budget (GOPB) from 2012, shown in the table below, project continued high growth. Projections by the Mountainland Association of Governments (MAG) are slightly higher, with a projected 2030 population of 57,342 and a 2040 population of 76,469.

GOMB Population Projections

	2010	2020	2030	Percent Change 2010-2030	AAGR
Utah County	516,564	668,564	833,101	61.28%	2.42%
Highland	15,523	17,792	20,712	33.43%	1.45%
American Fork	26,263	32,566	39,635	50.92%	2.08%
Lehi	47,407	62,154	82,589	74.21%	2.81%
Eagle Mountain	21,415	34,152	54,095	152.61%	4.74%
Saratoga Springs	17,781	33,514	58,496	228.98%	6.13%
Cedar Fort	368	961	2,757	649.21%	10.59%
Fairfield	119	599	955	702.75%	10.98%
Source: GOMB 2012 Baseline Projections					

GROWTH IN EAGLE MOUNTAIN RELATIVE TO OTHER UTAH CITIES

7th in State in percent of growth

3rd in State in percent growth with cities of 10,000 or more
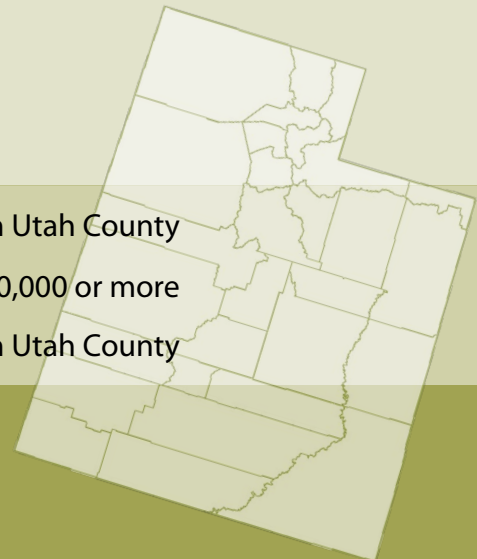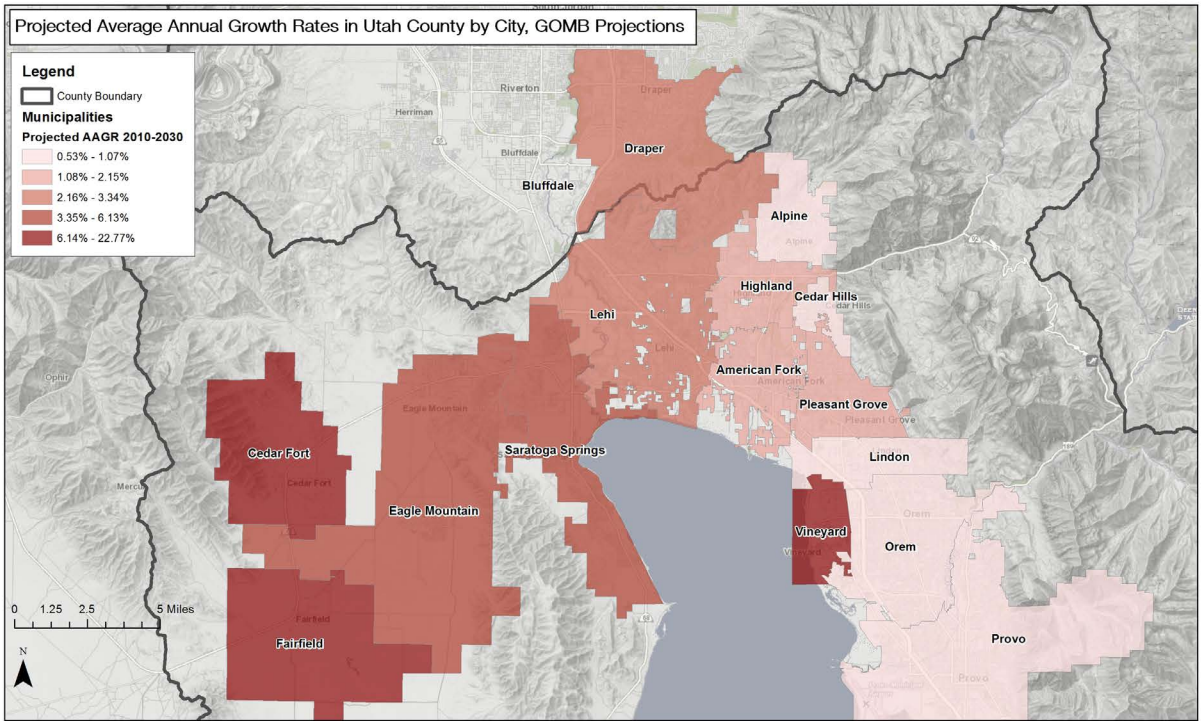
3rd fastest growing in Utah County

Fastest growing in Utah County with cities of 10,000 or more

7th largest city in Utah County

8th most people added in 2016 - 1,903 total

31st largest city in Utah

Projected Average Annual Growth Rates in Utah County by City, GOMB Projections

Age and Household Size

Eagle Mountain has a very young population with a median age of 21.3 years. This is a result of having a high population of children, large household sizes, and very few seniors in the City. The median age is much lower than many surrounding cities except Saratoga Springs and about 3 years less than the County median.

Median Age in Utah County by Census Tract, 2014 ACS
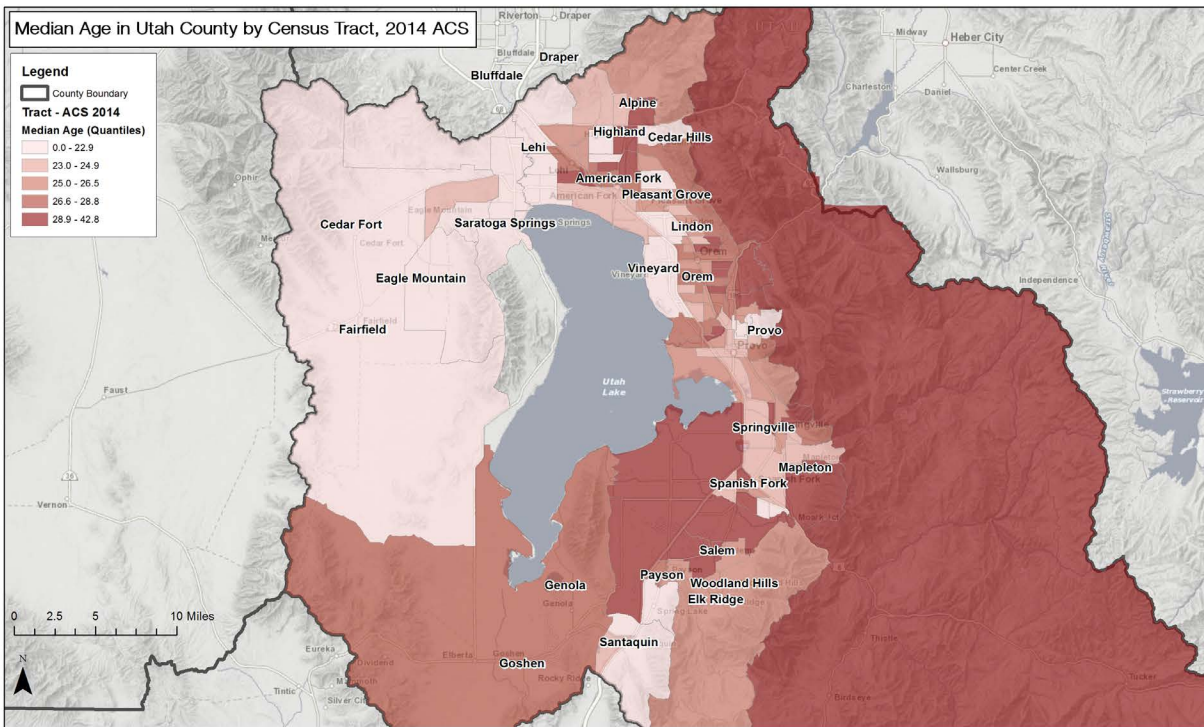
Eagle Mountain has the fourth highest household size in the County at over four persons per household and the second highest percentage of households with children at home at 73.8 percent of households – over double the national percentage of households with children.

Average Household Size in Utah County by Census Tract, 2014 ACS
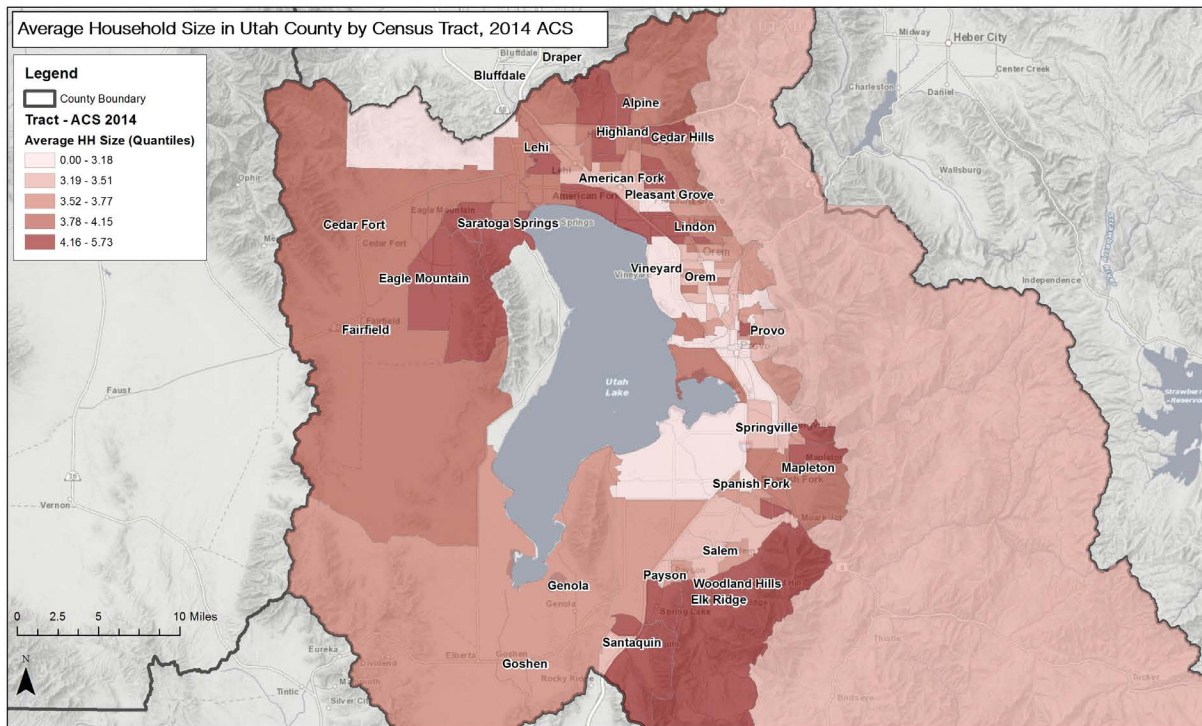
The table below also shows that almost half of Eagle Mountain's total population is under 18, while under three percent of residents are older than 65.

Demographics of Surrounding Communities

	American Fork	Cedar Fort	Eagle Mountain	Fairfield	Highland	Lehi	Saratoga Springs	Utah County
Household Size	3.63	2.93	4.20	3.00	4.39	3.89	4.24	3.62
Median Age	27.2	35.9	21.3	46.2	22.5	24.1	19.5	24.5
% of households with someone under 18	52.0	34.7	73.8	35.7	54.1	63.8	74.7	51.7
% of total population under 18	37.7	23.9	47.8	18.3	42.9	43.7	47.7	35.1
% of total population 65 and over	9.3	17.7	2.7	13.5	6.0	5.0	3.7	6.8

Source: GOMB 2012 Baseline Projections

The population pyramid on the following page shows this trend in ages compared to Utah County. There are many families with adults in their 30's that generally have children at home, but populations with generally less children are sparse – those in their 20's and older than 50. Most housing is family-oriented, leaving fewer options for people not necessarily seeking single-family homes built for larger households.

Eagle Mountain

Male	Age	Female
	85 years and over	
	80 to 84	
	75 to 79	
	70 to 74	
	65 to 69	
	60 to 64	
	55 to 59	
	50 to 54	
	45 to 49	
	40 to 44	
	35 to 39	
	30 to 34	
	25 to 29	
	20 to 24	
	15 to 19	
	10 to 14	
	5 to 9	
	Under 5	

Utah County

Male	Age	Female
	85 years and over	
	80 to 84	
	75 to 79	
	70 to 74	
	65 to 69	
	60 to 64	
	55 to 59	
	50 to 54	
	45 to 49	
	40 to 44	
	35 to 39	
	30 to 34	
	25 to 29	
	20 to 24	
	15 to 19	
	10 to 14	
	5 to 9	
	Under 5	

Median Household Income in Utah County by Census Tract, 2014 ACS
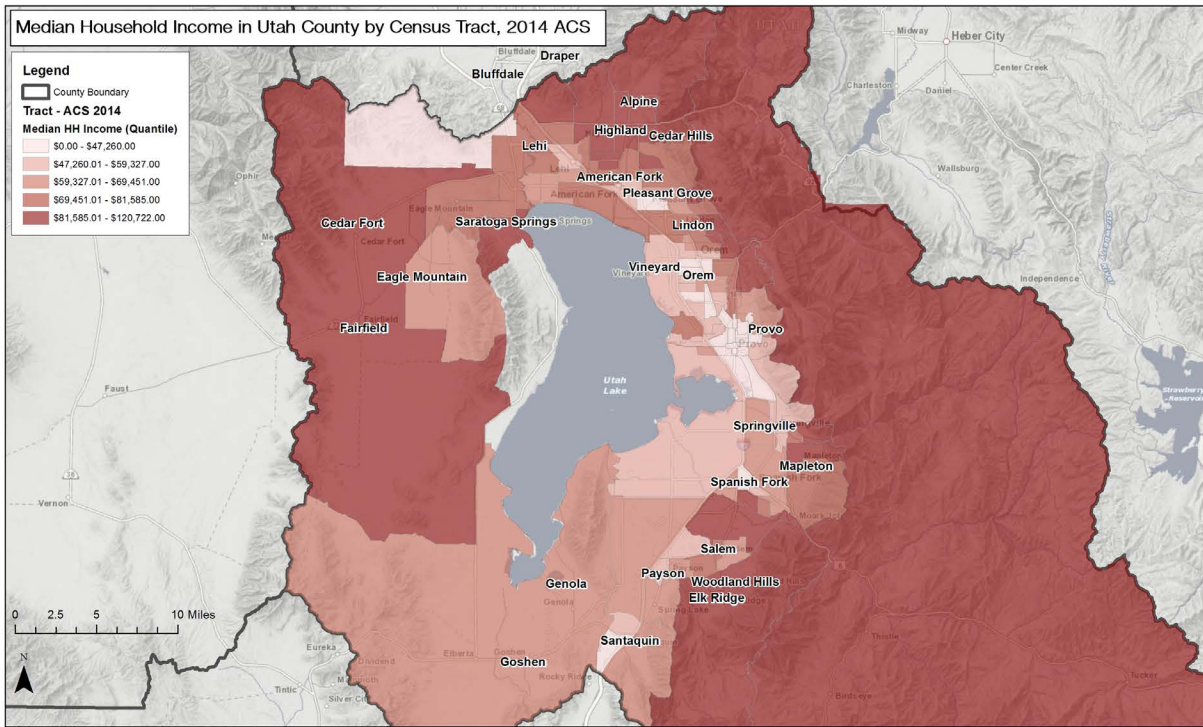
While incomes are not the highest in the County, Eagle Mountain and many of the surrounding communities have demographics that indicate there are primarily young families with high earning potential, but in the beginning stages of their careers. Incomes may rise as the demographics in these communities age and residents become more established in careers.

Eagle Mountain, as a result of a very high child population, has very low per capita incomes. This indicates that there may not be as much expendable income in the area compared to other communities.

A significant portion of the population in Eagle Mountain makes between $50,000 and $100,000 per year. About half of the population falls in this range compared to about 37 percent County-wide. Only 11.7 percent of households live on less than $35,000 in Eagle Mountain while 26 percent of households in Utah County live at this income level or less. The largest income category is $50,000 to $74,999 with 29.4 percent of Eagle Mountain's population in this income range.

Per Capita Income in Utah County by Census Tract, 2014 ACS

Income Distribution

Source: ZBPF

| | Eagle Mountain | | Utah County |
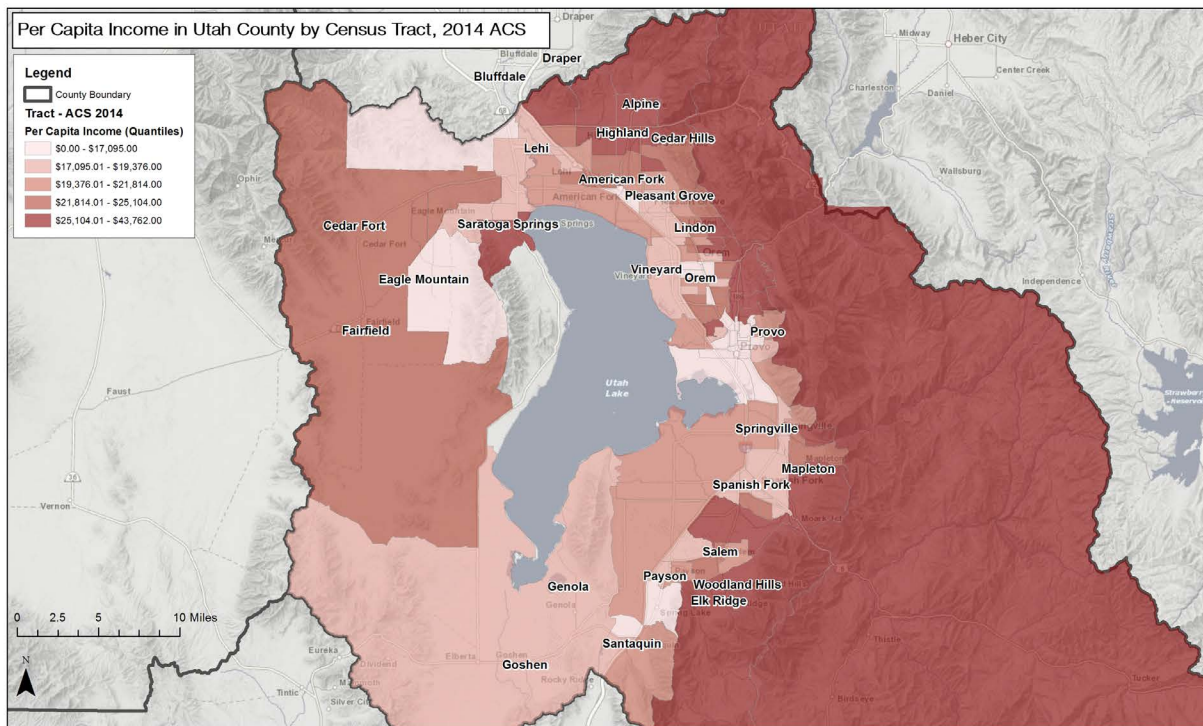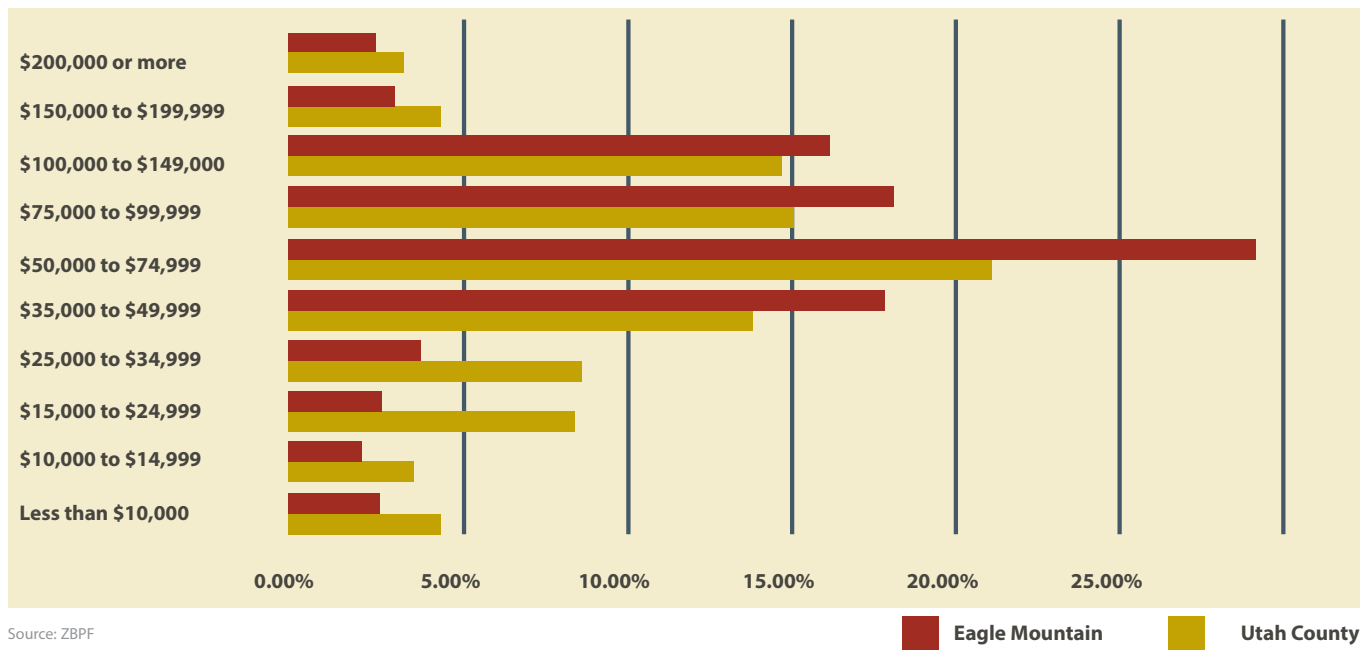
Employment

Eagle Mountain is a bedroom community with most development being residential. Most residents commute to employment centers outside the City. Jobs per household, a standard metric for showing employment and economic activity within a City, shows this trend with Eagle Mountain at a very low 0.31 jobs per household. This supports the fact that most residents commute outside the City to work. By comparison, Utah County has an average jobs per household rate of 1.44 – much higher than Eagle Mountain's figure.

Jobs per Household

	American Fork	Cedar Fort	Eagle Mountain	Fairfield	Highland	Lehi	Saratoga Springs	Utah County
Jobs per household	2.65	NA	0.31	NA	0.71	1.47	2.33	1.44

Source: ACS 2014 5-Year Estimate; DWS, ZBPF

This chart shows the inflow and outflow of jobs within Eagle Mountain. A large proportion live in Eagle Mountain but commute to other areas to work. The average commuting time of 33.7 minutes for an Eagle Mountain resident is longer than average commute times for residents of other cities in the County. Only Fairfield and Cedar Fort are higher, both of which are further from the freeway than Eagle Mountain.

Inflow/Outflow Job Counts in 2014

■ 887 Employed in Selection Area, Live Outside
■ 9,445 Live in Selection Area, Employed Outside
■ 389 Employed and Live Selection Area

Average Commuting Time (Mins) in Utah County by Census Tract,

Legend
County Boundary
Tract - ACS 2014
Mins Commuting (Quantiles)
- 0.0 - 17.2
- 17.3 - 19.6
- 19.7 - 22.2
- 22.3 - 24.9
- 25.0 - 37.3
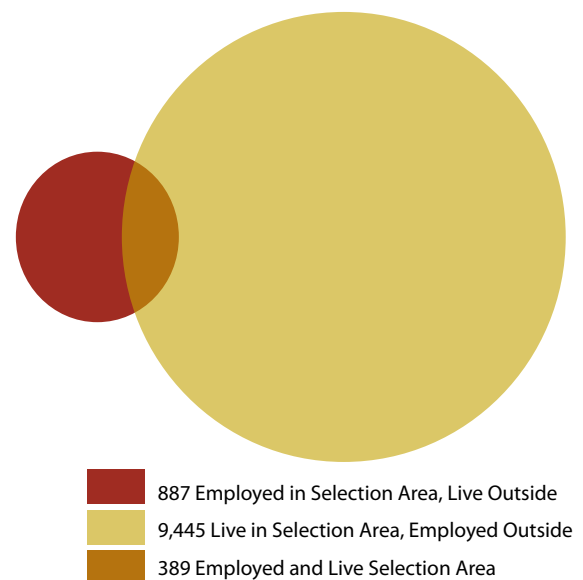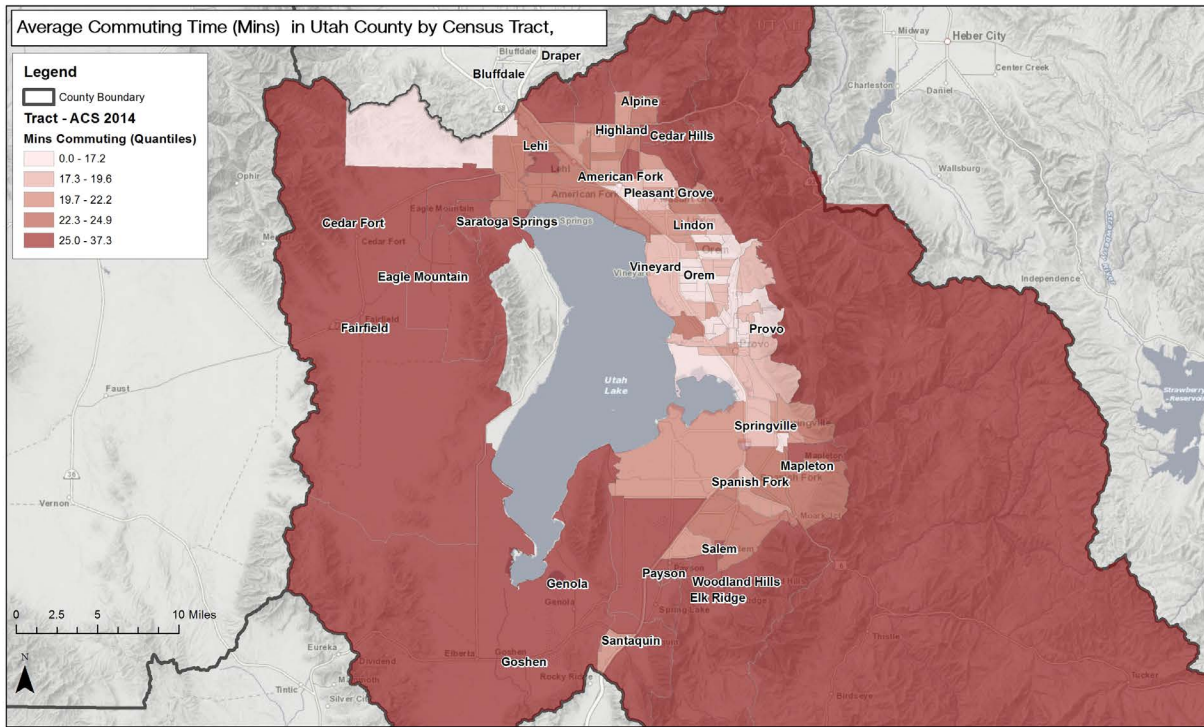
Education Levels

Education levels in Eagle Mountain are comparable to the County levels of educational attainment. College graduate rates are much higher in the City compared to two of the City's closest neighbors, Cedar Fort and Fairfield.

Education Levels

	American Fork	Eagle Mountain	Highland	Lehi	Saratoga Springs	Utah County
% HS Graduate or Higher	93.9	94.9	99.0	96.1	96.9	93.5
% Bachelor's Degree or Higher	33.5	33.0	57.7	39.1	42.1	36.9
Source: ACS 2014 5-Year Estimate						

FRAMEWORK FOR THE FUTURE

Nolen Park Splash Pad

"Eagle Mountain: A sustainable, beautiful, and innovative place to live, work, and play."

2018 EAGLE MOUNTAIN GENERAL PLAN

COMMUNITY VISION

3.1 COMMUNITY VISION & GUIDING PRINCIPLES

Eagle Mountain City has established an overall vision statement and five guiding principles that represent key values and priorities to consider as it plans for growth and change. The vision statement captures the City's expectations for the future. These expectations are further reflected in the guiding principles. The guiding principles build from the vision and together, the values reflected by them direct the integrated framework and growth strategy the City will base decisions on for implementing the ideas of the General Plan.

VISION STATEMENT

"Eagle Mountain: A sustainable, beautiful, and innovative place to live, work, and play."

PRINCIPLE #1: RESILIENCY

Focus regulations and practices on promoting resilient principles: creating a city that can handle environmental and economic change. This includes balancing social, economic, and environmental activities as well as subdivision design, green building, renewable energy, resource conservation, and efficient use of water. Develop opportunities for employment within Eagle Mountain to reduce the need to commute and offer a sustainable tax base for the City. A diverse economic base can be built by encouraging a range of business types from high-tech research and development to green/renewable businesses to home-grown businesses.

PRINCIPLE #2: HEALTHY & VIBRANT COMMUNITY

Eagle Mountain can be a healthy community for its citizens by building activity into daily routines. This means building streets that are safe and attractive for walking, creating extensive trail systems, offering a variety of recreation options, and providing services within walking distances of neighborhoods.

PRINCIPLE #3: STEWARDSHIP & CIVIC BEAUTY

The natural beauty surrounding Eagle Mountain is one reason many residents choose to live there. The City has a responsibility to preserve hillsides and ridges, the Pony Express trail, protect air quality and other natural and cultural elements. Providing attractive landscaping and trees throughout the community is also an element of stewardship. Eagle Mountain's small town feel is a quality many residents find attractive. It is important to preserve this sense of community while continuing to grow in an efficient and well-planned manner. Public gathering places and an extensive parks system along with promoting and providing for community events are important elements of this strategy.

PRINCIPLE #4: COLLABORATION

Communities are stronger when citizens engage in a meaningful collaborative process. This process will be most effective when land use and transportation planning is coordinated with regional neighbors and partnerships are pursued with the private sector that enhance services and opportunities.
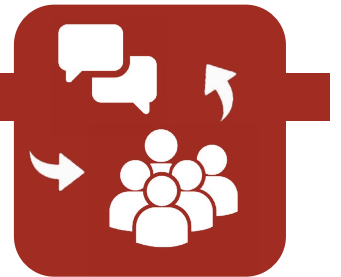
PRINCIPLE #5: DIVERSITY & CHOICES

Eagle Mountain will be strongest when decisions are made from a framework of diversity. A diverse transportation system includes trails, bike lanes, an interconnected road system, and public transportation. A diversity of housing encourages a variety of quality and attractive options that allows people to choose an option that best fits their needs and financial means.

Hidden Hollow Elementary School

3.2 GROWTH STRATEGY FRAMEWORK

Eagle Mountain's existing built environment, recent development trends, and current plans and policies have a significant influence on how the City will develop and perform in the future. A comprehensive planning and growth strategy for Eagle Mountain involves looking at forecasts of future growth, not only in Eagle Mountain, but the region as a whole. Growth often brings challenges, but it also offers opportunities to bring more transportation, housing, employment, and neighborhood services to more residents of Eagle Mountain.

The Framework for Growth shows how the vision and guiding principles in the General Plan are reflected in the location and form of future change and growth.

Managing Growth vs. Allowing Growth

The growth forecast in population represents a future community that is nearly 3 times the size of today in 25 years, and 5 times the size in 40 years. The 25-year growth projection represents about 4 times the households that are here today, based on the assumption that average household size will decrease somewhat as the population diversifies (from 4.15 persons/HH to about 3.2 persons/HH). **This means only one-quarter to one-third of the buildings that will exist in 2040 exist today.** Thus, the existing development pattern is highly subject to change and evolution. The City will be challenged to manage growth and satisfy current residents' desires for the "rural feel" that attracted them to Eagle Mountain in the first place.

The future development pattern will have a significant impact on how well Eagle Mountain will perform over the next 20 to 25 years. Understanding the fiscal impacts and constraints on the City's ability to provide effective services and infrastructure are critical to the reasons behind the chosen growth strategy framework. Other development alternatives that promote rural density patterns (land consumptive large lots), while considered desirable by some, are not viable except in very limited amounts due to the large burden of providing services to these areas.

The Growth Strategy Framework and the supporting Integrated Initiatives reflect the City's commitment to linking land use and transportation decisions. These provide the foundation for linking goals, objectives, and action strategies from the various plan elements into one integrated initiative designed to support and work toward the Future Growth Framework. Seeing large improvements in performance from land uses will take time. The City and residents need to make long-term strategic investments and development decisions to meet those improvement goals.

Village Centers and Connecting Corridors

Focusing growth and investments in village centers and along key corridors in Eagle Mountain will make good use of existing and planned infrastructure capacity and encourages efficiency in new infrastructure investments such as streets, sidewalks, potential transit lines, water and sewer lines, and parks.

As the City grows, the village centers will serve as anchors of convenient, walkable neighborhoods/districts and are structured to accommodate most of the new growth at neighborhood hubs and on main corridors that connect them. Currently, some of these areas are vested under Master Development Plans (MDPs), but as the formal subdivision of these areas takes place, the guiding framework of the General Plan will help to support a cohesive, conscientious growth plan. In the future, they can become home to a mix of uses and development types, ranging from single-family homes to neighborhood services in retail buildings.

3.3 GROWTH STRATEGY FRAMEWORK MAP & KEY INITIATIVES

The Framework Map and the integrated Key Initiative Maps on the following pages represent the preferred scenario for planning and managing future growth in Eagle Mountain.

The Framework Map reflects the overall characterization and general location of future nodes and regional centers of employment and shopping.

The Key Initiative Maps reflect an integrated approach to four areas identified as priorities for future planning within Eagle Mountain City. The Four Key Initiatives support the overall Growth Strategy and the ideas captured in Framework Map. These initiatives are:

1. Key Initiative #1 - Meaningful Open Space & Amenities
2. Key Initiative #2 - Distinctive Development Patterns
3. Key Initiative #3 - Centers Of Employment And Activity
4. Key Initiative #4 - Sustainable & Resilient Systems

A description of the key nodes for the Framework Map are provided below.

City Center Node

A "Downtown" Main Street style of commercial and office uses. Mixture of uses in a horizontal or vertical format (e.g. residential or office above retail; residential above office). Regional examples include Downtown Provo, Ogden 25th Street, and Downtown Murray.

Community Node

A community business district style of commercial and office uses serving multiple surrounding neighborhoods. Mixture of uses in a horizontal or vertical format (e.g. residential or office above retail; residential above office). Regional examples include the Sugar House Business District, SoDa Row in Daybreak, and Lehi Main Street.

Neighborhood Node

A small collection of retail and service uses focused on a corner or single block, serving the immediate surrounding neighborhood. Mixture of uses in a horizontal format (e.g. different uses adjacent to each other). Regional examples include 9th & 9th in Salt Lake City and 15th & 15th in Salt Lake City.
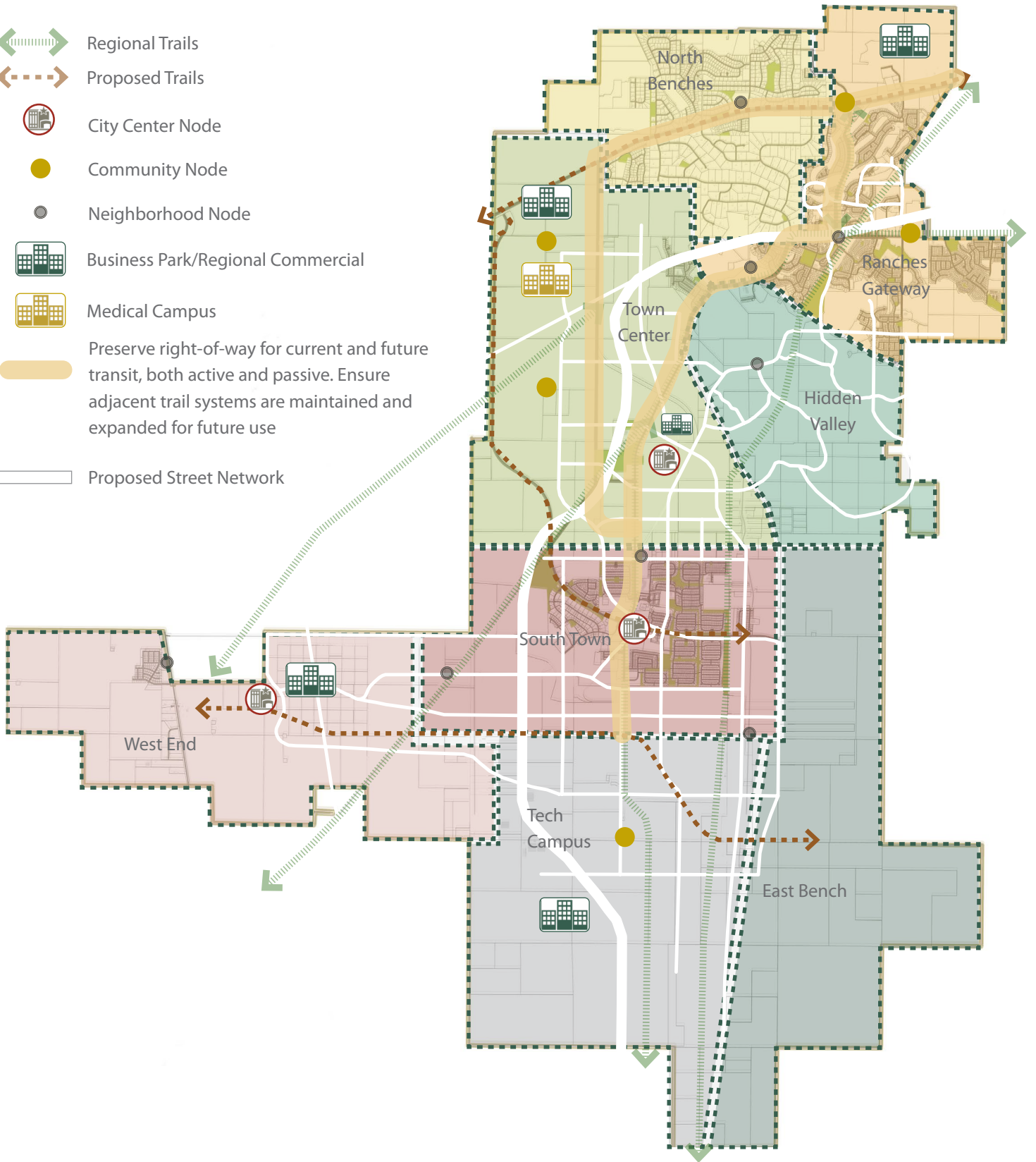
Business Park/Regional Commercial

A larger, campus-like collection of primarily office uses (Business Park) or retail uses (Regional Commercial) that are typically oriented to users arriving from the entire City and also the surrounding region. Uses may be mixed, but are built at a larger scale and grained urban form than the above nodes. Regional examples include the Thanksgiving Point area in Lehi, The District in South Jordan, Decker Lake Business Park in West Valley City, and the International Center at Salt Lake City Airport.
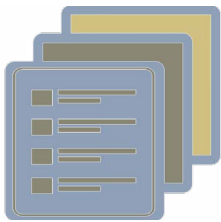
LEGEND

 Regional Trails

 Proposed Trails

 City Center Node

 Community Node

 Neighborhood Node

 Business Park/Regional Commercial

 Medical Campus

 Preserve right-of-way for current and future transit, both active and passive. Ensure adjacent trail systems are maintained and expanded for future use

 Proposed Street Network

North Benches

Ranches Gateway

Town Center

Hidden Valley

South Town

West End

Tech Campus

East Bench
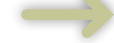
Eagle Mountain has a large amount of undeveloped land that provides sweeping views and recreational opportunities. As a major strategy for the General Plan, open space will be preserved in ways meaningful for views and recreation. This initiative includes the following guidelines:

1. Preserve Eagle Mountain's scenic beauty, vistas, and wildlife habitat
    *   Protect ridgelines and hillsides from development (except for trails)
    *   Provide overlook areas for people to enjoy the vistas
    *   Provide for natural open space linking BLM land in the hillsides and mountains with trail systems and developed areas
    *   Preserve wildlife migration routes and habitat, where possible
2. Provide interconnected usable open spaces for recreation and enjoyment
    *   Large regional sports parks for recreation; concentrate improved open space into larger park areas
    *   Extensive trail system connecting neighborhoods with parks
    *   Trails connecting neighborhoods/parks with hiking trails in the hills
    *   Preserve and expand unique recreational amenities – bike park, mountain bike trails, ATV trails
    *   Provide for useable open space within walking distance of many neighborhoods
    *   Invest in unique and creative play structures and park improvements
3. Invest more to beautify parks and open space
    *   Improve parks and open spaces with a variety of vegetation, in addition to grass play fields
    *   Plant more trees throughout the City
    *   Utilize Green infrastructure methods - such as Rain Gardens; Bioswales/Bioretention Cells; Detention/Retention Ponds; Porous Pavements; or Rainwater Harvesting - to allow stormwater to soak in and recharge aquifers more naturally.
4. Invest in parks and public amenities
    *   Provide adequate funds for visually attractive, quality trails and parks
    *   Provide transparency to show citizens how impact fees are spent
    *   Ensure that specific recreation uses outlined in the Parks & Open Space Master Plan are being met and planned for

INITIATIVE #1: MEANINGFUL OPEN SPACE & AMENITIES

LEGEND

Protect Recreation Hillside and Mountain Trails

Proposed Trails

Provide Natural Open Space Linking BLM Land with Trail Systems

Preserve Mountains, foothills, and other sensitive areas

Provide Open Space within Walking Distance
Inner Circle = 5 Minute Walk
Outer Circle = 10 Minute Walk

Expand and connect all local and regional trails
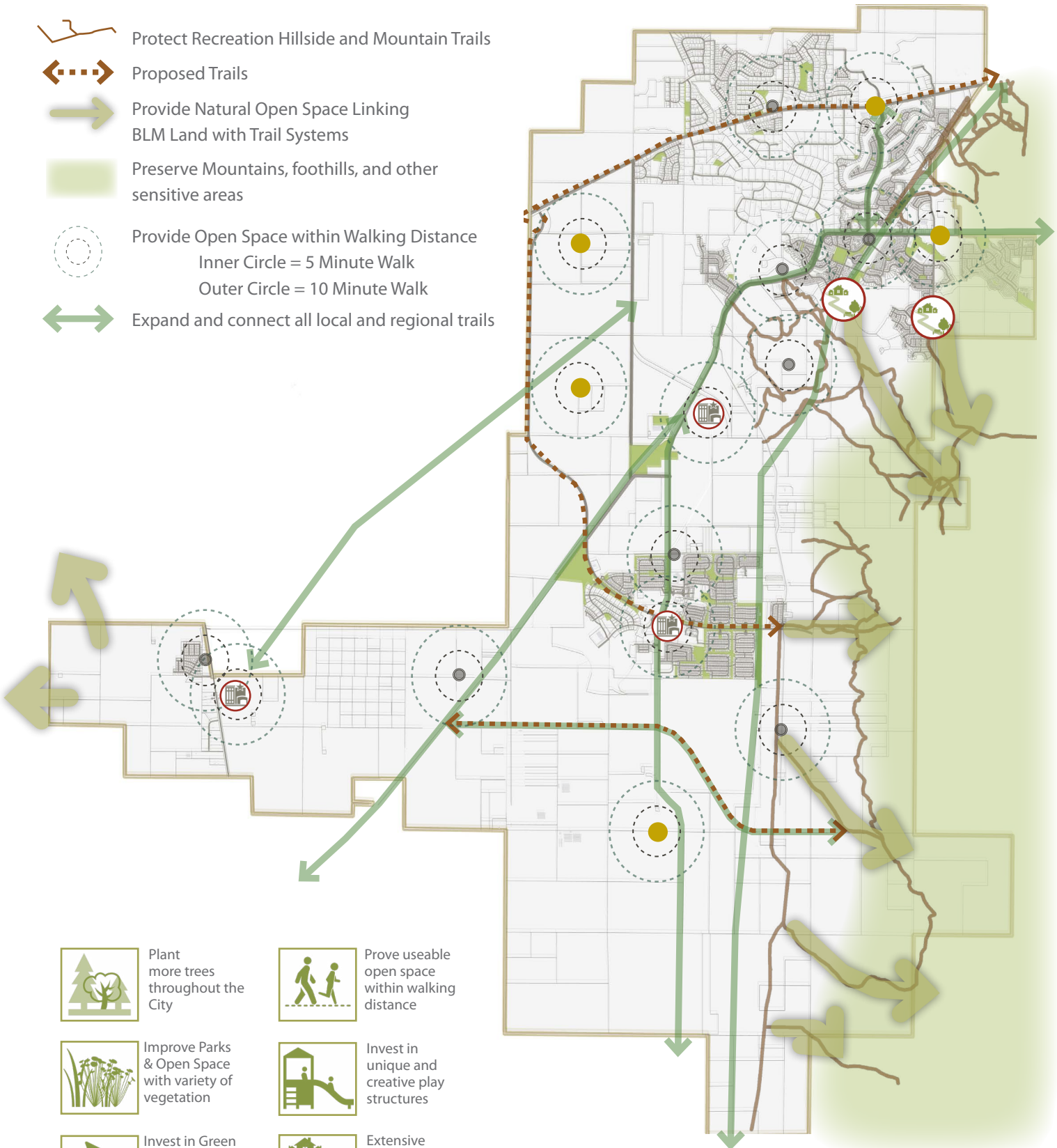
Plant more trees throughout the City

Prove useable open space within walking distance

Improve Parks & Open Space with variety of vegetation
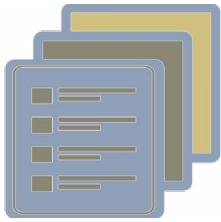
Invest in unique and creative play structures

Invest in Green Infrastructure

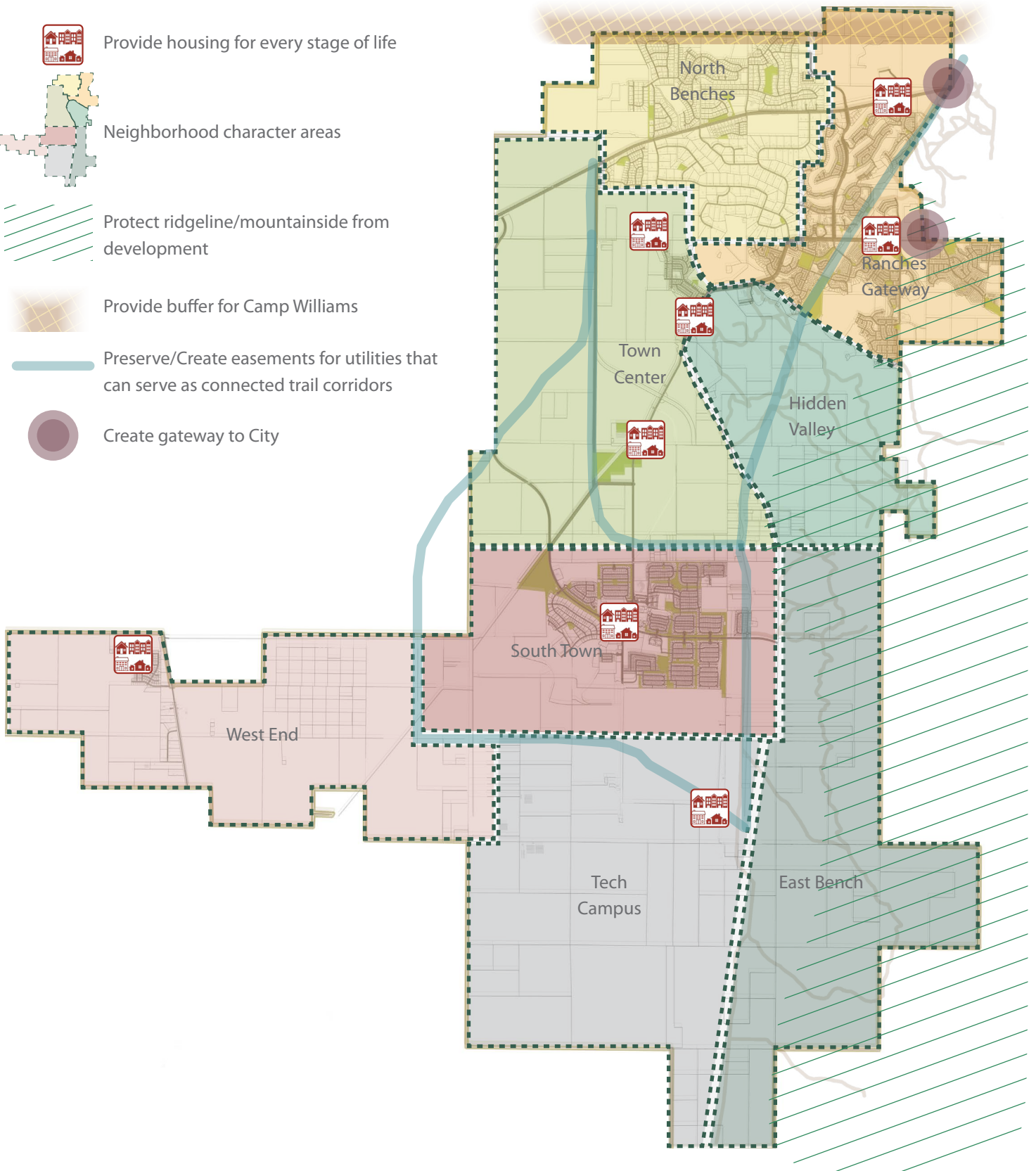Extensive trail system connecting neighborhoods with parks

Eagle Mountain values the unique character of the City. As the City continues to grow, intentionally planning for distinctive development patterns will allow Eagle Mountain to retain a visual identity distinct from adjacent cities. This initiative includes the following guidelines:

1. Strategic growth
   - Tailor our ordinances to allow the City to grow in a balanced and sustainable way, not just at the whims of the market
   - Support growth in a way so Eagle Mountain doesn't become 'just another suburb'
   - Promote walkable development patterns, linking commercial hubs to neighborhoods
   - Maintain a "rural feel" by preserving views and open space
   - Avoid ridgeline development by using conservation design principles
   - Micro Neighborhoods (smaller neighborhood developments that preserve open space)
   - Wildfire-conscious development
   - Strategic balanced growth with a mix of uses

2. Distinct neighborhoods
   - Neighborhoods that distinguish themselves from others with creative/unique open spaces and amenities, housing mix/type, vegetation, etc.
   - Maintain natural open space areas through or within neighborhoods, where appropriate. This can be achieved through actions such as clustering of homes on smaller parcels, Transfer of Development Rights (TDR), land banking, etc.
   - Commercial and Multi-Family design guidelines – require variation in building styles
   - Provide housing for every stage of life
   - Keep housing affordable yet desirable

LEGEND

Provide housing for every stage of life

Neighborhood character areas

Protect ridgeline/mountainside from development

Provide buffer for Camp Williams

Preserve/Create easements for utilities that can serve as connected trail corridors

Create gateway to City

North Benches

Ranches Gateway

Town Center

Hidden Valley

South Town

West End

Tech Campus

East Bench
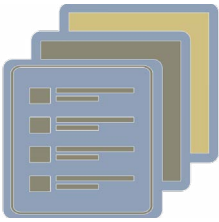
Intentionally planning centers of employment and activity will allow Eagle Mountain to draw employers and residents alike. This initiative includes the following guidelines:

1. Support creation of the future City Center (in the mid-valley area)
   - Offer incentives to attract employers
   - Encourage clean industrial uses and prohibit pollution-generating industry
   - Attract and create innovative companies
   - Focus on attracting jobs for Eagle Mountain residents
   - Encourage enough residential growth to attract retail opportunities and entertainment
   - Encourage the technology industry/high-tech
2. Create attractive and unique public gathering places
   - Continue to provide and expand community events
   - Integrate mixed-use development into neighborhoods, where possible
   - Create a Central Park for the City – with residential and uses oriented around it (e.g. Liberty Park in SLC, Central Park in NYC)
   - Create public gathering places

LEGEND

Preserve right-of-way for current and future transit, both active and passive. Ensure adjacent trail systems are maintained and expanded for future use

Provide connections to town amenities for business campus, including access to retail/entertainment/dining/housing

Community Node or Activity Center

Business Park/Regional Commercial

Camp Williams Military Compatibility Area Overlay District (MCAOD)

Preserve/Enhance linked passive transit network including local and regional trails

Regional Medical Campus

City Center
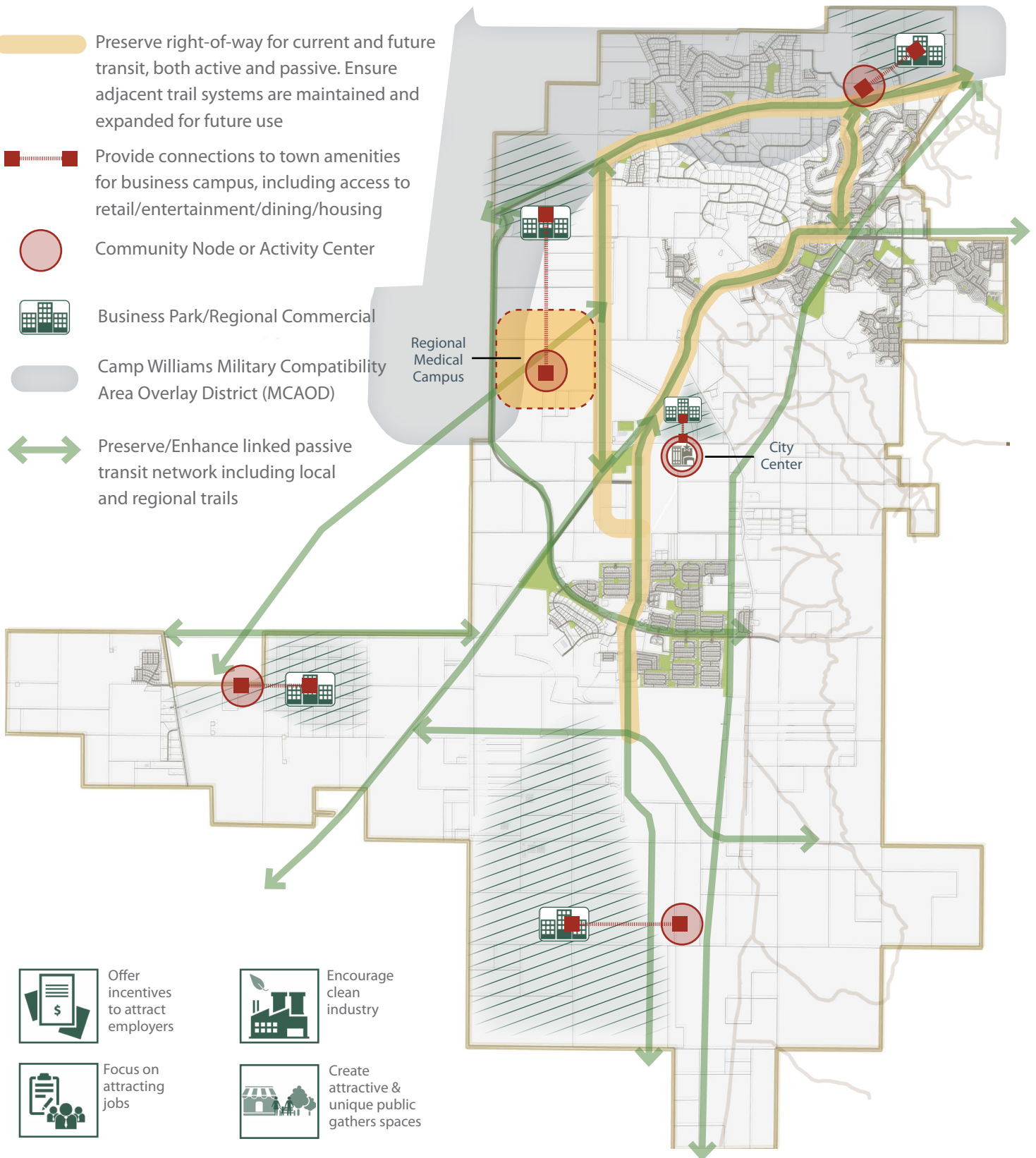
Offer incentives to attract employers

Encourage clean industry

Focus on attracting jobs

Create attractive & unique public gathers spaces

Continue to provide & expand community events
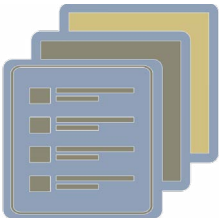
Eagle Mountain recognizes the need for sustainable and resilient systems--both environmental systems and social systems. This initiative includes the following guidelines:

1. Create a multi-modal transportation system
   - Pathways/trails to connect developments to one another and to other areas of the City (e.g. Ranches to the City Center for civic uses; City Center to the Ranches for retail uses)
   - Pathways/trails to connect residents to surrounding open spaces
   - Better systems to keep commutes short
   - Support accessibility and connections to Cory B. Wride Memorial Highway and the freeway
   - Facilitate an understanding of the trade-offs, needs, and impacts of transportation and infrastructure investments.
   - Use data (traffic, cost of city services, etc.) to make sound decisions regarding allowed development densities
   - Promote walkability
   - Create an integrated transportation network with more primary roads
2. Protect the natural environment
   - Incorporate Green infrastructure methods - such as Rain Gardens; Bioswales/Bioretention Cells; Detention/Retention Ponds; Porous Pavements; or Rainwater Harvesting - to allow stormwater to soak in and recharge aquifers more naturally.
   - Protect air quality
   - Utilize green subdivision design approaches - locate residential lots and infrastructure to protect valued resources such as view sheds, agricultural/grazing lands, watershed/hydrologic functions, and wildlife habitat and corridors in addition to unbuildable areas.
   - Promote the efficient use of water
   - Make decisions with a balance of social, economic, and environmental benefits

LEGEND

 Regional Trails

 Proposed Trails

 Existing Bike Routes

 Proposed Bike Routes

 Proposed Bike Boulevard

 Streams and Wetlands

 Hillside and Mountain Trails
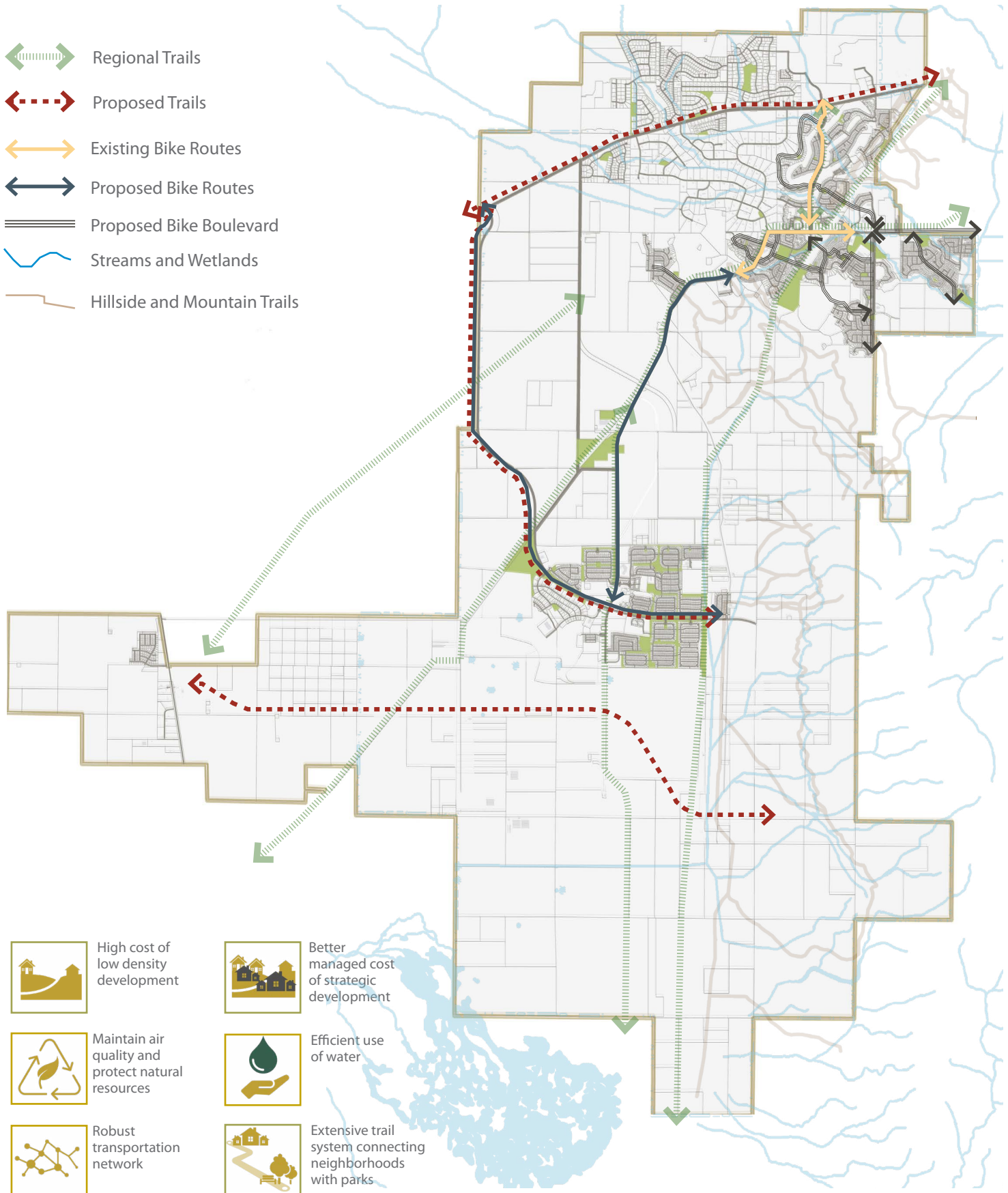
High cost of low density development

Better managed cost of strategic development

Maintain air quality and protect natural resources

Efficient use of water

Robust transportation network

Extensive trail system connecting neighborhoods with parks

Pony Express Days

DECISION-MAKING FRAMEWORK
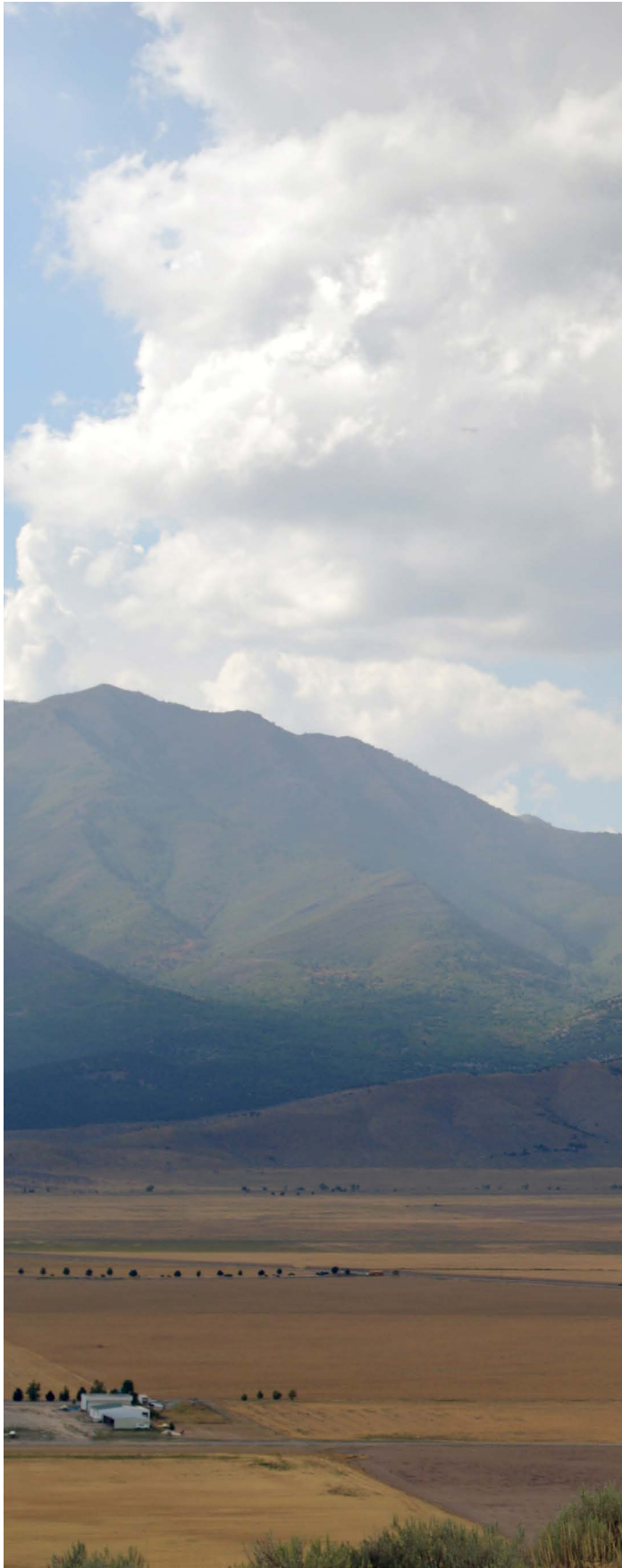
4.1 INTRODUCTION

The plan will guide the City's long-term decision making to accommodate a growing population that desires to maintain the views and small-town qualities that currently draw people to Eagle Mountain. This chapter contains the overall decision making framework criteria, which reflect the common themes of the vision, guiding principles, and key initiatives. All amendments to the General Plan, land use approval process, and/or projects will be evaluated within this framework by City staff and elected officials.

4.2 EVALUATION CRITERIA

The Eagle Mountain General Plan identifies eight criteria to be considered and evaluated in more detail during the planning process. By incorporating these criteria into the decision-making process, the City can more specifically identify and refine area issues and needs, and provide clear land use policies for future land use, infrastructure, and service decision-making. While decisions may not consider every single framework item every time, no decisions should be made that only meet the parameters of one item.

Each Master Development Plan (MDP) can be considered part of the General Plan. As such, each MDP must demonstrate the clear advancement of the General Plan goals and objectives and can be thought of as amendments to the General Plan.

The following criteria will be considered during the formulation, review, and eventual adoption of each MDP to ensure alignment with the General Plan.

The Eight criteria are:

1. Promote Economic Opportunities – economic sustainability
2. Support Efficient Use of Land & Public Infrastructure
3. Provide Community Amenities & Benefits
4. Protect Sensitive lands & Natural Landscapes
5. Support Multi-modal Transportation options – transportation circulation and connectivity
6. Facilitate and Maintain Residential Quality of Life – existing/future land use compatibility and transitions
7. Provide a Diversity of Uses & Opportunities – diverse land uses
8. Enhance the Community Image – effect on attractiveness, safety, and desirability of the area

Balancing growth and protection of open space will be considered as part of the decision-making framework.

PROMOTE ECONOMIC OPPORTUNITIES

Economic development and the growth of a strong tax base are often priorities for most communities. Eagle Mountain has economic development ambitions and must foster an atmosphere and development style that enables businesses to locate in Eagle Mountain and prosper.

SUPPORT EFFICIENT USE OF LAND & PUBLIC INFRASTRUCTURE

Make decisions on long-term viability and success rather than short term reward. Create a foundation for enduring achievement and future prosperity for the City.

PROVIDE COMMUNITY AMENITIES & BENEFITS

With each step of the process, consider the amenities and benefits of residential and commercial land use development, transportation infrastructure, parks, and the surrounding open spaces. Support and improve the aesthetics of the City.

PROTECT SENSITIVE LANDS & NATURAL LANDSCAPES

Eagle Mountain is surrounded by beautiful natural landscapes and environmentally sensitive lands. Highlighting these amenities and protecting them from the encroachment of development will facilitate a more sustainable approach to growth.

SUPPORT MULTI-MODAL TRANSPORTATION

The ability to choose from multiple modes of transportation for reaching destinations both within Eagle Mountain and regionally will lead to a healthier, more resilient community,

support improved air quality, and minimize impacts on natural resources. Infrastructure supporting walking, biking, and transit along with driving an automobile must be considered in each decision. Not all modes will make sense on each street, but a network for each mode should be sized appropriately to the mode (e.g. an automobile network will be larger-grained while a pedestrian network will be fine-grained). Networks and modes need to be considered from the site design level to the regional level.

FACILITATE AND MAINTAIN RESIDENTIAL QUALITY OF LIFE

Foster an ethic of livability – providing a high quality of life, and establishing a safe and healthy environment in which residents live.

PROVIDE A DIVERSITY OF USES & OPPORTUNITIES

Quality communities are balanced communities. The foundation of a strong and sustainable community is one that balances land uses, commercial tax base, housing options, and transportation choices. As the City grows, providing choices will diversify the opportunities to residents.

ENHANCE THE COMMUNITY IMAGE

Community identity is based on the qualities that make a city unique and give it personality. In Eagle Mountain residents have already adroitly defined the qualities that give the City a sense of place and that function as the basis of community pride and personality. Ensuring these qualities endure will enhance the community image as Eagle Mountain grows. Consider identity in decisions about land use, transportation, economic development, and parks and open spaces.

Part Two

Framework for the Future

EAGLE MOUNTAIN
GENERAL PLAN

PART TWO: CONTENTS

Approved Master Development Plan (MDP) Areas indicated in tan. Some MDP areas have been built out, but many are as of yet undeveloped. If built as planned to capacity, these would bring considerable growth to the City, primarily in the form of single family home development.

5.1 WHAT DO WE KNOW?

With over 50 square miles of land, Eagle Mountain is geographically the third largest municipality in Utah. The City was originally undeveloped open space on the valley floor west of the Lake Mountains. While the majority of land within the City boundary remains undeveloped, much of that land is vested for development under master development agreements. Currently, the development in Eagle Mountain is primarily low density residential in nature and clustered in two areas: one in the northeast area of the City and one in the south central area. With one of the state's highest average household size, the City already ranks as the 34th largest by population.

Eagle Mountain's neighbor to the north, Camp Williams, is a training center for the Utah National Guard. This adjacency requires coordination and consideration regarding land use and infrastructure decisions that impact or are impacted by the needs of Camp Williams. In 2014, a Joint Land Use Study was prepared to provide guidance and parameters for Camp Williams and the surrounding communities.

As Eagle Mountain grows, undeveloped land and open spaces will continue to be converted to more urban uses. Careful attention to the best use of this newly urban land impacts not only Eagle Mountain, but also the surrounding region. The Wasatch Front illustrates many characteristics of urban sprawl, with low density uses spreading further and further from urban centers. This leads to congestion, poor air quality, and time spent commuting rather than at home with family and friends.

5.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

The City is presently facing land use decisions of importance. Residents are concerned about growth and change and what it brings, but also concerned about the reduction of open spaces in the City. Because of the negative impacts of urban sprawl, as well as the desire to keep Eagle Mountain "different", an effective land use plan is essential.

The General Plan process provides an opportunity to assess how land use changes may affect the long-term urban form of Eagle Mountain. The evolution of the City's urban form, in

The future of Eagle Mountain: find the balance between growth and rural preservation.

turn, will affect the short and long-term demands on public services and the ability of the City to provide those services cost-effectively.

Eagle Mountain recognizes that the business-as-usual approach to land use and approving master development plans will not lead to a sustainable, resilient future for the City.

The primary focus for future land use planning will be characterized by strategic development of retail and employment centers at key corridors and locations, which will also provide for the enhancement of the City's neighborhoods.

Development of these economic centers may be dependent on national land use trends, such as the reduced demand for brick-and-mortar retail, created by online shopping options, and the increased demand for walkable, mixed-use, transit-oriented developments by a range of demographic groups. However, people move to Eagle Mountain because it is either affordable or they have the means to choose a location that is different from the status quo suburb closer in to the metro center.

5.3 GOAL & OBJECTIVES

During the General Plan development process, the community identified three top areas to address and/or achieve within the land use framework:

1. Balancing economic development and preservation of open space
2. Maintaining the character of Eagle Mountain as the City grows and changes
3. Establishing a fiscally responsible development pattern

The following overall goal, seven objectives, and twelve action strategies capture Eagle Mountain's approach for addressing the issues and opportunities for each of these areas related to land use. The objectives represent what Eagle Mountain would like to achieve.

OVERALL GOAL FOR THE CHAPTER

Strategically manage the development of Eagle Mountain's lands to support growth while preserving the character-defining open spaces in a way that is sustainable and resilient.

PLAN OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Improve land use efficiency and better utilization of existing and future public infrastructure.

OBJECTIVE 2: Establish a city-wide network of centers, nodes, public spaces, and destinations, including a civic center, central urban park, and medical center.

OBJECTIVE 3: To support overall neighborhood stability, provide integration between residential areas, commercial centers, and public open spaces, and consider the compatibility of land uses with areas adjacent to Eagle Mountain, such as Camp Williams and U.S. Forest Service land.

OBJECTIVE 4: Use tools and policies crafted to the context of Eagle Mountain and its neighborhoods to proactively create places that reflect the guiding principles of the plan and current and future residents of Eagle Mountain will value.

OBJECTIVE 5: Establish a building and development framework focused on future trends rather than conventional, yet unsustainable, approaches geared primarily toward automobile traffic and single-use occupants.

OBJECTIVE 6: Protect and enhance environmental and scenic resources, such as mountain and valley views, wildlife habitat areas, sensitive slopes, and vegetation.

OBJECTIVE 7: Create a community-wide network of open spaces as part of the residential subdivision process.

5.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Using the decision-making framework of the General Plan, evaluate each Master Development Plan for its adherence to the overall vision for Eagle Mountain's future.

STRATEGY 2: Consider connectivity, different modes of travel, and mixtures of uses when crafting regulations and standards for development of key economic and service centers. Build pedestrian, bikeway, roadway, and transit connections that facilitate movement between neighborhoods and service areas, especially when located near busy, higher capacity roadways to avoid increasing congestion on these roadways with shorter, local trips.

STRATEGY 3: Update and/or create new land use implementation tools (zoning ordinance, subdivision ordinance, and site plan and development standards) that collectively work to promote and meet the vision and guiding principles of Eagle Mountain as captured in the General Plan and the Key Initiatives.

STRATEGY 4: Conduct small area planning for centers identified in the General Plan Framework and Key Initiatives to proactively guide the direction of development to be compatible with the General Plan.

STRATEGY 5: Utilize strategic development initiatives to create and enhance economic centers and neighborhood nodes, including a civic center, central park, and medical campus.

STRATEGY 6: Establish a detailed site analysis checklist to identify water, vegetation, wildlife, views, and other resources prior to the subdivision filing process. These are focus areas to consider for the community-wide network of open spaces.

STRATEGY 7: Develop within a conservation design framework by establishing a higher baseline percentage of open space conservation for subdivisions and master development plans. Full density would be achieved only when this percentage is met. Conserved open space is not required to be publicly accessible.

STRATEGY 8: Proactively identify current and planned hubs, centers, and street networks to guide regional decision-making that supports the local values and vision.

STRATEGY 9: Create uniformity in the structure, format, and land use categories of Master Development Plans.

STRATEGY 10: Require interconnected streets in and between Development Areas; ensure exceptions occur only when justified by topographical constraints.

STRATEGY 11: Acquire, develop, and maintain public parkland as shown on the Framework and Initiative maps.

STRATEGY 12: Create a fiscal impact assessment tool tailored to Eagle Mountain to evaluate the costs and revenue of each development proposal. Update annually to reflect current conditions.

5.5 FUTURE LAND USE & TRANSPORTATION MAP

INTRODUCTION

Eagle Mountain is interested in taking more control of its destiny and ensuring that new development creates a livable, sustainable community along the way.

All areas of Eagle Mountain will have a future role in the city. These roles will vary, but share the common goal of collectively meeting the overall vision for the city. To better integrate and plan decisions regarding transportation investments and economic development opportunities, as well as fiscal responsibility, a more specific Future Land Use (FLU) map has been created. For example, knowledge of where future residential densities and economic centers are to be located better inform decisions regarding the alignment and location of transportation corridors. Also, it helps to inform the decisions on how additional residential density may impact existing transportation corridors and their current characteristics versus the future characteristics if additional load/capacity is to be accommodated.

All areas are assigned a future land use category to indicate a full build out scenario that follows the framework of the General Plan. This will help guide development more strategically, proactively, and responsibly (both fiscally and environmentally). The map provides a more specific tool for decision-making that accompanies the framework and key initiative maps.

These maps collectively will guide the review and approval of future Master Development Plans to remove subjectivity and arbitrary/capricious decisions. As opposed to designating non-master planned areas as "Agricultural" as a holding zone, this FLU map provides more guidance, structure, and information. The shift will allow the city and its appointed/elected officials to act more proactively regarding the future of their city, on a city level.

Future Land Use & Transportation

General Plan Map

January 2020
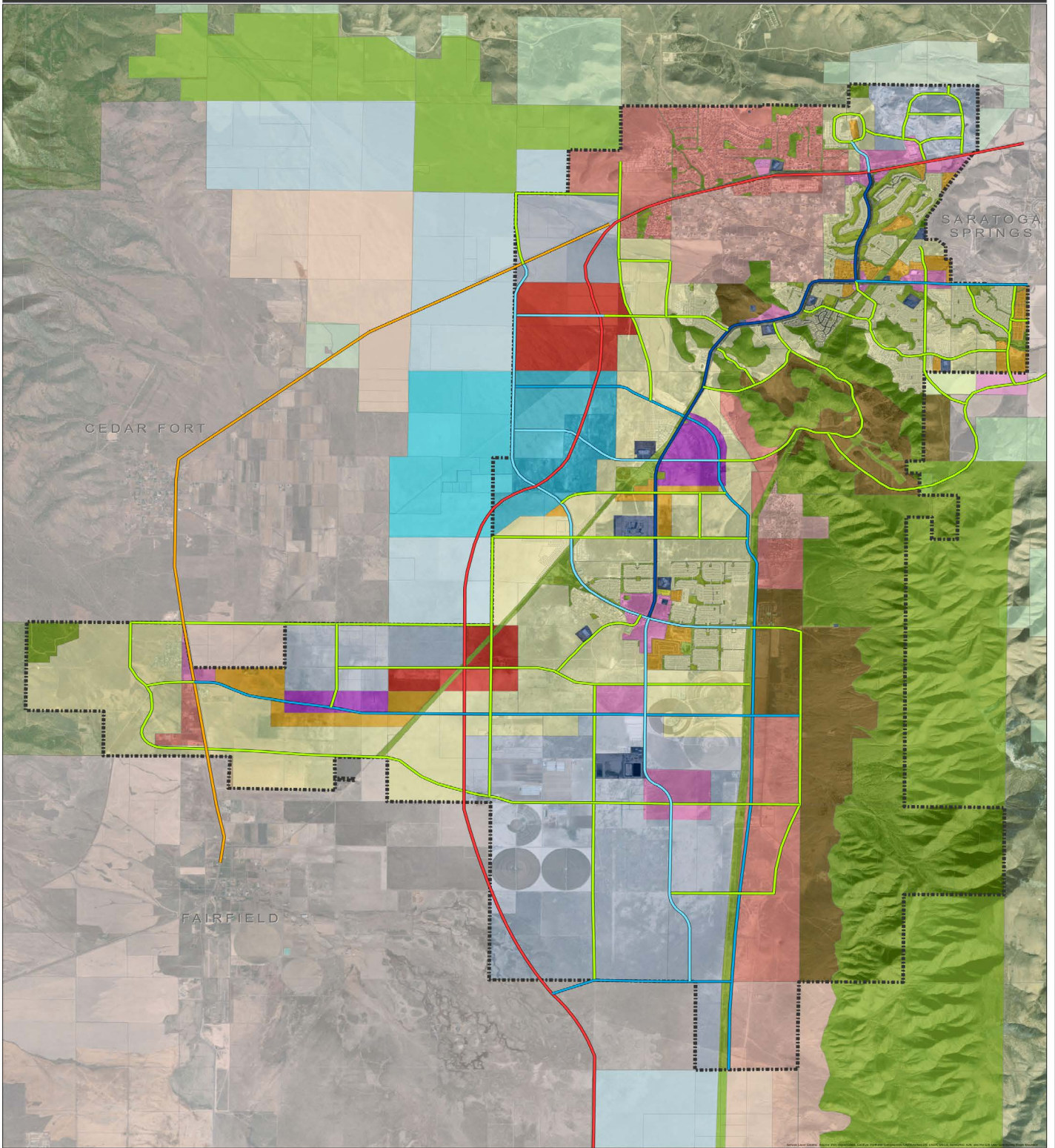
Land Use

- Foothill Residential
- Rural Density One
- Rural Density Two
- Neighborhood Residential One
- Neighborhood Residential Two
- Neighborhood Residential Three
- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Employment Center Campus
- Business Park/Light Industry
- Civic Uses and Schools
- Parks and Open Space

Future Transportation

- Freeway
- Highway
- Parkway
- Major Arterial
- Minor Arterial
- Collector

EAGLE
M O U N T A I N

0   0.5   1   2
Miles

NEIGHBORHOOD/RESIDENTIAL CATEGORIES

The following categories are listed from least intense to most intense in development character.

FOOTHILL RESIDENTIAL - Residential view lots, generally on the foothills or hillsides. Building lot sizes shall be a minimum of 1/4-acre in size, with a majority of lots 1/2-acre and larger. Lots should be arranged in layouts that best protect contiguous open space areas, ridgelines, hillsides, working agricultural land, and/or wildlife habitat, and provide useable open space or trail access to useable open space.

RURAL DENSITY ONE - Individual large lot residential. Range of 2.5 to 5 Acre lots. Animal rights. Infrastructure semi-rural in nature. Development must agree to rural level of service unless privately paid for, installed, and maintained (e.g. road maintenance, snow plow service, garbage/recycle service, access/proximity to recreational needs).

RURAL DENSITY TWO - Individual medium/large lot residential. Range of .5 to 2.5 acre lots. Infrastructure is semi-rural in nature.

NEIGHBORHOOD RESIDENTIAL ONE - A mix of single-family residential lot sizes, generally ranging from 2 to 4 dwelling units per acre, and including improved neighborhood open space.

NEIGHBORHOOD RESIDENTIAL TWO - Primarily attached single-family or detached single-family on small lots (.25 acres or smaller). A limited mix of commercial retail types may be located on edges, while public spaces may include parks, schools or recreation centers. Density may range from 4 to 12 Dwelling Units per acre.

NEIGHBORHOOD RESIDENTIAL THREE - Attached single-family or multi-family structures. Generally, condos or apartment buildings with 8 or more units per structure, and/or clustered complexes of mixed housing forms. Density of 8 or more Dwelling Units per acre.

MIXED USE/COMMERCIAL CATEGORIES

COMMUNITY COMMERCIAL - Small to medium sized commercial clusters with a variety of office, retail, and professional services. Residential units may be an accessory use to any of these types of commercial development, but may not be a stand-alone development in these areas. Located near or along major transportation hubs and/or corridors. Serves up to 2.5 mile radius/network.

TOWN CENTER MIXED USE - Represents traditional downtown – a dynamic mixed use environment that functions as the city's core for commercial, civic buildings, and professional services. Major civic public spaces provide regional destination for events and recreation. Residential units are allowed as part of mixed use development, but may not be a stand-alone development in the Town Center unless phasing is shown for non-residential development.

REGIONAL COMMERCIAL - Larger scale commercial/retail centers that may include big box retail, entertainment, services, and potentially civic uses. Convenient vehicular access from major transportation corridors. Areas to be compact and designed with low-impact development/green infrastructure approaches. Generally includes thoughtful and safe pedestrian and multi-modal transportation network with access to city-wide network.

EMPLOYMENT CENTER/CAMPUS - Focused employment center or college campus (e.g. regional medical center or larger employer with supporting businesses and retail surrounding) that is near future downtown/town center and its amenities. Convenient access to amenities and local/regional transportation networks.

BUSINESS PARK/LIGHT INDUSTRY - Modern light industrial uses that provide attractive environments for jobs and are compatible with nearby neighborhoods. Light industrial business and technology parks, food processing and wholesaling, advanced manufacturing, and research and development facilities in attractive low impact environment. Employment and economic development opportunities. Range of scales for offices and production and supporting retail for office and surrounding neighborhoods. Job centers to accommodate a wide range of production and distribution activities. Higher intensity industrial will be buffered from other uses with blue/green infrastructure.

PUBLIC/CIVIC CATEGORIES

CIVIC USES/SCHOOLS - All schools – elementary, middle, high school. Public facilities such as libraries. Service facilities such as fire stations, police stations, city hall, and public services/city support.

PARKS AND OPEN SPACE - Both natural/passive and developed open space areas. This designation is intended for lands that serve a public open space, recreational, or ecological function, or provide visual relief. These lands are primarily publicly-owned, but can be in private ownership.

5.6 FUTURE ANNEXATION

The future annexation map reflects the current and proposed boundaries of Eagle Mountain's annexation policy. The Annexation Future Land Use Map shows potential uses for the current and proposed annexation areas.

Cedar Fort

Saratoga Springs

Eagle Mountain

Fairfield

LEGEND

CURRENT CITY BOUNDARY

ANNEXATION POLICY
Current Annexation Boundary
Proposed Annexation Expansion

N

Current and Proposed Annexation Areas

Camp Williams Army National Guard

Saratoga Springs

Cedar Fort

Fairfield

LEGEND

Residential Categories:
Foothill Residential
Agricultural/Rural Density One
Agricultural/Rural Density Two
Neighborhood Residential One
Neighborhood Residential Two
Neighborhood Residential Three

Mixed Use/Commercial Categories:
Community Commercial
Town Center Mixed Use
Regional Commercial
Employment Center/Campus
Business Park/Light Industry

Public/Civic Categories:
Civic Uses/Schools
Parks and Open Space

ANNEXATION POLICY
Current Annexation Boundary
Proposed Annexation Expansion

N

Annexation Areas with Future Land Use Designations

TRANSPORTATION & MOBILITY
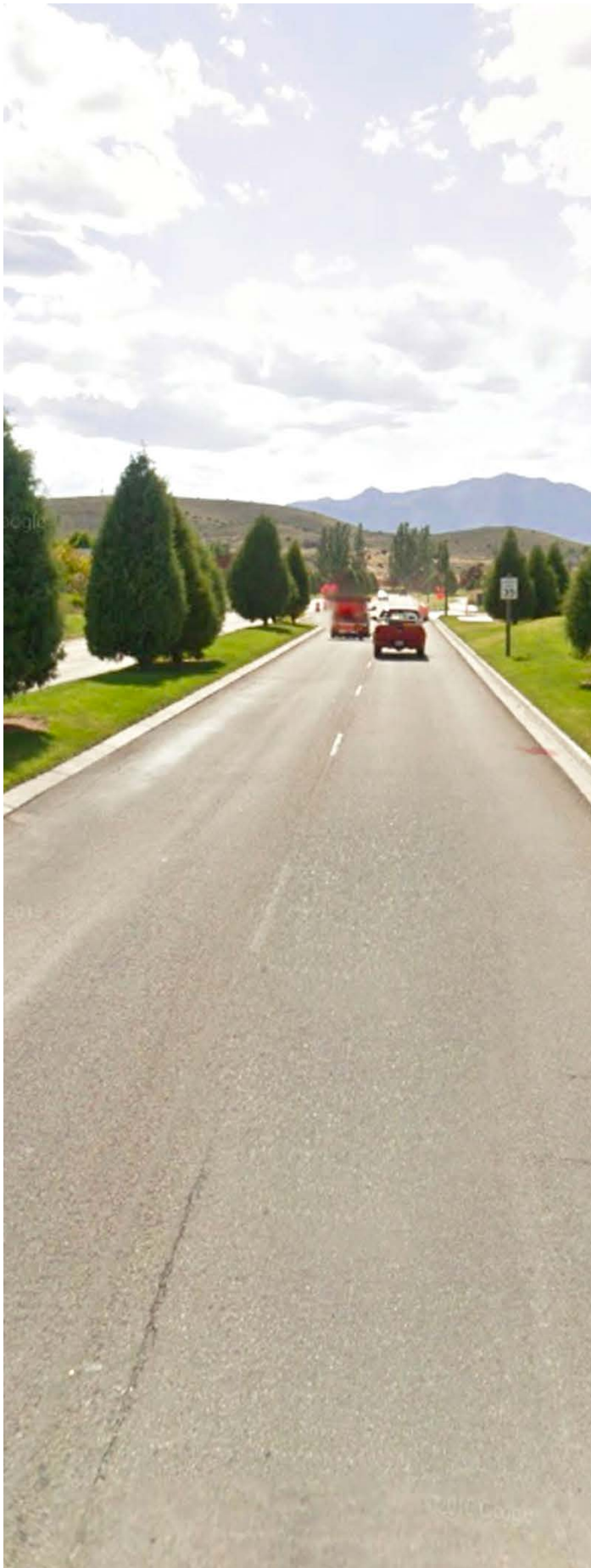
6.1 WHAT WE KNOW

KEY POINTS

- Traffic volumes are modest with volumes peaking on roads to the northeast that provide connections out of the City.
- There is an opportunity to include bike infrastructure in all roadway projects as the City builds out. Specific design guidance is provided in Eagle Mountain's 2015 Bicycle & Pedestrian Master Plan.
- SR-73 is planned for widening by UDOT. This involves the creation of a freeway with frontage roads. It is currently the only UDOT road within the City, although a future freeway planned for Phase 2 of Mountainland Association of Governments TransPlan40 would be under UDOT control.
- Mountainland Association of Governments's TransPlan40 envisions BRT between Eagle Mountain and American Fork.
- A grid network will keep intersections at acceptable levels of service. See Eagle Mountain's 2014 Master Transportation Plan.

EXISTING TRANSPORTATION INFRASTRUCTURE

Eagle Mountain's existing transportation infrastructure primarily consists of a roadway network supplemented by intermittent bike and pedestrian networks.

Roadway Network

The roadway network is the largest component of the City's transportation system, designed to facilitate public travel from one location in Eagle Mountain to another. The roadway network also provides important access to locations outside of Eagle Mountain via SR-73 and SR-68, which are currently the only major routes connecting Eagle Mountain with other cities.

The road network is comprised of a hierarchy of roads whose functional classifications are defined by their usage and their function. In general, the road network is separated into four main categories of streets: Freeways, Arterials, Collectors, and Local streets.

Freeways-are designed to service long distance trips between cities and states, with limited interference.

Major Arterials-are continuous streets that serve large traffic volumes and are designed to limit access to abutting property via driveways, alleys and business entrances. Major arterials are planned to eliminate through traffic in residential neighborhoods and adjacent school facilities.

Minor Arterials-are continuous streets designed to provide direct connectivity between, but not through, neighborhoods. These streets are planned with the intent to eliminate through traffic in residential areas and adjacent schools.

Collectors-are continuous streets designed to collect traffic from local streets and distribute it to minor and major arterials. Collectors are generally located within neighborhoods and should be designed to adapt to the context in which they are located to minimize impacts. A well-planned network of collector streets allows for better distribution of traffic, which reduces overall traffic congestion and reduces the use of major roads for short, local trips. A collector network can reduce travel times without faster speeds on roads and improve route options for non-commuter traffic, including emergency response vehicles. A collector network helps delay or avoid the costly widening of major arterials beyond four lanes.

Local streets-are streets other than collectors or arterials that are designed to provide access to abutting property.

Depending upon their trips, typically travelers use a combination of arterial, collector, and local streets to go from one location to another. Each type of facility is designed to serve a specific function. Some provide access to various land uses, while others offer different levels of mobility. Understanding the basic difference between mobility and accessibility is critical in the process of formulating transportation goals and policies.

The overall goal is to maintain a balance between accessibility and mobility by providing multiple transportation mode alternatives to the end users. As can be observed in Figure 6.1, arterial facilities provide a considerably high level of mobility and very limited access, whereas local streets provide a high level of access to abutting properties. Collectors on the other hand provide a balance between mobility and access to land uses.

A detailed description of characteristics of the different functional classifications of the roadway network is included in Table 1. The existing roadway classifications for Eagle Mountain City are provided in Map 6.1

Traffic Volumes and Intersections

Traffic volumes current as of 2014 are shown on the map on the following page, prepared by InterPlan for the Eagle Mountain Master Transportation Plan. All major roads currently operate below capacity. Of the 16 intersections of interest studied for the Master Transportation Plan, two are signalized and all except two intersections function at a Level of Service (LOS) of C or better. The two exceptions function at a LOS F and the Master Transportation Plan suggests that these two stop sign controlled intersections would benefit from signalization.

Transit

Currently UTA Bus Route 806 is the only transit service available in Eagle Mountain. This route provides AM peak (5:30-8:00 am) and PM peak (4:00-6:30 pm) service between Eagle Mountain and Utah Valley University with stops at the Eagle Mountain Park & Ride, Pony Express/Silver Lake Parkway intersection, Highway 73/Redwood Road, Harvest Hills Park & Ride, Lehi Commuter Rail Station, and Utah Valley University.

The Mountainland Association of Governments (MAG) Draft Transit Projects identify Bus Rapid Transit to build during years 2025-2034 with potential light rail to follow after 2040.

Biking & Walking

Biking and walking are important components of a comprehensive transportation system. In July 2015 Eagle Mountain City hired a consultant to prepare a Bicycle & Pedestrian Master Plan. The plan "formalizes a vision for a safe, efficient, and connected network of sidewalks, bikeways, paths, and trails that will grow with the City and improve quality of life for all residents." The Executive Summary of the Bicycle & Pedestrian Master Plan outlines existing conditions. Highlights include:

- Eagle Mountain has a 34-mile shared use path network. However, this network has gaps created by inconsistent development patterns. These gaps result in a lack of connectivity between destinations.
- 45% of the City's population are under the age of 16. This means they cannot drive on their own and must either rely on older adults for transportation or walk or bike for transportation.
- Eagle Mountain residents walk and bike more than their Utah County counterparts.

Existing Volumes

— Under Capacity
— At or Near Capacity
— Over Capacity
▭ CityBoundary

19,500
7,480
SR 73
5,840
10,000
8,960
10,908
1,920
2,680
8,240
4,440
2,520 1,220 160
2,080

Cedar Fort

Cedar Valley Airport

Airport Rd

Lake Mountain Rd

Cedar Valley Rd

Stagecoach Inn State Park
Fairfield

Camp Floyd State Park

West Desert Airpark

73

Eagle Mountain
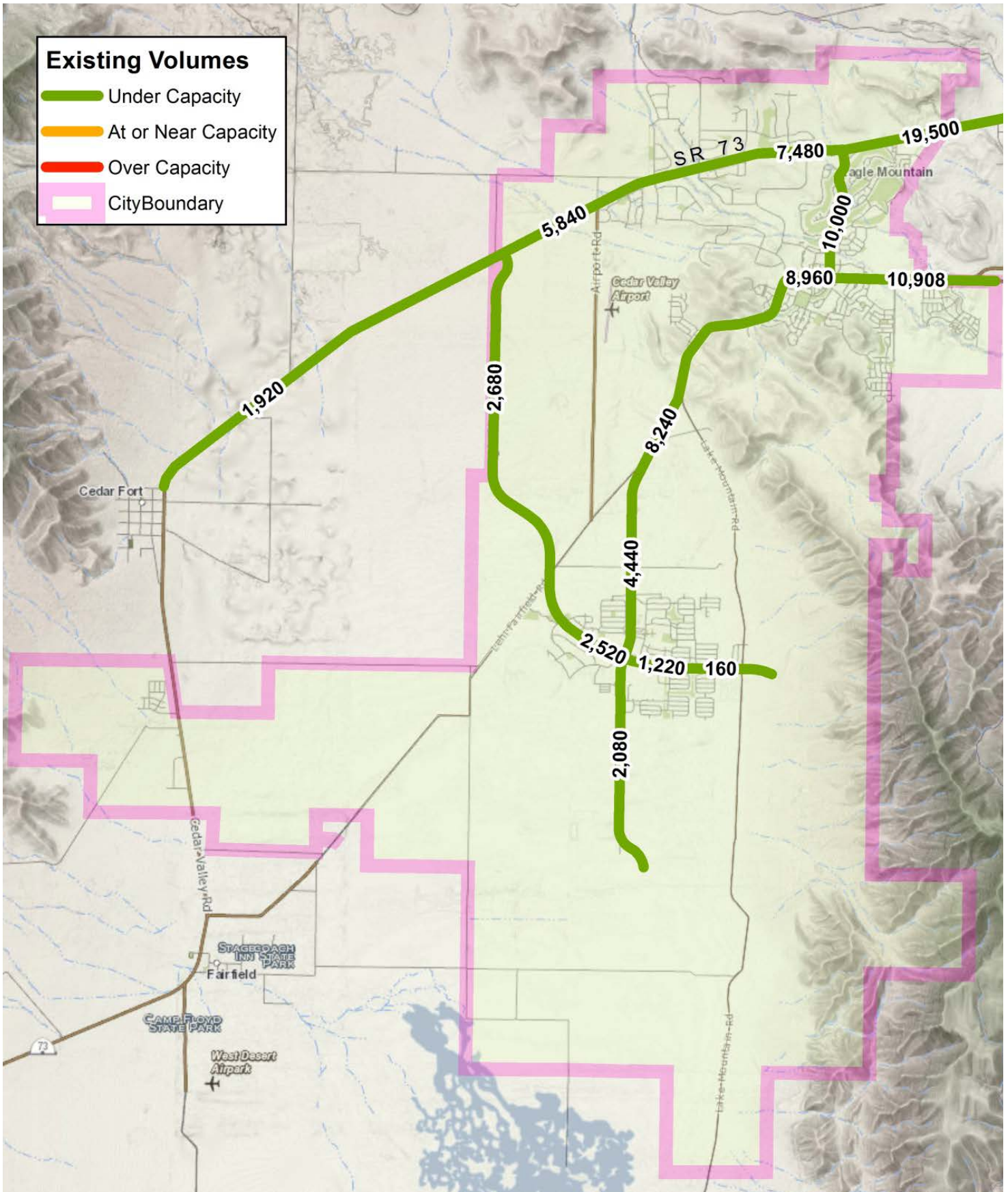
2014 Traffic Volumes

- Gaps in the system are a result of incomplete infrastructure rather than unmaintained infrastructure.
- Last year there were 11 crashes involving bicyclists and 10 involving pedestrians. 33% of crashes occurred during peak commute time and 50% occurred at dusk or at night.
- Eagle Mountain residents' top two biking and walking priorities are on-street bike facilities and safe routes to school.

6.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

Transportation is an important component in the General Plan priorities. A high functioning multi-modal transportation system contributes to the physical and mental well-being of City residents, spurs economic growth, and fosters social connectivity. Understanding existing conditions informs plans for the future in the following ways:

- Eagle Mountain City has resources of detailed recommendations outlined in both the Eagle Mountain Master Transportation Plan and the Eagle Mountain Bicycle & Pedestrian Master Plan. These plans should be updated regularly and recommendations should be followed.
- The pattern of commuting out of Eagle Mountain for work with only two roads leading east to employment centers could be a potential choke point for the future. This should be considered when prioritizing funds for implementing the Master Transportation Plan recommendations.
- The Proposed Future Network mapped in the Master Transportation Plan recommendations provide an important opportunity to integrate bike facilities in new and expanded roadways.
- Filling gaps in the pedestrian and bicycle network should be a priority.
- Providing a safe and reliable walking and biking network is critical to providing transportation options for the 45% of the City's population who are not old enough to drive.
- Residential development plans should include pedestrian and bicycling facilities that follow the Bicycle & Pedestrian Master Plan recommendations and, to meet public priorities, show the safe route to school from the development to nearby schools.

6.3 GOAL & OBJECTIVES

The following overall goal, four objectives, and seven action strategies capture Eagle Mountain's approach for addressing the issues and opportunities related to the City's Transportation Systems. The objectives represent what Eagle Mountain would like to achieve.

OVERALL GOAL FOR THE CHAPTER

Overall Transportation Goal: Create an efficient multi-modal system that builds upon the existing transportation system to effectively meet transportation needs within the City and integrates with the regional transportation plan for Utah County and the surrounding area.

PLAN OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Provide safe and efficient movement of traffic on City streets while maintaining the integrity of neighborhoods and alternative modes of transportation.

OBJECTIVE 2: Create an integrated and connected street network that considers the linkages of multiple modes of transportation.

OBJECTIVE 3: Provide opportunities for the use of non-automobile transportation modes, including pedestrian and bike travel, for various trip purposes (work/school commute; shopping, recreation, and leisure) so people of all ages and abilities can travel safely in Eagle Mountain.

OBJECTIVE 4: Enhance connectivity between neighborhoods, open spaces, and City destinations.

6.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Adopt a complete streets policy to implement on new and reconstructed streets.

STRATEGY 2: As the City grows, implement an interconnected street network with a walkable block size.

STRATEGY 3: Follow and implement recommendations in the Bicycle & Pedestrian Master Plan.

STRATEGY 4: Support the walkability of Eagle Mountain using methods that complement traditional approaches to wayfinding, such as informational signage and materials (e.g. signs in neighborhoods or along trails with messages such as "it's a 15-minute walk to Cory Wride Park" or other key destinations).

STRATEGY 5: Identify impediments to walking and biking, such as gaps in existing facilities or lack of facilities linking destinations. Ensure these are addressed as development projects are planned and built.

Legend

Transportation Master Plan
Road Type
- Freeway
- Highway
- Parkway
- Major Arterial
- Minor Arterial
- Collector
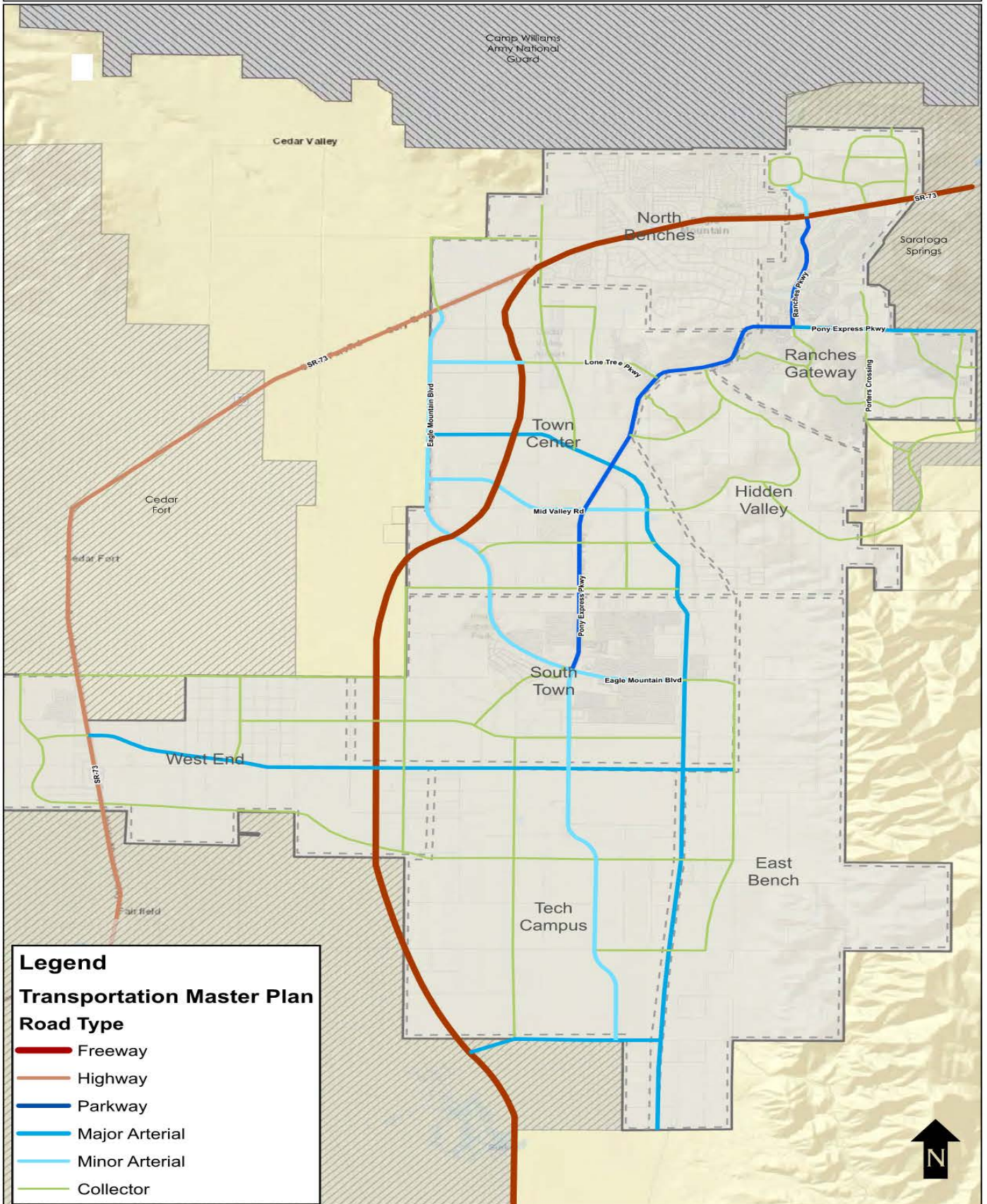
ECONOMICS

Ridley's Family Market an Ace Hardware in Eagle Mountain

7.1 WHAT WE KNOW

Economic development in Eagle Mountain will work to both improve the fiscal health of the City and the quality of life for residents by bringing in additional and more diverse opportunities as the community grows.

In order to provide quality municipal services, including the development and maintenance of public infrastructure, the City must achieve long-term fiscal health. From a General Plan perspective, fiscal health refers to revenue growth, which will support a growing population and its associated infrastructure needs. A critical issue for the City is the ability of new development (especially residential) to generate enough revenue to support itself.

	2015 Leakage	2015 Capture Rate	% of Leakage
General Merchandise Stores	-$44,371,657	2.34%	19.54%
Motor Vehicle and Parts Dealers	-$41,572,716	2.12%	18.30%
Food Services and Drinking Places	-$29,072,906	6.62%	12.80%
Building Material and Garden Equipment and Supplies Dealers	-$18,611,011	1.55%	8.19%
Food and Beverage Stores	-$17,245,160	43.07%	7.59%
Clothing and Clothing Accessories Stores	-$11,806,339	6.48%	5.20%
Accommodation	-$11,139,360	0.00%	4.90%
Miscellaneous Store Retailers	-$10,872,735	7.78%	4.79%
Repair and Maintenance	-$7,530,939	7.01%	3.32%
Sporting Goods, Hobby, Book, and Music Stores	-$7,164,358	3.67%	3.15%
Furniture and Home Furnishings Stores	-$6,461,435	2.29%	2.84%
Electronics and Appliance Stores	-$6,221,218	1.96%	2.74%
Amusement, Gambling, and Recreation Industries	-$3,439,074	15.14%	1.51%
Health and Personal Care Stores	-$3,340,370	5.86%	1.47%
Nonstore Retailers	-$2,502,259	39.05%	1.10%
Gasoline Stations	-$2,494,655	66.93%	1.10%
Personal and Laundry Services	-$2,247,388	3.90%	0.99%
Performing Arts, Spectator Sports, and Related Industries	-$804,464	2.88%	0.35%
Museums, Historical Sites, and Similar Institutions	-$232,548	0.00%	0.10%
TOTAL	**-$227,130,591**	**10.91%**	**100.00%**

2015 Sales Leakage Table

Additionally, by incorporating entertainment, restaurants, and retail offerings within the City, drive times for residents will be reduced, job opportunities will be created, and revenue for the City will be generated.

Property tax growth is accomplished by new construction including redevelopment. Since residential development is taxed at only 55% of its value and commercial development is taxed at 100% of value, commercial development yields more property tax per dollar of value. With sales tax, the State distributes these funds to cities based on population and point of sale. So, sales tax growth can occur as population grows and as retail sales within the City grow through new retail development and by existing retail businesses growing their sales. Hence, new retail development has the potential to generate significant new revenue through property and sales tax.

Currently, Eagle Mountain is experiencing significant sales leakage, which means purchases made by the City's residents are occurring outside of the City. Overall, only 11 percent of purchases made by Eagle Mountain residents occur inside the City. The highest capture rates are 67 percent of gasoline sales and 43 percent of purchases made at food and beverage stores. Overall, the highest loss of sales occurs in the General Merchandise, Motor Vehicle, and Food Service categories.

These three categories comprise half of all sales lost to other communities for a total of over $115 million dollars in sales.

As Eagle Mountain continues to grow in population, new retail development will occur.

What happens in the broader region influences what is and can happen in regard to Eagle Mountain's economy. Some key points of information:

- Lehi is a destination for auto dealerships, has heavy retail use, and is a draw for office tenants;
- Herriman is opening up large tracts for distribution and warehousing. They are making efforts to capitalize around destination locations, including retail along the Mountain View corridor;
- Point of the Mountain is seeing interest from one-off users, which could be a potential target for Eagle Mountain as well. These users are generally looking for:
  - significant power,
  - alternative power sources,
  - cheap land,
  - an ability to promote an active lifestyle to employees, and
  - parking in excess of 5.0 per thousand sq. ft.

7.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

Eagle Mountain retains a high potential for growth. As the housing market changes, and interest rates rise, buyers will start to be priced out of Lehi and Saratoga Springs. This means Eagle Mountain could benefit by seeing increased interest from home buyers.

However, employment and labor costs have skyrocketed recently, and increases in construction materials costs may cause some strong hesitation to develop from commercial builders. Eagle Mountain will need to be aggressive with the offering of incentives in order to attract the one-off users or potential secondary headquarter sites. Types of incentives can be:

- Expedited approval processes – allow for shovels to be digging while approvals are processing
- Reduced initial utility costs
- The retail will fill in with jobs – as the jobs will help create daytime population and desirable wages
- Create destination locations with niche uses – the ballfields and park area could be a focus of activity. Business park offerings right off the highway, with the availability of signage and good visibility

Eagle Mountain must offer significant infrastructure upgrades in order to be competitive with neighboring markets. Access to water, high-speed internet, and multiple energy sources will be key in attracting businesses to Eagle Mountain. While lower rents and affordable land prices will continue to be important to potential occupants, these amenities are still largely available in neighboring communities that have superior locational characteristics.

ECONOMIC NODES

Economic development for Eagle Mountain is herein focused on three, primary regions of the City. The long-term focus on the three areas is intended to do the following:

- Help connect a bifurcated city
- Highlight areas that feature uses that are likely to thrive based on locational and demographic conditions
- Provide areas of focus that can become centers of growth for commercial uses

North Node

- Most ideally positioned node to capture secondary and offshoot growth from the I-15 corridor
- Situated with potential to capture spending dollars from both Saratoga Springs and Eagle Mountain residents
- North of highway should be primarily utilized for low and mid-rise office and light industrial users:
    - Office construction could approach three and four stories and retain financial feasibility in this area. Tenants will likely be companies that cannot afford rents/land in Lehi, Draper, etc. Eagle Mountain will appeal with lower cost of doing business but proximate location to planned tech corridor. Discounts, as compared to other neighboring communities, will be upwards of 15 to 20 percent in this node for rental rates
    - In order to attract tenants to this node, infrastructure improvements will need to be considered. Tenants who are associated with technology and manufacturing sectors are requesting multiple options for power. Numerous users are now requesting that electrical utilities come from

Identified potential development nodes for Eagle Mountain
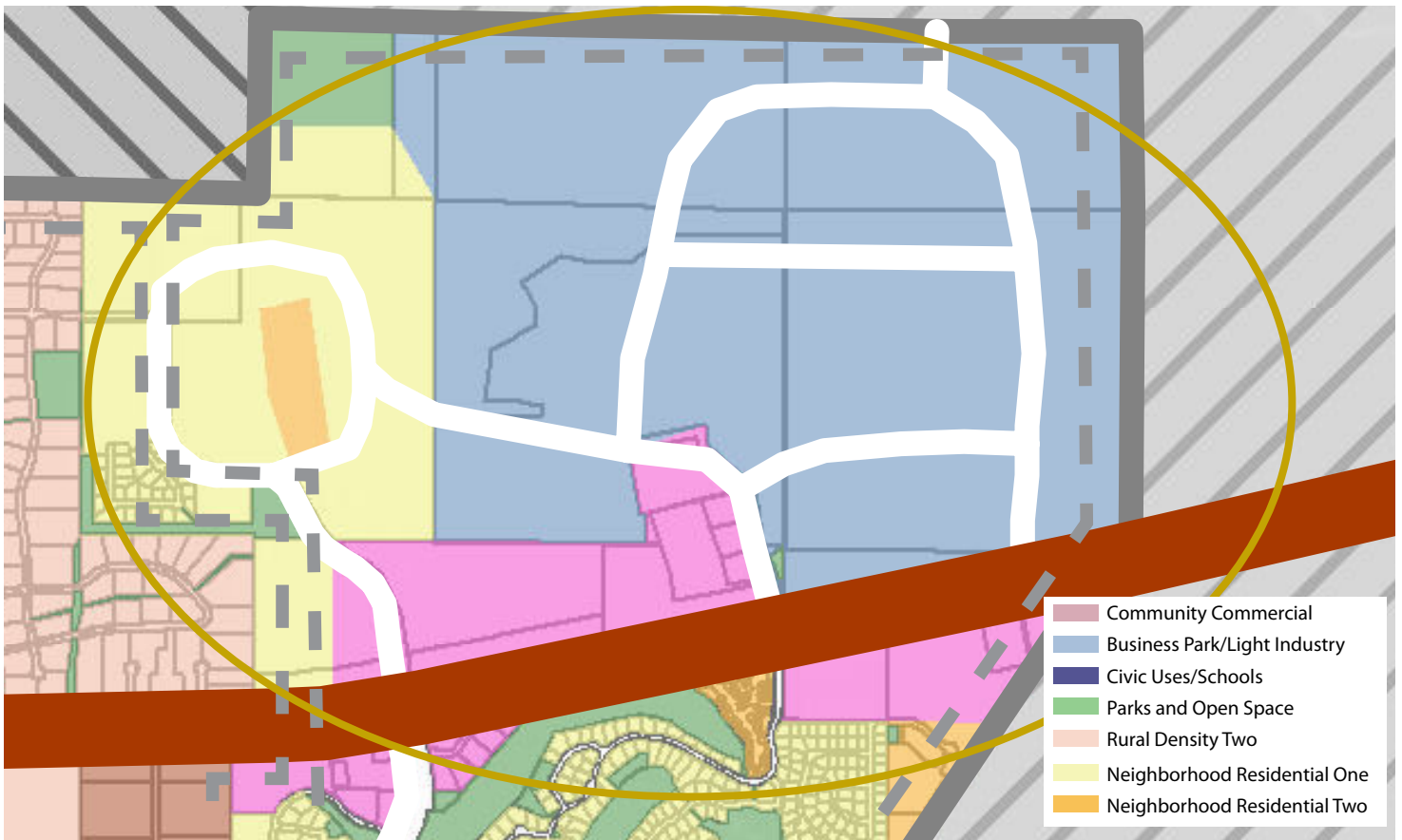
Approximate location of the North Node with Future Land Use Map recommendation

alternative sources, such as solar and wind. While these tenants are not the majority in the market, they are reflective of numerous, large-scale, national users that could have a significant impact on jobs in Eagle Mountain

- Some brokers and developers anticipate the area having upwards of 400,000 to 500,000 square feet of office space in future years, with the potential of business parks or headquarter space. Sources indicate that if growth continues as planned along the I-15 corridor over the next five years, that Eagle Mountain could see upwards of 150,000 to 200,000 square feet of office/R&D development during the same time period, particularly within the north node

- Retail should also be pursued along frontage sites north of the highway:
  - Brokers indicate that auto dealerships could eventually be a potential use (although a significant new development of multiple auto users is planned for Lehi, and will satisfy some of the near-term need)
  - Sporting goods stores or surplus stores are also a consideration. Brokers see long-term need for additional home improvement stores in the area

- Brokers report a need for a "restaurant zone" right near the highway, with some indicating that the south side may have more immediate appeal, but that the north side has more developmental options and long-term possibilities

- Most retail currently does not have the returns necessary to attract development in this area, as compared to other communities. However, as business parks and office users fill in the area, and residential numbers increase in proximate radii, feasibility will improve. For Eagle Mountain, retailers are most interested at present in population counts, road accessibility, and visibility and exposure characteristics. Consequently, they are looking for locations that maximize resident density and provide nearby access to Saratoga Springs and major thoroughfares. Retailers want proximity to Saratoga Springs to capture the population growth and rising median income demographics. Most brokers anticipate a three to five-year time frame to improve retail conditions in the north node, particularly north of the highway, although some see retail coming sooner if rental rates remain low.

Central Node

- The central node is the key area to connecting a bifurcated Eagle Mountain. Developers note that the current layout of the City is generally not desirable, as it separates residents and services in a way that results in significant vacant land in a central area
- Success of the area largely depends upon future planned transportation. If potential transportation reroutes proposed by various sources (from Saratoga Springs along the eastern side of Eagle Mountain) are achieved, then the area will likely have diminished appeal for any commercial users
- Transportation improvements need to be considered to connect the rapidly growing residential areas to the east to this node. Creating destination locations will aid in attracting residents to this part of the City. Examples include ballfields, public parks, walkable streets and trails, retail centers, a restaurant zone, and entertainment options (movie theaters, etc.)
- Focus should be placed on the southern portion of the Node, with development around the ballfields and in closer proximity to City Hall
- Future residential development in the node should encourage connectivity between the north and south
- The Central Node has the potential for long-term apartment construction, particularly closer to City Hall
- Developers and brokers see potential for a parkway with walking zones that encourage a downtown district in the central node
- Without greater population numbers, retail uses will remain limited in the near-term. If the planned, significant residential construction takes place (approximately 2,000 acres), then retail will have demographic support
- Residential uses will be met with strong demand. Commercial will initially be limited until a stronger immediate population base is established
- Brokers and developers see a greater need for smaller retail centers along the corridor, with more specialized uses, while chains and larger-scale offerings would be closer to the highway up north
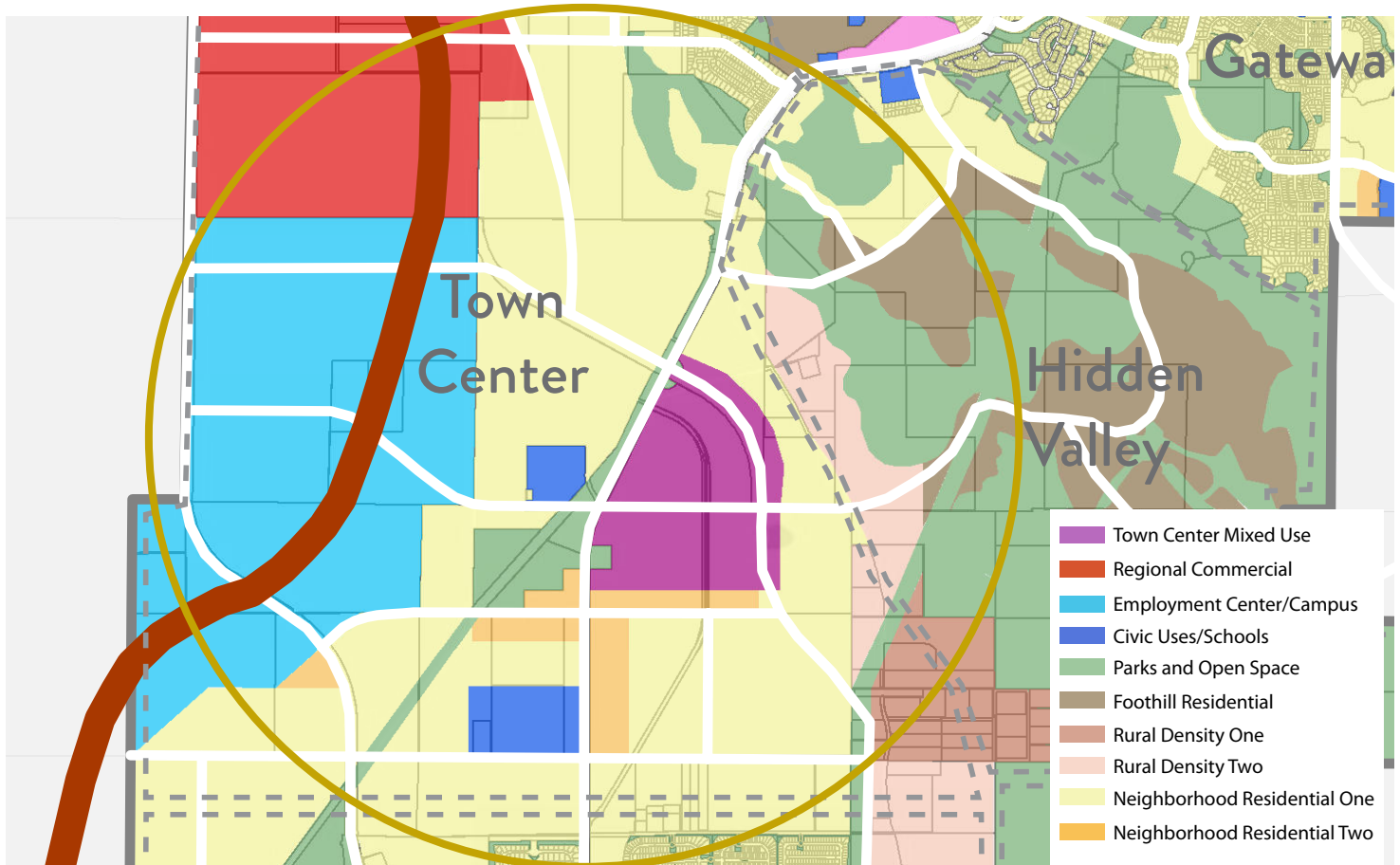
Approximate location of the Central Node with Future Land Use map recommendation

South Node

- The southern node focuses on primarily vacant land south of City Hall and existing development
- The southern node likely has the greatest potential within Eagle Mountain to attract a large-scale headquarters or support facility for a national or global tenant. The amount of available land at attractive prices will continue to be a significant factor. However, incentives will be necessary to attract users to this area, as compared to vacant land sites in neighboring communities that have closer proximity to more metropolitan living
- This area will have greatest appeal if utilities are available at sufficient quantities to attract technology and manufacturing tenants. Likely utility needs will be beyond the capacities that standard office requires
- The node has the greatest potential in Eagle Mountain for large-scale employment increases that could retain workers as residents. Most likely technology and manufacturing uses will create mid-to-upper level incomes that will promote the ability to live and work within the community
- Developers and brokers feel that the southern node has the potential to create a namesake tenant and/or industry for Eagle Mountain

- Financial feasibility of office, R&D, and light industrial/manufacturing uses is limited without incentives and/or increased utilities' availability
- Brokers believe that the number of higher tech tenants attracted to the I-15 corridor will continue to spur one-off users to areas more affordable, including, eventually, Eagle Mountain (particularly the southern node). Tenants will expect rental rate discounts, as compared to those in Lehi, Draper, American Fork, Saratoga Springs, etc., at upwards of 30 percent or more, and potential concessions that include free rent and generous improvement allowances. The 30 percent deduction in rent will make financial feasibility questionable unless incentives are provided or land and utility costs are reduced. Additionally, incentives could include access to alternative forms of energy, which is presently a growing appeal for numerous potential users

Legend:
- Community Commercial
- Town Center Mixed Use
- Regional Commercial
- Business Park/Light Industry
- Civic Uses/Schools
- Parks and Open Space
- Foothill Residential
- Rural Density One
- Rural Density Two
- Neighborhood Residential One
- Neighborhood Residential Two
- Neighborhood Residential Three
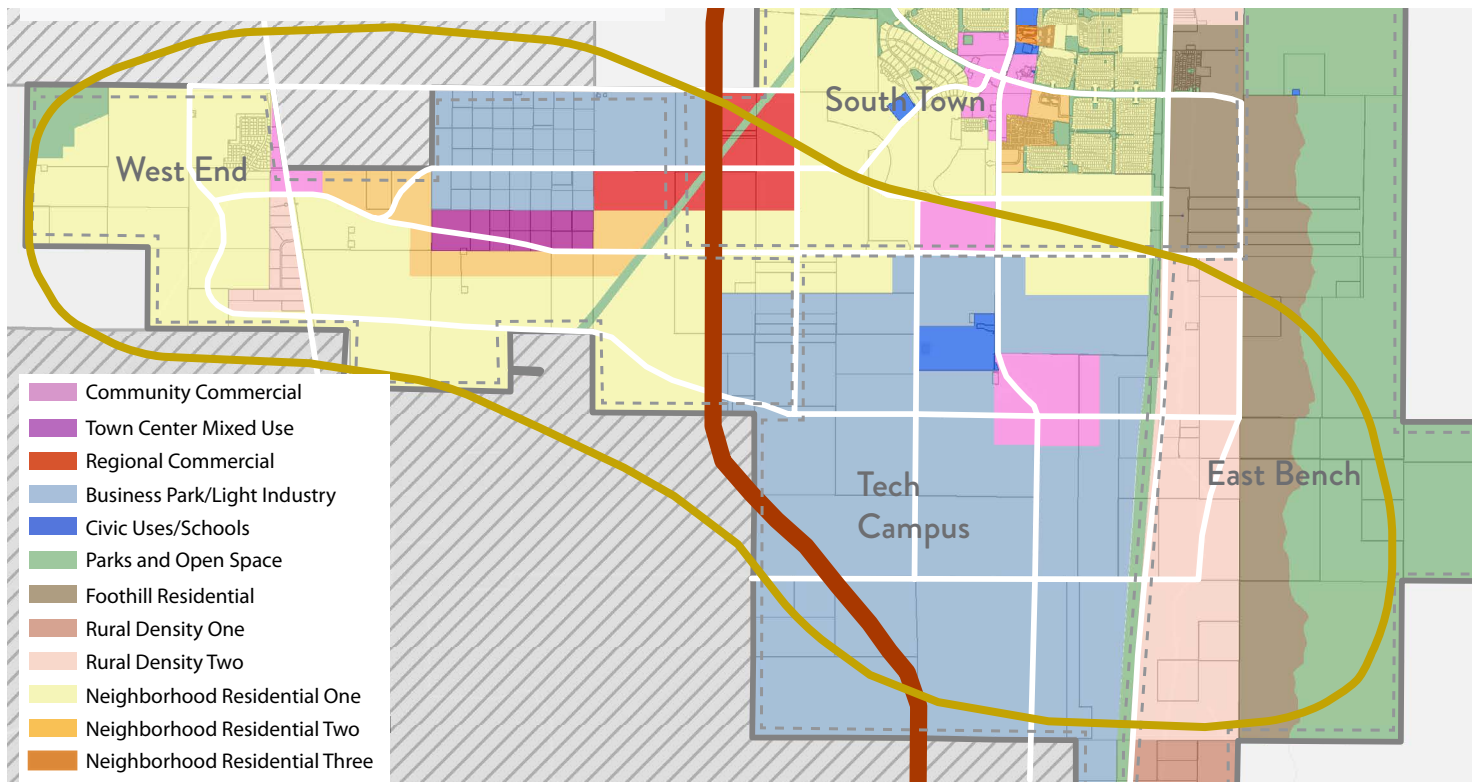
Approximate location of the South Node with Future Land Use map recommendation

FINANCIAL FEASIBILITY

As noted within the analysis of the individual nodes, financial feasibility of certain types of development is questionable. If land prices and construction costs are not exceeded by the created value by a margin sufficient to entice development, then construction will not occur. If developers can obtain superior returns (higher values) in neighboring markets, they will pursue those opportunities. The following table highlights the difference in returns for competitive communities for R&D/Office uses.

As indicated in the table, the nearby communities of Saratoga Springs, Bluffdale, Draper, Herriman, and Lehi all reflect higher land values and higher achievable rental rates for office and R&D product. They furthermore reflect lower capitalization rates, resulting in higher values (a capitalization rate is the first year rate of return from a property. It is estimated by dividing net income by the estimated value. Higher rates reflect lower overall values and are representative of greater risk, while lower rates are less risky and show higher values (per square foot)).

Consideration is also given for retail properties. Retail valuations vary significantly based on location, buildout, age and quality of the improvements, and the desirability of neighboring uses and surrounding demographics. The table below highlights both Class A and Class B offerings. For Eagle Mountain, most Class A retail would be located in the northern part of the community, with near frontage or quick access to the highway, or, in near proximity to grocery stores. Class B retail uses will have secondary locations with reduced traffic flows, and are primarily in the southern part of the City.

As the following tables highlight, development conditions are largely superior for commercial properties in neighboring communities. This does not indicate that development will not occur in Eagle Mountain. It does suggest, however, that incentives may be necessary to attract the type of

development that the City desires. If developers are going to experience relatively similar construction costs in Eagle Mountain, as opposed to neighboring communities, they will be looking to make-up profitability by lower land costs and/or incentives. They may also be willing to accept lower values if approval and entitlement processes are more efficient than in neighboring cities. This expedites the development process, and results in higher returns for a developer.

As residential development continues to expand rapidly in Eagle Mountain and nearby Saratoga Springs, commercial construction will follow. Increases in population will result in greater appeal to retailers. Presently, several companies have indicated that while Eagle Mountain has land prices and availabilities that generally suit their needs, the City does not have the retail amenities they desire in order to relocate. Consequently, as more retail is attracted to the growing population in the area, additional office/R&D development will follow.

New retail follows new residential development. The Urban Land Institute (ULI) book Retail Development provides some guidelines for understanding how much residential development is needed to attract new retail. The following tables provide basic characteristics and minimum population needs for different types of shopping centers. Given Eagle Mountain's lower population density and distance from I-15, regional and super-regional shopping centers are not likely in the short to mid-term, but may be feasible long-term as the City and surrounding areas continue to grow.

Retail Capitalization Rates	Eagle Mountain	Competitive Cities – Saratoga Springs, Herriman	Competitive Cities – Lehi, American Fork
Retail – Class A	7.0-9.0%	6.0-7.5%	6.0-7.0%
Retail – Class B	7.5-9.5%	7.0-8.5%	6.5-8.0%

Class A and Class B offerings for Eagle Mountain

City	R&D/Office Land Values	R&D/Office Rental Rates	R&D/Office Capitalization Rates (bp-basis Points)	Overall
Lehi	Higher 25-40%	Higher 25-35%	Lower - 100-200 bp	Starting to plan for limited future space potential for R&D and large-scale office users
Draper	Higher 20-35%	Higher 25-30%	Lower -100-150 bp	Large land tracks are generally limited.
Saratoga Springs	Higher 5-10%	Higher 5-20%	Lower - 50-150 bp	Still have several large tracts that can attract headquarter facilities.
Bluffdale	Higher 5-15%	Higher 5-25%	Lower - 50-150 bp	Currently in flux as plans are being made for the former prison site. Will eventually have significant office use
Herriman	Higher 15-25%	Higher 10-25%	Lower 100-150 bp	Significant near-term and long-term R&D and office potential. Moving aggressively to attract tenants

R&D/Office Development Conditions of Neighboring Cities vs. Eagle Mountain

Type of Center	Lending Tenant	Typical GLA (Sq. Ft.)	General Range GLA (Sq. Ft.)	Usual Min Site Area (Acres)
Neighborhood	Supermarket	60,000	30,000-100,000	3-10
Community	Supermarket, drugstore/pharmacy, discount department store, mixed apparel	180,000	100,000-400,000	10-30
Regional	One or two full-line department stores	600,000	300,000-900,000	10-60
Super-regional	Three or more full-line department stores	1,000,000	600,000-2,000,000	15-100 or more

Required Gross Floor Area ranges for retail

Type of Center	Radius	Driving Time	Approximate Minimum Population Support Required
Neighborhood	1.5 miles	5-10 minutes	3,000-40,000
Community	3-5 miles	10-20 minutes	40,000-150,000
Regional	8 miles	20 minutes	150,000 or more
Super-regional	12 miles	30 minutes	300,000 or more

Population support for retail types

7.3 GOAL & OBJECTIVES

The following overall goal, seven objectives, and seven action strategies capture Eagle Mountain's approach for addressing the issues and opportunities related to the City's Economy. The objectives represent what Eagle Mountain would like to achieve. The strategies in section 7.4 - Action Plan provide recommendations for achieving the overall goal and detailed objectives.

OVERALL GOAL FOR THE CHAPTER

Overall Economics Goal: Create a fiscally resilient city that can withstand economic fluctuations by establishing a framework to support a diverse and stable tax base.

PLAN OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Use Economic Development to help connect a bifurcated city.

OBJECTIVE 2: Establish centers of growth for high quality commercial uses at key nodes.

OBJECTIVE 3: Establish a tax base consisting of both property and retail sales tax revenue.

OBJECTIVE 4: Encourage business development while protecting the integrity of the community.

OBJECTIVE 5: Increase and diversify the City's fiscal capacity to meet the needs of current and future residents and businesses without relying solely on tax increases.

OBJECTIVE 6: Create employment centers that provide primary jobs within Eagle Mountain.

OBJECTIVE 7: Plan for neighborhood and community commercial centers that are oriented and designed to serve nearby residential areas.

7.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Focus on providing increased utility capacities to businesses, particularly those that will be located in the southern node.

STRATEGY 2: Facilitate access to water, high-speed internet, and multiple energy sources.

STRATEGY 3: Plan for and preserve lands in strategic, accessible locations for new employment and service centers that can accommodate a range of business types.

STRATEGY 4: Encourage commercial development along major corridors and in neighborhood centers that is accessible by pedestrians and cyclists, as well as automobiles.

STRATEGY 5: Provide design standards for neighborhood retail that require direct pedestrian connections and landscape buffers.

STRATEGY 6: Continue to actively recruit businesses, medical facilities, and technology-based businesses.

STRATEGY 7: Seek supplemental revenue sources in addition to targeting retail sales tax revenue.

Additional business and retail opportunities will help ensure a viable economic future for Eagle Mountain

HOUSING & NEIGHBORHOODS

Homes at the north-east edge of the City near Highway 73 looking east

8.1 WHAT WE KNOW

Eagle Mountain is one of the fastest growing cities in Utah. This rapid change makes long-term planning a vital task to ensure growth is beneficial to residents and the City. Facilitating proper housing development that is safe, efficient, and diverse in type and affordability can improve the economic performance in the City, promote a feeling of community, and enhance the quality of life. The type of residential development that occurs will be influenced by government regulations and policies, zoning, existing land uses, and market forces.

A community should offer a variety of housing types in order to support a population of diverse ages and cultures. A variety of housing options is also important to ensure that the needs are met of all stages of the lifecycle, including entry-level home

buyers, larger households, aging populations, and special needs populations. Demographic characteristics such as household size, number of children, and age play a key role in determining the type of housing desired.

KEY POINTS

- Eagle Mountain is a fast-growing bedroom community with primarily residential development.
- Housing units are overwhelmingly single-family, with 83 percent of units categorized as single-family houses; 86 percent of units are owner-occupied. This is much higher than the rest of the County, which has a rate of 67.3 percent ownership of housing units.
- At the projected rate of growth, the City can expect the addition of 7,287 more households by 2030 at the rapid average rate of 455 households per year.
- Overall, homes are generally very affordable – one-third of units are affordable to moderate- and low-income households. However, the lack of apartments may present challenges to some households in having a reasonable opportunity to locate to Eagle Mountain. Future rapid growth in the City will require continual monitoring of affordability.
- High income levels in the City – along with a beautiful landscape, quiet neighborhoods, ample open land, and other desirable lifestyle factors – indicate room in the market to encourage large custom homes for luxury consumers.
- Most housing in the City is new and conditions are good. Existing and future neighborhoods can benefit from deliberate efforts to maintain and promote desirable characteristics in residential areas.

Current Housing Supply

Single-family homes continue to be the most popular development within Eagle Mountain. However, lifecycle housing is a predominant concern as there is a very small senior population with no senior living or assisted living facilities in the City. The City's population is disproportionately low in the age ranges of 20 years old and in residents older than 65. Attention to affordability can aid in supporting these groups, but a big factor going forward is providing the specialized housing these groups need and desire. Shared-wall housing - such as otherwise-needed rental apartments, condos, and townhomes - can meet many of the reduced-income needs of both age groups. Addressing housing needs for seniors also comes from providing assisted living and other communities with specialized support.

Summary	Number of Units	Average Lot Size (Acres)	Median Value	Average Square Feet
Condos	561	0.03	$117,000	1,281
Duplexes	18	1.11	$397,200	1,281
Manufactured Homes	11	3.73	$150,800	2,251
Single-Family Residential Homes	6,526	0.46	$225,500	3,029
Townhomes/ Twin Homes	357	0.04	$146,000	2,118
Total	7,473	0.41	$216,050	2,858

Number of Parcels and Units by Housing Type

Eagle Mountain has no apartment complexes within the City. There are rental units available through private renters who own housing units individually. The ACS estimates that the gross monthly rent for these units starts at the $800 range, but the majority of rentals have a gross rent above $1,250 per month, with a median gross rent of $1,367.

Housing Conditions

Due to rapid population growth in Eagle Mountain in the last decade, much of the housing stock is newly built. ACS data shows that 82.3 percent of housing in Eagle Mountain was built since 2000 and 97.2 percent since 1990, compared to only 32.7 percent of housing county-wide that was built after 2000.

The County Assessor notes that 99.5 percent of residences are in average condition, with all other units except one in good or excellent condition. About 90 percent are constructed with Average construction grades and most other units are constructed with even better construction grades. Only 4 units are classified as fair quality.
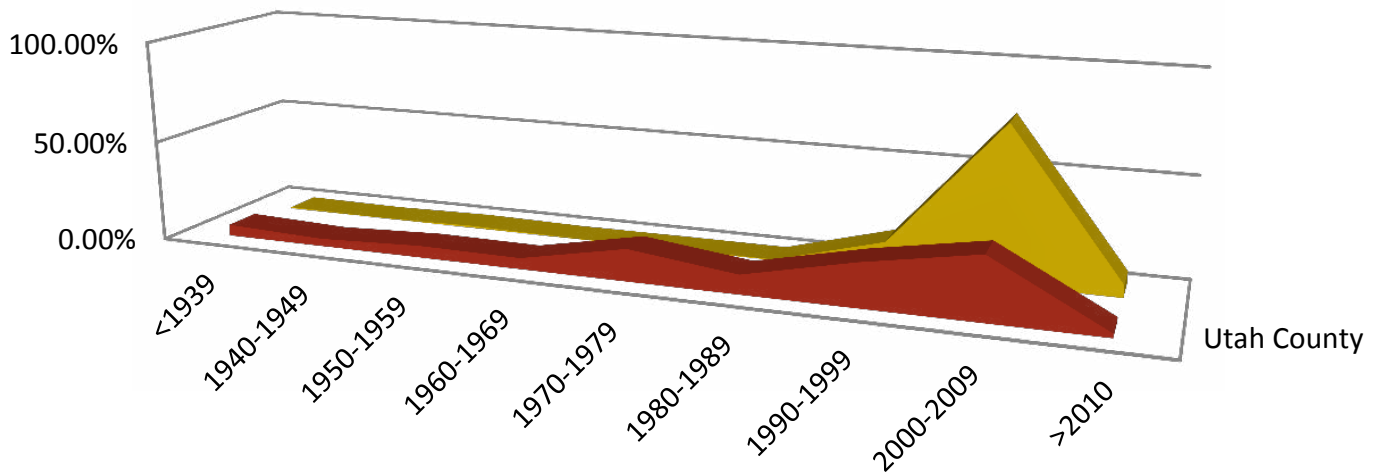
	<1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009	>2010
■ Utah County	5.60%	3.80%	5.90%	5.50%	15.80%	9.50%	21.30%	30.70%	2.10%
■ Eagle Mountain	0.60%	0.10%	1.00%	0.20%	0.40%	0.40%	14.90%	76.30%	6.10%

Proportion of Housing Units by Year Built

8.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

Overall, housing is in great condition in Eagle Mountain. The City can take many steps to continue the promotion of safe, healthy, and attractive housing in a range of types, styles, and price levels.

FUTURE HOUSING SUPPLY

Projections

Population projections expect the City's population to be 54,095 by 2030. Dividing that population by the current household size of 4.2, about 12,880 households are projected to be in the City by 2030. This is a growth of 7,287 households from the 5,593 estimated back in the 2014 ACS – more than doubling at an average of 455 new households per year.

Housing Permits

In addition to the 6,526 single-family units already built and listed in the Assessor's parcel database, an additional 155 permits were submitted through July of 2016 for single-family homes plus 14 additional units for condos and duplexes. The 'Building Permits by Year' graph shows that the building

of single-family homes is back on an upward trend after a drop-off during the recession. This is a trend shared by many of the fast growing communities on the Wasatch Front, such as Herriman and Lehi.

In addition to building permits, there are additional housing units in the planning stages with the City. The parcel database shows an incredible 1,395 vacant residential lots already recorded. In 2016, 673 new residential building permits were issued for single family homes , condos, and townhomes. From January to June of 2017, 430 new residential building permits were issued.

Lifecycle Housing

There are significant age gaps in the City, with less people in their 20's and very few above 65 years old, indicating that the current housing supply is not adequately meeting full life-cycle housing demands. It is important to ensure there is housing suitable for different stages of life, such as units for singles and young couples, townhomes for retirees, as well as opportunities for senior citizen housing and long-term care/assisted living facilities. Such an approach creates opportunities for people to live and grow in the same community. It also enables young couples, families, and the elderly to live near relatives.

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Condo/TH/MFR	30	76	66	36	20	12	48	86	0	24	12	0	0	2	6	35	14
SFR	554	285	355	289	241	420	845	616	92	150	149	58	149	233	260	455	155
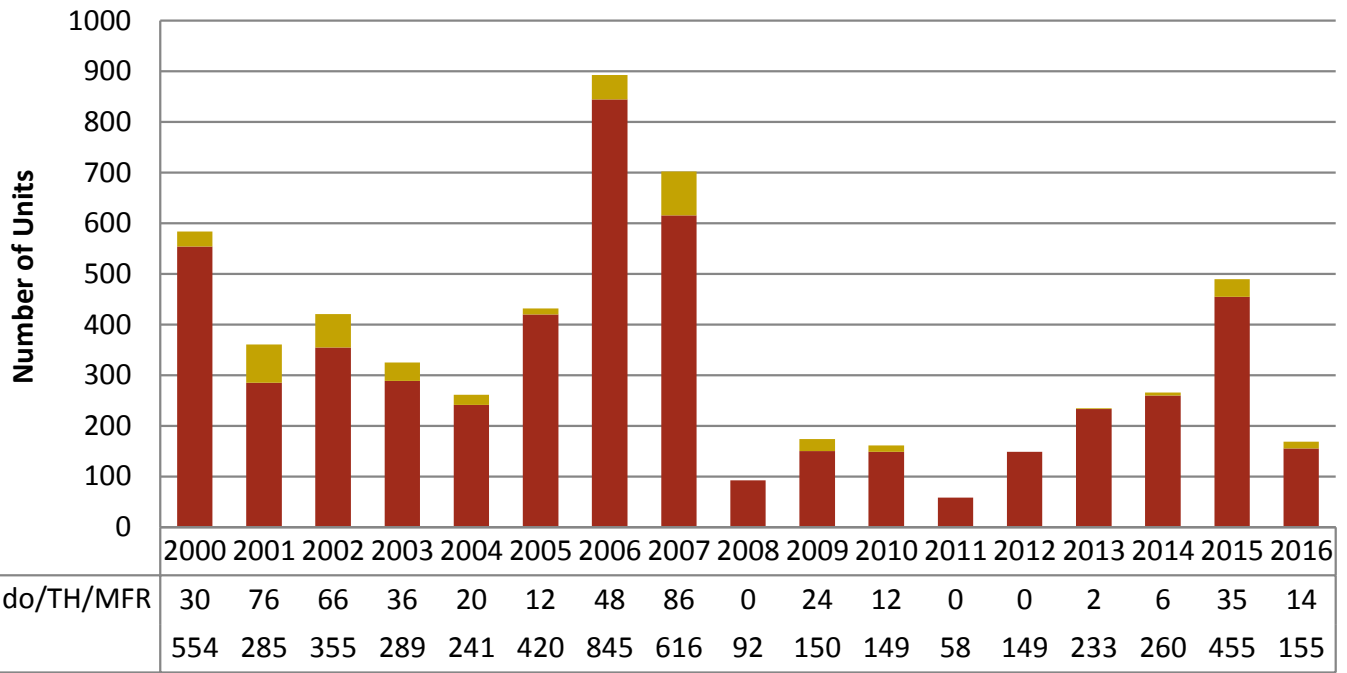
Eagle Mountain Building Permits (Total Units) by Year

The 2014 ACS data show less than six percent of all households were held by those 65 and older. In new communities with rapid single-family residential home growth, a common concern is the lack of balanced life-cycle housing within the City. A deficit of townhomes, senior housing, and assisted living pushes out residents as they age when fixed-incomes, lifestyle and health needs force them to leave to communities with living and health assistance. Condos and townhomes with community management help independent retirees live in the City without the maintenance needs of a house.

Millennials, or Generation Y, are those born between 1982 and 2004 and are another group disproportionately lower in Eagle Mountain's population distribution. They are generally highly educated, along with being entrepreneurial and active in their communities. As Eagle Mountain does not have any major colleges and is not an employment center, it makes sense that the profile of the City would not retain this age group. The City also has no apartments, which is currently a good economic fit for many in this generation. However, as the City matures and attracts more employment, the comparatively affordable homes will be a great asset to attract Millennials starting families, which will in turn further attract employers.

Millennials are a very large generation that will be important for the City to keep in mind for future planning, even if they are not currently a large segment of the population. Millennials see socially-conscious shopping and living as

highly desirable. This generation is also highly social and often seeks semi-urban, mixed-use development. Since this demographic is generally thrifty, development with modern aesthetics, but at a discount compared to more urban areas, will be a draw.
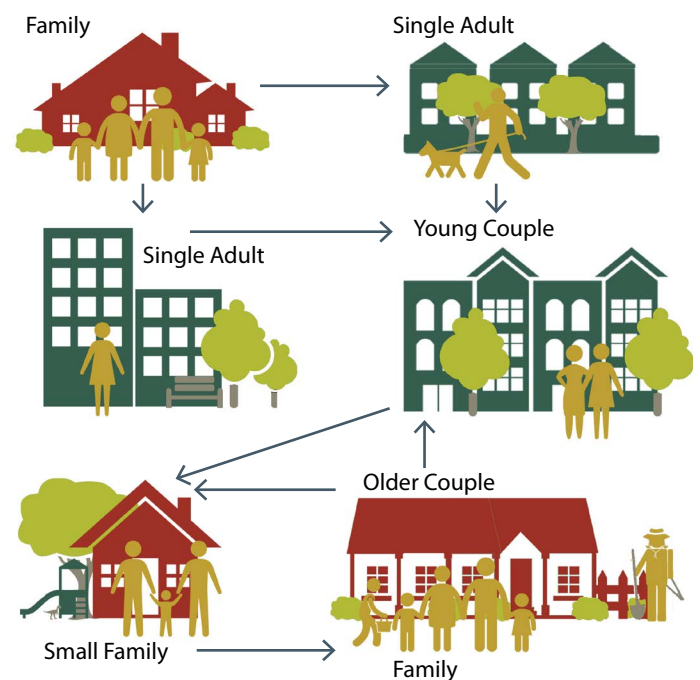
Life-Cycle Housing

8.3 GOAL & OBJECTIVES

The following overall goal, nine objectives, and thirteen action strategies capture Eagle Mountain's approach for addressing the issues and opportunities related to the City's Neighborhoods and Housing. The objectives represent what Eagle Mountain would like to achieve.

OVERALL GOAL FOR THE CHAPTER

Overall Neighborhoods & Housing Goal: Ensure that future development decisions provide a range of housing options, are made in alignment with this plan's vision, and support the general well-being of the City and residents through investment in infrastructure and amenities.

PLAN OBJECTIVES - WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Provide a range of housing choices that will meet life-cycle housing needs for all age groups, including senior and starter housing.

OBJECTIVE 2: Maintain and enhance current conditions and aesthetic appeal through the City's neighborhoods.

OBJECTIVE 3: Connect neighborhoods to one another and to the city and regional trail systems so walking and biking are safe and feasible for residents of all ages and abilities.

OBJECTIVE 4: Provide all residents with access to neighborhood-sized parks that are within convenient walking distance.

OBJECTIVE 5: Establish a balanced variety of development patterns that appeal to a range of income levels, including custom luxury homes, while ensuring developments are not a fiscal burden to the City.

OBJECTIVE 6: Ensure both existing and future City residents, as well as developers, have security in their actions and decisions by developing and maintaining an atmosphere of stability and confidence in all decision making.

OBJECTIVE 7: Prevent industrial and other non-compatible activities from expanding or encroaching upon residential neighborhoods.

OBJECTIVE 8: Development should always pay its own way.

OBJECTIVE 9: City revenue needs, economic pressure, or developer "whims" shall not be allowed to compromise housing policies or standards.

8.4 ACTION PLAN - HOW DO WE MAKE IT HAPPEN?

The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Develop guidelines for multi-family housing that establish standards of design, function, and appearance to facilitate integration into the community while maintaining the character of Eagle Mountain.

- Building styles of multi-family developments should be compatible and harmonious with surrounding adjoining buildings.
- Require multi-family developments to utilize approved construction materials and site standards.
- Require multi-family developments to develop open space and/or recreation amenities in proportion to their size.

STRATEGY 2: Guide development of assisted living, congregate care, and affordable housing to ensure residents can stay in Eagle Mountain through all stages of life and have access to many levels of care and assistance.

STRATEGY 3: Allow for multi-family or town home mixed-use development as buffers between commercial and single-family residential areas. Accessory dwelling units may also be considered in appropriate areas.

STRATEGY 4: Maintain quality neighborhoods with aesthetic appeal. Follow land use plans to prevent loss of lower-density areas.

STRATEGY 5: Locate multi-family developments in areas of the City where current and future centers are located, such that there is no concentration of multi-family dwellings in any one neighborhood or development area.

STRATEGY 6: Group new residential developments into neighborhoods and plan in relation to schools, playgrounds, parks, and other facilities.

STRATEGY 7: Develop landscape standards for schools, churches, libraries, fire stations, and other public buildings and structures that are located in residential areas.

STRATEGY 8: Facilitate transitions between residential and non-residential uses through combinations of space buffers and landscaping.

STRATEGY 9: Require the use of underground utility lines where feasible.

STRATEGY 10: Strengthen neighborhood and community pride by establishing and supporting city-wide beautification programs and adopting and vigorously enforce ordinance requiring land owners to keep their property free of weeds, junked vehicles and equipment, unsightly buildings, trash, and other debris.

STRATEGY 11: Establish conservation subdivision guidelines for residential areas that are sensitive to natural features and environmental constraints.

STRATEGY 12: Ensure security and stability to developers and residents in future development. Decisions involving housing and housing policies should be made within the framework of the goals and objectives of this General Plan.

STRATEGY 13: The approval process for subdivision and residential projects should consider their effect on adjoining and surrounding uses and ensure they work harmoniously with and positively contribute to these uses.
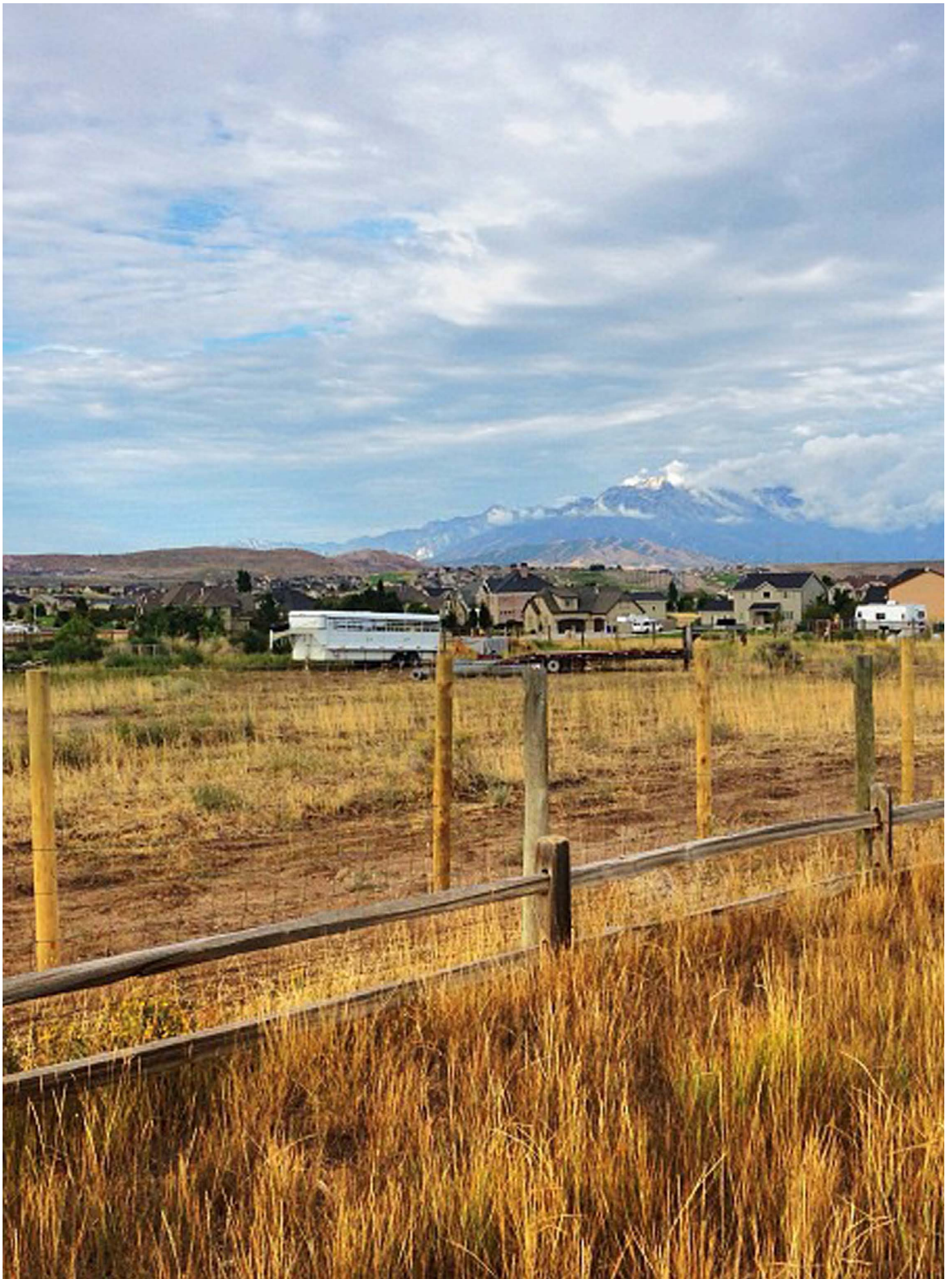
MODERATE INCOME HOUSING

9.1 WHAT WE KNOW

Utah State Code (Section 10-9a-403) requires municipalities to include a plan for moderate-income housing as part of a general plan. It outlines the responsibility of a City to facilitate a "reasonable opportunity" for those households with moderate-income to live within the City. Moderate-income housing is defined by HUD as "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located." This study uses Area Median Income (AMI) in the Provo-Orem, UT Metropolitan Statistical Area[1]

1 The Provo-Orem, UT MSA includes Utah and Juab Counties grouped together. HUD calculates the regional area AMI at this geographic level and not at an individual county level for Utah County.

Household Size	30%	50%	80% of AMI
1 person	$356	$593	$948
2 person	$406	$676	$1,083
3 person	$504	$761	$1,218
4 person	**$608**	**$845**	**$1,353**
5 person	$711	$914	$1,461
6 person	$815	$981	$1,570
7 person	$918	$1,049	$1,678
8 person	$1,022	$1,116	$1,786

Source: HUD

Monthly Housing Allowance by Household Size and AMI Thresholds

(MSA) as determined by the U.S. Department of Housing and Urban Development (HUD) and average household size to determine moderate income thresholds for an average household.

AREA MEDIAN INCOME LEVELS

According to HUD, the AMI for 2016 in the MSA is $67,625. Utah County has an average household size of 3.62; therefore, a household of four persons is used as the average family size, putting the moderate-income threshold at $54,100.

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance.

The table below shows affordable monthly allowances at different levels of income. These amounts represent total housing costs affordable at 30 percent of gross income. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for either a mortgage or rental rate. A family choosing housing would need to factor utilities and other fees for a given housing unit within this affordable range. For example, a household of four at the 80 percent AMI threshold has a monthly housing allowance of $1,353. If utilities are $250[2], the family can afford a rent or mortgage payment of $1,029 per month, including taxes and interest if applicable.

Translating this moderate-income affordability level to home values, a family of four at 80 percent of AMI can afford a home in Eagle Mountain up to $196,133. This assumes utility payments at $250 per month, current City property tax rates, insurances, a four percent interest rate, 30 year mortgage term and a 10 percent down payment. The table below shows the home price ranges affordable to household income categories at various interest rates. The bottom table on the page shows the ranges specific to targeted low- and moderate-income households. Note the significant difference the interest rate

2 Utilities include water, sewer, storm drain, gas, electric, and garbage. This is an estimated amount for a typical resident.

Household Income Range	Home Price Range					
	4% Mortgage		5% Mortgage		6% Mortgage	
	Low	High	Low	High	Low	High
$10,000 to $14,999	$0	$10,301	$0	$9,161	$0	$8,203
$15,000 to $24,999	$10,301	$57,827	$9,161	$51,428	$8,203	$46,047
$25,000 to $34,999	$57,827	$105,353	$51,428	$93,695	$46,047	$83,892
$35,000 to $49,999	$105,353	$176,643	$93,695	$157,095	$83,892	$140,659
$50,000 to $74,999	$176,643	$295,458	$157,095	$262,762	$140,659	$235,270
$75,000 to $99,999	$295,458	$414,273	$262,762	$368,429	$235,270	$329,881
$100,000 to $149,999	$414,273	$651,904	$368,429	$579,763	$329,881	$519,104
$150,000 to $199,999	$651,904	$889,535	$579,763	$791,096	$519,104	$708,327
$200,000 or more	$889,535		$791,096		$708,327	

Source: ZPFI

Affordable Home Price Ranges by Income Category and Mortgage Interest Rate

Household Income Range			Home Price Range					
			4% Mortgage		5% Mortgage		6% Mortgage	
	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
< 30% of AMI	$0	$24,300	$0	$54,505	$0	$48,473	$0	$43,402
30% to 50% of AMI	$24,300	$33,800	$54,505	$99,655	$48,473	$88,627	$43,402	$79,354
50% to 80% of AMI	$33,800	$54,100	$99,655	$196,133	$88,627	$174,428	$79,354	$156,179

Source: ZBPI

Affordable Price Ranges by Targeted Group and Interest Rate

can make. While current rates are currently at historic lows under four percent, making housing much more affordable, affordability in the City will be more difficult to maintain if interest rates rise in the future.

PRICING AND AFFORDABILITY

Table 9.4 below shows the distribution of units by home value, as assessed and maintained by the Utah County Assessor's office. The median value is $216,050 of these assessed values. This median value is above the affordable threshold of $196,133. Approximately 36.3 percent (2,709 units) are within this affordability target or below.

Generally, housing units on larger parcels are more expensive. This is partially due to higher land costs, but is also often due to the larger homes generally associated with a larger lot. While these properties are valuable and provide high property tax revenue per parcel, value is more densely concentrated on smaller lots. Higher property tax revenues are available per acre in more dense housing. The maps on the following

two pages show the biggest lots on the north side of the City, while among the highest value per unit, have much lower value per acre.

Approximately half of rental units in Eagle Mountain are affordable, but rental units are limited, which impacts affordability and impedes housing choices. Eagle Mountain has no apartment complexes within the City and the housing unit ownership rate is a very high 86 percent. Rental units are important options for households that do not have down payment savings, would have trouble with loan approval, or simply for those not wishing to make a large commitment on purchasing a home. The only rental units available are individually-owned units that are privately rented – approximately 1,046 units. The ACS estimates these rents to start in the $800 range, but the majority of rentals have a gross rent above $1,250 per month and the median gross rent is $1,367, only slightly higher than the monthly housing allowance $1,353 for a household at 80 percent of AMI and indicated that about half of units (approximately 523 units) are available under this allowance.

Home Value	# of Units	% of Total	Cumulative % of Total
<$125,000	715	9.58%	9.58%
$125,000 - $139,999	151	2.02%	11.60%
$140,000 - $149,999	141	1.89%	13.49%
$150,000 - $159,999	73	0.98%	14.47%
$160,000 - $169,999	272	3.64%	18.12%
$170,000 - $179,999	403	5.40%	23.52%
$180,000 - $189,999	615	8.24%	31.76%
$190,000 - $199,999	519	6.95%	38.71%
$200,000 - $219,999	1,038	13.91%	52.62%
$220,000 - $239,999	938	12.57%	65.19%
$240,000 - $259,999	761	10.20%	75.39%
$260,000 - $279,999	535	7.17%	82.55%
$280,000 - $299,999	307	4.11%	86.67%
$300,000 - $324,999	289	3.87%	90.54%
$325,000 - $349,999	203	2.72%	93.26%
$350,000 - $374,999	128	1.72%	94.98%
$375,000 - $399,999	90	1.21%	96.18%
$400,000 - $424,999	55	0.74%	96.92%
$425,000 - $449,999	53	0.71%	97.63%
$450,000 - $474,999	46	0.62%	98.24%
$475,000 - $499,999	36	0.48%	98.73%
$500,000 - $599,999	53	0.71%	99.44%
$600,000 - $699,999	23	0.31%	99.75%
$700,000+	19	0.25%	100.00%

Source: Utah County Parcel Database

Non-Rental Residential Unit Values

Residential Housing Value per Parcel

Legend

▢ Eagle Mountain

Value per Parcel

- $15,000.00 - $152,700.00
- $152,700.01 - $232,300.00
- $232,300.01 - $331,500.00
- $331,500.01 - $546,400.00
- $546,400.01 - $2,207,700.00
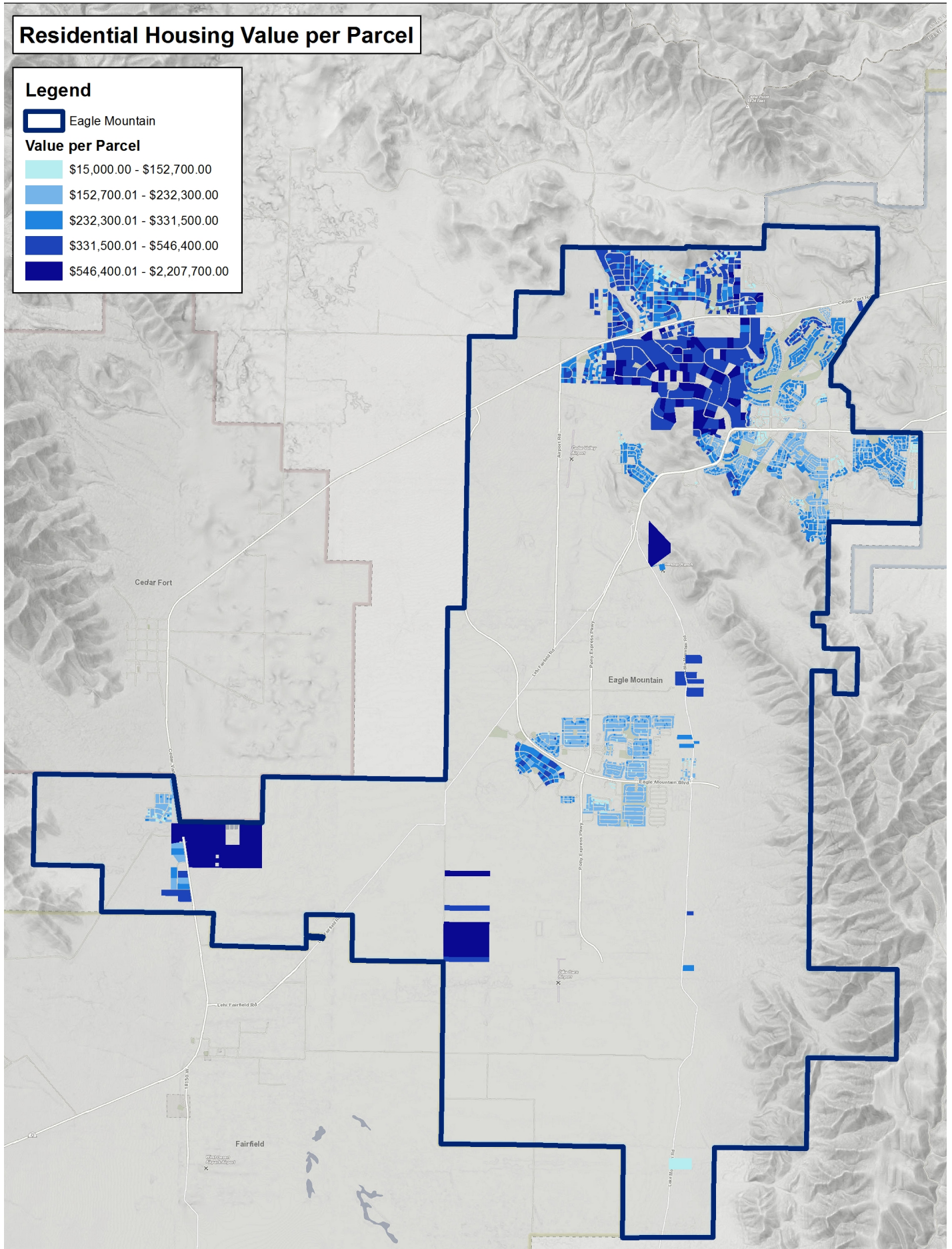
Residential Housing Value per Acre

Legend

▭ Eagle Mountain

Value per Acre

▪	$3,390.84 - $505,499.53
▪	$505,499.54 - $924,763.89
▪	$924,763.90 - $1,425,551.88
▪	$1,425,551.89 - $1,953,514.40
▪	$1,953,514.41 - $4,690,378.98
▪	$4,690,378.99 - $8,379,166.67
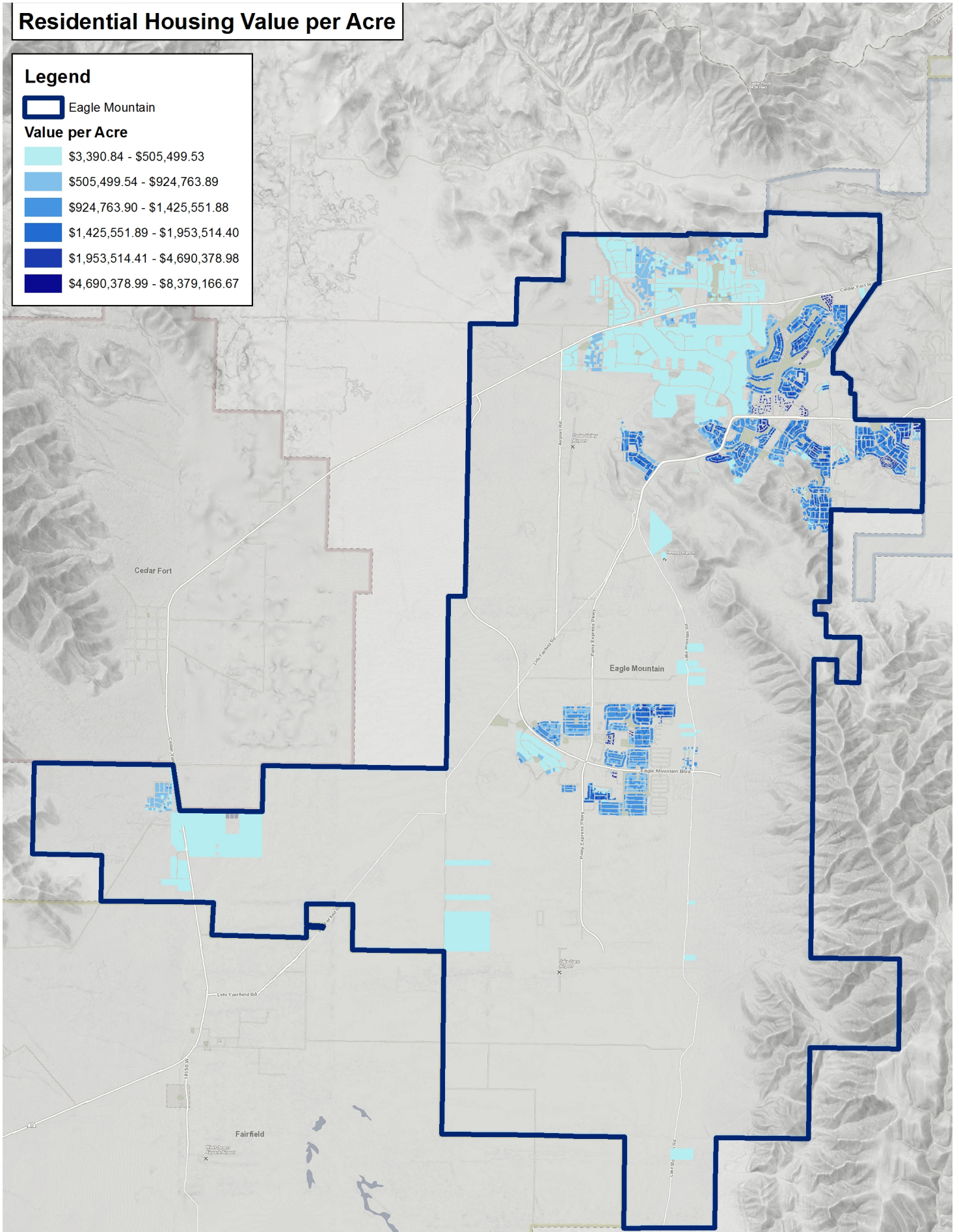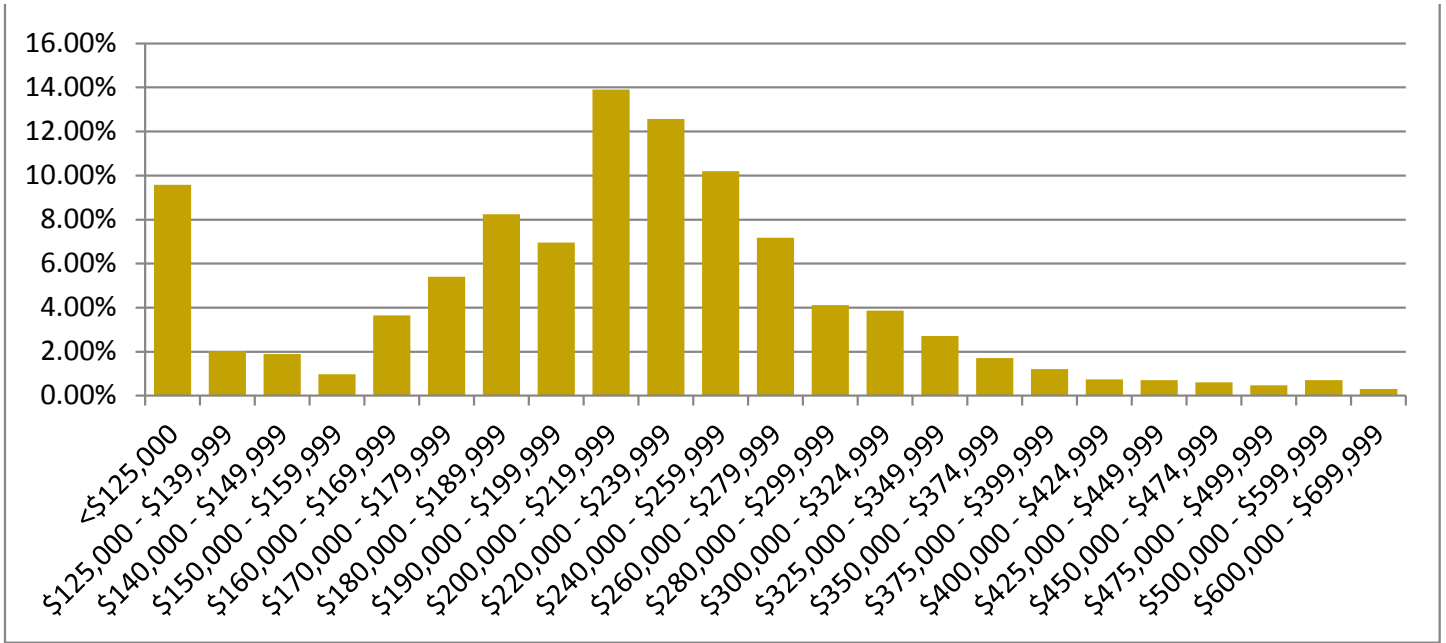
Percent of Housing Units by Market Value

Currently, there is a very reasonable opportunity for moderate-income households to live in the City and the housing supply exceeds current demands. Approximately 27 percent of the households are considered low- or moderate-income. The estimated average market value of units in the City is a very affordable $83 per square foot. Based on market property values and the costs of ownership, the estimated number of units that can be classified as affordable is 2,709, over one-third of housing units. Many of these units are individually rented, also at affordable rates. The units that are affordable are also high-quality and often newly constructed. Additionally, Eagle Mountain still qualifies for USDA rural home loans, which affects affordability.

Residential Housing Affordable Units

Legend

Eagle Mountain

Affordability

Other Residential Units

Affordable Residential Units
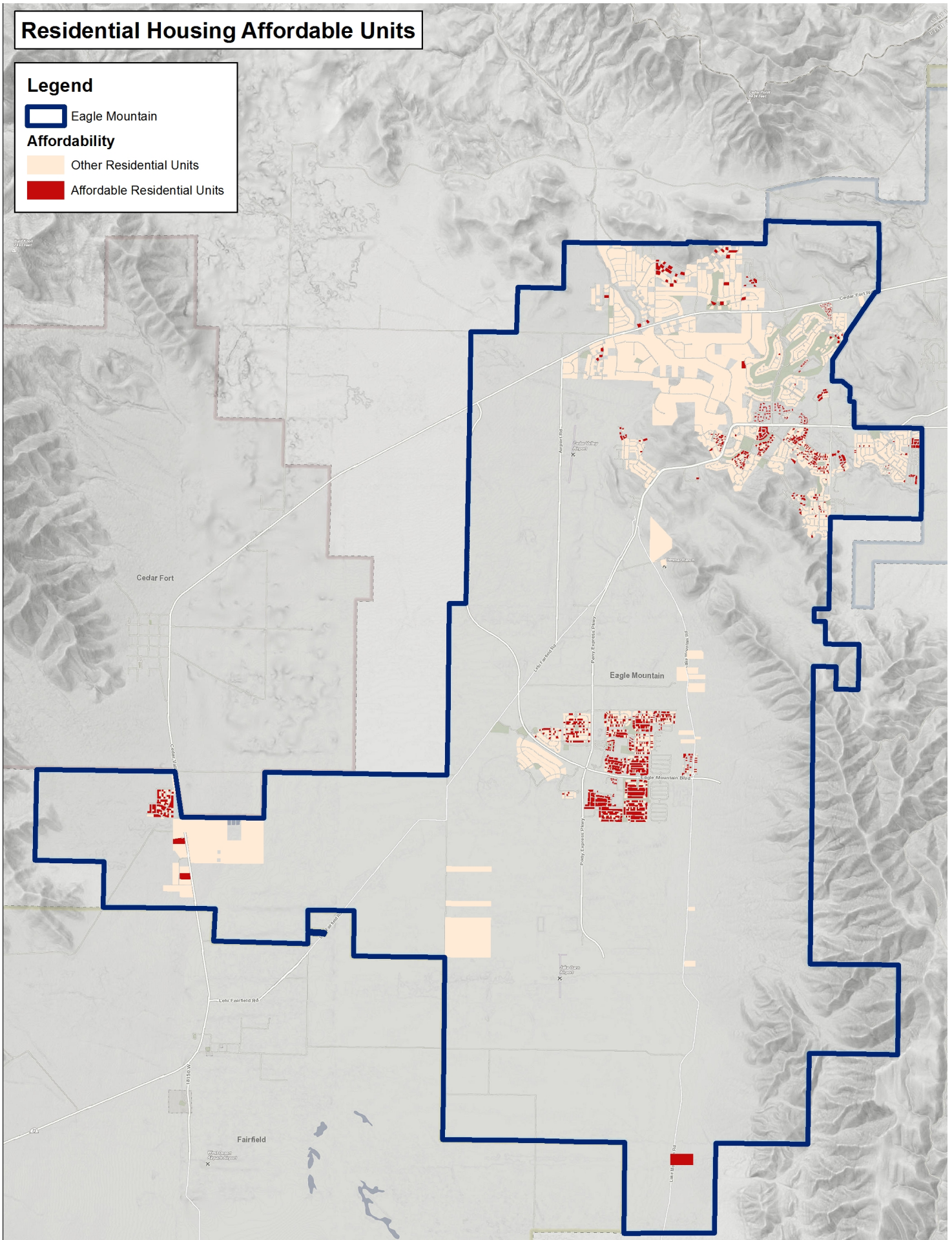
9.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

MATCHING MARKET WITH DEMOGRAPHICS

Outside of moderate-income affordability, it is notable how current housing availability matches income levels of Eagle Mountain residents. This analysis again assumes a four percent mortgage rate, 10 percent down payment, 30 percent of gross income, $250 in utilities per month, and other factors like taxes and insurance. The table below shows the home price range that is affordable for a given household income level and indicates the percentage of households and units in each of those range categories.

The percentages at the upper end of the Household Income range indicate some wiggle room for increased growth in luxury housing, as there are few units in the affordable home price range that correspond with the upper end of the household income range. However, the excess of high income households compared to home values is more likely an indication of the low average price per square foot in the area, noted earlier as a very affordable $83 per square foot.

Comparing these numbers across rows shows that the large segment of the population making above $75,000 per year has limited housing stock that reaches into their full buying

potential. However, this isn't necessarily an indication that there are no luxury homes in Eagle Mountain, but that high-income households are possibly able to find quality housing at a good price in the City, especially as home values continue to recover from the recession. Also, the large household sizes in Eagle Mountain serve to reduce per capita incomes and provide families with less discretionary income to spend on larger homes.

For low income households in the $25,000 to $35,000 range, there are fewer housing units in the matching affordability range. While there are many affordable units in the City, this is an at-risk population being underserved.

Average sale prices in Eagle Mountain of single-family homes confirm a strong upward trend in home values. As values increase and the trend of building single-family home developments continues, it will be important to monitor that affordability keeps pace with population growth. An increase in values will lead to a lower percentage of affordable units, while the percentage of low- to moderate-income households is more likely to remain stable.

Household Income Range	% of HH in Income Range	Affordable Home Price Range	Affordable SFR Units
$10,000 to $14,999	2.2%	$0 to $10,301	9.58%
$15,000 to $24,999	2.8%	$10,301 to $57,827	2.0%
$25,000 to $34,999	4.0%	$57,827 to $105,353	1.4%
$35,000 to $49,999	18.2%	$105,353 to $176,643	17.9%
$50,000 to $74,999	29.4%	$176,643 to $295,458	64.6%
$75,000 to $99,999	18.4%	$295,458 to $414,273	10.7%
$100,000 to $149,999	16.4%	$414,273 to $651,904	3.1%
$150,000 to $199,999	3.2%	$651,904 to $889,535	0.3%
$200,000 or more	2.6%	>$889,535	0.0%

Household Income and Home Price Distribution

City	2012 Value	2013 Value	2014 Value	2015 Value	2016 Value	% Change 2012 to 2016
Eagle Mountain	$179,900	$198,000	$212,950	$243,900	$257,500	43.1%
Lehi	$219,900	$246,794	$257,000	$294,000	$310,201	41.1%
Saratoga Springs	$225,000	$249,700	$284,512	$299,000	$332,000	47.6%

Historic Sales Prices for Eagle Mountain and Nearby Cities

9.3 GOAL & OBJECTIVES

The following overall goal and action strategies represent Eagle Mountain's planned approach for addressing the issues and opportunities related to the City's Moderate Income Housing needs.

OVERALL GOAL FOR THE CHAPTER

Overall Moderate Income Housing Goal: Maintain and facilitate opportunities for moderate affordability and diverse housing sizes and products throughout the city with an emphasis on accessory dwelling units, home ownership, and promoting the use of existing development rights.

9.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

The following five (5) moderate income housing strategies are action items for achieving the overall goal and the objectives and were chosen from the strategies identified in UCA§10-9a-403(2)(b)(iii). Many action strategies will work to achieve more than one specified objective.

STRATEGY 1: Create, or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

TIMELINE: The City currently allows for internal and detached accessory dwelling units throughout many residential zones in the city. City Code amendments were completed in 2021 to update the accessory dwelling unit chapter to fully comply with Utah Code and to reduce and further define regulations in relation to ADUs. Once per year, beginning in 2023, City staff will review the City's Accessory Dwelling Unit code (EMMC Chapter 17.70) and provide a report to the Planning Commission and City Council of its status and effectiveness, and propose amendments, as needed.

ACTIONS/MEASURES:

- Track the number of approved internal ADUs

- Track the number of approved detached ADUs

- Track the number of new homes that include completed ADUs with the initial home construction

- Track the distribution of ADUs throughout the city

STRATEGY 2: Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.

TIMELINE: Public employees, including teachers, firefighters, police, city employees, and others often have a lower salary than many private sector employees and find it difficult to afford to live in the same city in which they work. Eagle Mountain desires to avoid that issue by helping these types of employees with a mortgage assistance program, and by July 1, 2024, will create this program.

ACTIONS/MEASURES:

- Create and approve a policy for a mortgage assistance program for public employees, outlining qualifications, requirements, and processes

- Contract with a partner, hire an employee, or designate an employee or department to oversee the program

- Track the number of people that receive a benefit from the program

- Track the number of employers or agencies with employees that benefit from the program

STRATEGY 3: Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530.

IMPLEMENTATION TIMELINE: The City currently does not charge impact fees for accessory dwelling units. The City will continue to find ways to reduce impediments to accessory dwelling units, specifically keeping fees as minimal as possible. Once per year, beginning in 2023, City staff will provide a report to the City Council outlining all City-required fees charged for ADUs, and will recommend changes, if necessary, to reduce fees.

ACTIONS/MEASURES:

• Eliminate impact fees for detached ADUs

• Review the Consolidated Fee Schedule and amend to reduce fees for ADUs, if necessary

STRATEGY 4: Create a program to transfer development rights for moderate income housing.

IMPLEMENTATION TIMELINE: Creating a mechanism to transfer development rights (TDR) can be quite complicated and requires a good deal of research and consideration of the potential impacts, both positive and negative. A TDR code ntends to provide additional tools for the City and for property owners to place density and moderate income housing in the locations that are best suited for those types of residential units.

By January 1, 2026, the City Staff will propose a TDR code to the Planning Commission and City Council for their consideration.

ACTIONS/MEASURES:

- Prepare a draft TDR code

- Review a TDR code with the Planning Commission

- Review a TDR code with the City Council

- Adopt a TDR code

- Track the number of developments that utilize the TDR code

STRATEGY 5: Demonstrate implementation of any program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.

IMPLEMENTATION TIMELINE: By December 31, 2024, the City will adopt a land use ordinance that requires 10% or more of new residential development in certain residential zones be dedicated to moderate income housing. By December 31, 2023, the City will also create a policy or approve a plan that identifies the planned uses for the RDA housing allocation funds that come from economic development projects, in compliance with UCA§17C-1-412.

ACTIONS/MEASURES:

- Work with consultants to draft an "Affordable Housing Plan"

- Adopt an "Affordable Housing Plan" that identifies the planned uses for RDA housing allocation funds

- Present a draft land use ordinance to the Planning Commission and City Council

- Adopt a land use ordinance that requires 10% or more of new residential development in certain residential zones be dedicated to moderate income housing

- Track the number of projects that provide moderate income housing as more than 10% of their projects

PARKS & OPEN SPACES

Children play at Nolan Park

10.1 WHAT WE KNOW

Eagle Mountain is known for its incomparable natural beauty and landscape, which supports running trails, hiking and biking, as well as ATV riding. It offers residents premier outdoor amenities, such as golf courses, a mountain bike park, skate park, splash pad, and a regional trail system. The 30-acre Mountain Ranch Bike Park - featuring jump lines, slope style track, single track, and a skills area - is the first of its kind on the Wasatch Front. United States Forest Service and Bureau of Land Management land abuts the City's southeastern boundary, providing an extension of the City's open spaces.

A total of 403 acres are identified as City parks or open space, which is distributed over 119 separate parcels of land. Approximately half of these parcels are less than 1 acre in size; about 80 percent are less than 5 acres in size. The type of use ranges from open

space, to tot lots, to regional parks and cultural interest sites. Of these parcels, 53 are considered open space rather than formal parks, such as the open space corridors in the city center neighborhoods.

The City currently has three regional-sized parks and 35 neighborhood parks. Some parks are maintained and owned by the City, while others are maintained by the HOA, such as The Ranches area. Regional parks, which are over 20 acres in size, include:

- Cory Wride Memorial Park (Mid-Valley)
- Pony Express
- Mountain Ranch Bike Park (specialty park)

In 2009, Eagle Mountain City adopted a Parks and Open Space Master Plan as an update to the 2005 Comprehensive Plan. The Master Plan addressed the topics of Planning Context, Park & Trail Facilities, Parks & Open Space Programming, the Value of Parks & Open Space, Special Conditions, and Next Steps. A key element of the Parks and Open Space Master Plan was the identification of long-term future park needs, based on population projections and the number of dwelling units vested under approved Master Development Plans.

In 2010, the census documented a population of 21,415. In the years since, residential development has continued and the population has grown to an estimated 33,000 people.

KEY POINTS

Regional trails wind their way through Eagle Mountain City, with special recognition of the Pony Express Trail. Historical points of interest signage was added along the trail in 2014. As of the completion of the Active Transportation Master Plan in

In early 2016, JK Builders and the City of Eagle Mountain began plans to build a park around and protect petroglyphs discovered at Cedar Valley.

July 2015, the city had 34 existing miles of shared use paths. This includes the following regional trails:

- Pony Express Parkway Regional Trail
- Ranches Parkway Regional Trail
- *Cedar Valley Regional Trail (Power Corridor; undeveloped)*
- *Sweetwater Regional Trail (undeveloped)*
- *Railroad Bed Regional Trail (undeveloped)*

For the estimated current population, the # of recommended parks by type for 27,500 people / 35,000 people:

- Regional Park – 1 / 1
- Community Park – 4 / 5
- Neighborhood Park –12 / 15
- Pocket Park – 28 / 35

Eagle Mountain meets most of these recommendations, depending on how parks are classified. **If using size alone,** regional-sized parks are ahead of schedule (3 including Mountain Ranch Bike Park); community-sized parks are behind schedule (3 currently). Both neighborhood and pocket parks are on track with the above recommendations. In the Ranches area, the improvement of Smith Ranch Park and the establishment of several pocket parks/neighborhood parks have closed the service area gaps present in the 2009 Parks and Open Space plan.

Public involvement in the Active Transportation Master Plan emphasized connectivity to parks and recreation opportunities - to Saratoga Springs and the Jordan River Trail, in particular - as a priority goal for active transportation infrastructure projects. That plan provides conceptual guidance for developing a parks and open space path system in a systematic way while providing flexibility for developers.

10.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

Since the 2009 Parks and Open Space Master Plan, the City has added an additional 156 acres of designated parks and open space. While most parks are developed and offer amenities, a few designated parks remain undeveloped and lack any amenities or offer few (e.g. Sweetwater Park and Smith Ranch Regional Park). Knowing which amenities to include, and where, as the City grows is an important component of effectively planning for future needs.

The 2009 Parks plan recommended the establishment of minimum standards for parks planned and built by anyone other than the City, as well as an update to the zoning and development codes to include a specific parks and open space zoning designation or overlay. Additionally, the plan recommended including provisions that require developers to

provide sufficient pocket and neighborhood parks within their developments that are located appropriately to meet level of service guidelines.

The plan included a phasing plan based on population growth and location, rather than by time, and desired number, locations, and characteristics for each park classification.

Residents expressed major safety and visitor experience concerns at some existing parks, which can be addressed as the City plans for future improvements to parks. These include:

- General lack of shade and need for trees
- Shooting near trails (rather than having a designated shooting range)
- ADA accessible parking at parks
- Infrastructure and maintenance improvements needed at the sports complex and other parks
- General parks used by few because they lack recreation amenities

Specific new park and recreation amenities commonly requested, which can be addressed as the City plans for future amenities and parks:

- Central city park (vs. a more auto-oriented regional park)
- Recreation center with a public pool (In November 2016, the City voted on a $7 million bond to fund an outdoor aquatic center at the Mid-Valley Regional Park. The bond did not pass.)
- Dog park(s)

- More splash pads
- More trails with amenities (garbage cans, water fountains, restrooms), and
- Better connectivity between trails

A recap of level of service metrics from the 2009 Parks and Open Space Master Plan is worth including, as the City plans for future needs.

Area of Service Radius for Park Types:

- Regional Park – 2 miles (City)
- Community Park – 1 mile (City)
- Neighborhood Park – ½ mile (Developer/HOA)
- Pocket Park – ¼ mile (Developer/HOA)

The population level triggering each Park Type:

- Regional Park – 45,000
- Community Park – 7,500
- Neighborhood Park – 2,200
- Pocket Park – 1,000

Average size range for Park Types:

- Regional Park – 20 + acres
- Community Park – 10 to 20 acres
- Neighborhood Park – 1 to 10 acres
- Pocket Park – 0.5 to 1 acre

12' Vertical Clearance

8' Vertical Clearance

2' min. Shoulder

8' Paved Trail 2-way (optimum width varies)

4-6' Separator

10' Soft Surface Trail 2-way (optimum width varies)

2' min. Shoulder

2' min. Vegetation Clearance Cut to < 12" in height

2' min. Vegetation Clearance Cut to < 12" in height
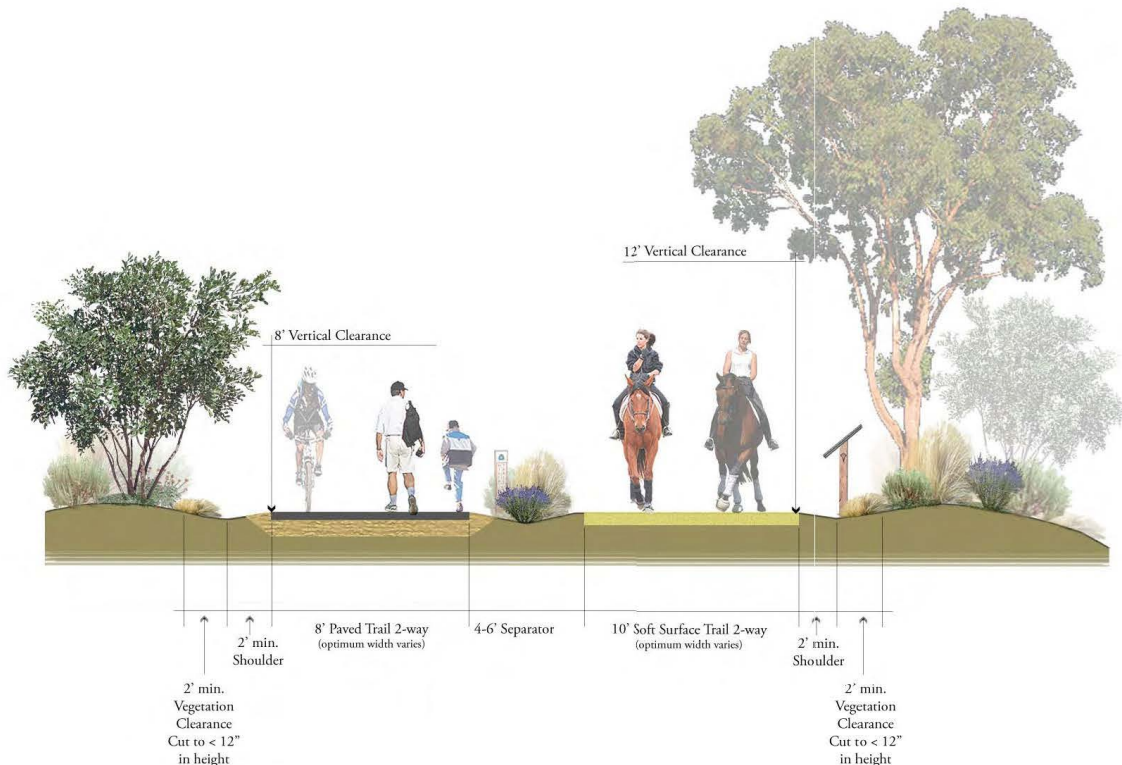
Multi-use trail section from the Parks and Open Space Master Plan

10.3 GOAL & OBJECTIVES

Priority areas identified during the General Plan process include:

- Prioritize natural settings as growth occurs
- Preserve scenery and meaningful open spaces, particularly along the ridgelines and Lake Mountain Road
- Open space was a key reason for moving to Eagle Mountain for many residents
- Many locations described by residents consist of rural densities, rather than of publicly protected and managed open space

The following overall goal, five objectives, and nine action strategies capture Eagle Mountain's approach for addressing the issues and opportunities for each of these areas related to the City's Parks and Open Spaces. The objectives represent what Eagle Mountain would like to achieve.

OVERALL GOAL FOR THE CHAPTER

Overall Parks and Open Spaces Goal: Retain and enhance Eagle Mountain's "small town" feel, natural setting, and cohesive, user-friendly open space system while accounting for the growing population's economic and service needs.

PLAN OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Protect the open space and natural areas valued by Eagle Mountain residents for scenery, public health, City character, and wildlife habitat values.

OBJECTIVE 2: Enhance and protect quality of life for Eagle Mountain residents of all ages, incomes, and abilities by providing access to parks, open space, and a choice of recreation opportunities within convenient walking distance.

OBJECTIVE 3: Improve the recreation options available at, and thus the utilization of, Eagle Mountain's parks and open space areas to maximize the public investments made in these important components of the City's infrastructure.

OBJECTIVE 4: Establish a City-wide urban trails system connected to neighborhoods, community and regional parks, and BLM land.

OBJECTIVE 5: Create parks and open spaces that respond to the surrounding neighborhood needs.

10.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

Where do we go from here? The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Change open space requirements and/or density bonus points for developers to more heavily weight amenities desired by residents in specific areas where each is needed, such as a specific, high-impact trail connection or trees/shelter for shade.

STRATEGY 2: Identify and map open space and agricultural assets, with extra attention afforded in the analysis to:

- How they relate to the walking/biking network, residential areas, and BLM land;
- Identifying areas of opportunity to meet park needs or improve access by removing gaps in the sidewalk infrastructure, connecting active transportation network with regional trails, etc.;
- Spatial distribution of populations often underserved by park access, such as those with lower-incomes and disabilities;
- Designation of areas in need of development protections and preservation.

Eagle Mountain has many easily accessed trails for biking and hiking

STRATEGY 3: Invest in centrally and/or strategically located parks of all levels (pocket, neighborhood, community, and regional) that will provide every residential section of the city the opportunity to access a park without needing to traverse a major roadway as a pedestrian.

STRATEGY 4: Invest in recreation amenities desired by the community to increase park utilization, such as the commonly requested public pool and dog park. Explore public private partnerships and other means.

STRATEGY 5: Establish minimum standard requirements that vary based on demographics, lot sizes, and the needs of each neighborhood in order to create parks that are geared toward the adjacent user groups. Update the parks and open space spreadsheet to establish a category related to demographics, lot sizes, etc.

STRATEGY 6: Ensure subdivision and master development plan requirements proactively include provisions regarding the inclusion of open space and parks within developments and their location in order to meet the level of service guidelines outlined in the 2009 Parks and Open Space Master Plan.

STRATEGY 7: Establish a zoning designation for parks and open space and a future land use map designation of parks and open spaces.

STRATEGY 8: Designate parks as pocket/neighborhood/community/regional in the City's GIS/mapping system to better monitor level of service. Designate non-programmed open spaces separately as open space – if amenities and improvements are not planned, do not designate it as a park.

ENVIRONMENTAL STEWARDSHIP

11.1 WHAT WE KNOW

Eagle Mountain is part of the Cedar Valley - one of many valleys present in the Basin and Range Province of the western United States. The Basin and Range stretches from Utah to California, including large portions of Arizona and New Mexico, and is characterized by parallel mountain ranges separated by broad valleys.

In 2011, the West Lake Vision project conducted by the Mountainland Association of Governments resulted in a heavily auto-oriented future scenario, favoring affordable housing development over preservation of farmland and open space. By contrast, according to the Earth Stewardship Survey conducted by the Utah Valley Earth Forum in 2017, cities in Utah County have made progress toward implementing policies aimed at environmental protections.

Eagle Mountain will face the challenge of balancing development and being good stewards of the environment as it grows.

EXISTING TOPOGRAPHICAL, VEGETATION, AND SOIL RESOURCE CONDITIONS

The City's location, spanning from the western foothills of the Lake Mountains to the valley floor, means that many slopes, hillsides, and ridgetops may be unsuitable for development because of the risk of property damage and environmental harm resulting from topography and/or geological features.

Natural vegetation is key to wildlife habitat, erosion prevention, and protection from noxious weeds. Juniper trees are of particular importance to the Cedar Valley landscape, particularly in the Webb Cedars area east of Lake Mountain Road.

The arid climate makes the City susceptible to wildfires, and thus the City requires that flammable vegetation is removed from structures and firebreaks as part of subdivision improvements. See the Best Practice – Firewise Landscaping for Utah in Chapter 13.

The City monitors soil conditions in the face of development and requires trenches made within ROWs to be backfilled with engineered fill.

EXISTING AIR QUALITY CONDITIONS

As of February 2017, Utah County remained out of attainment with the Environmental Protection Agency's National Ambient Air Quality Standards for 2 major pollutants: particulate matter 2.5 and particulate matter 10. Mobile sources with combustion engines - cars, trucks, agricultural, and maintenance equipment - are major sources of air pollution, particularly the smaller form of this particulate matter.

While the negative effects of poor air quality can be difficult to quantify, these and other pollutants are tied to negative public health outcomes and worsened symptoms of existing conditions, especially in sensitive populations, such as older adults, children, and people with asthma.

Fire in Eagle Mountain in 2012

EXISTING WATER RESOURCE CONDITIONS

The Cedar Valley averages less than 12 inches of rain annually, and thus water supply is a key issue for the City. Cedar Valley is a drainage basin particularly susceptible to water quality and recharge issues. Eagle Mountain City has a Comprehensive Water Sustainability Plan in progress.

One of the greatest challenges to the water quality and water-based ecosystem is polluted stormwater runoff from impervious surface areas such as paved streets, parking lots, and building rooftops, especially as Eagle Mountain continues to experience development. Harmful runoff is also generated by agricultural, industrial, and construction sites.

Eagle Mountain City's stormwater system is completely separate from its wastewater system. The City's Storm Drain, Engineering, and Building departments revised the City's stormwater program in July 2016. Storm water is not filtered or cleaned before it is deposited into Utah Lake, the Jordan River, or to groundwater, so it can very easily become a pollutant if it is not kept clean.

The gravity-induced wastewater system flows into the two wastewater treatment facilities in the City: the Northern Service Area, which has high intensity runoff from the mountains and hills, and the Southern Service Area, which is in a relatively flat area and thus water infiltrates the ground, particularly with the increase from impervious surfaces.

EXISTING WILDLIFE CONDITIONS

Wildlife species that exist throughout Cedar Valley are Bald and Golden eagles, Cottontail and Jack rabbits, kit fox, deer, antelope, and elk. Chukar partridges, bobcats, mountain lions, hawks, and coyotes exist along the upper bench area of the Lake Mountains, the ring-necked pheasant is common in the extreme northwest and southeast corners, and various species of ducks live in the Cedar Valley sinks and water treatment lagoons. Critical wildlife habitat is lost as the City continues to develop and urbanize.

Utah Code section 10-9a-403 allows for local policies to protect these natural wildlife resources. Eagle Mountain is part of a public private partnership to conserve raptor habitat.
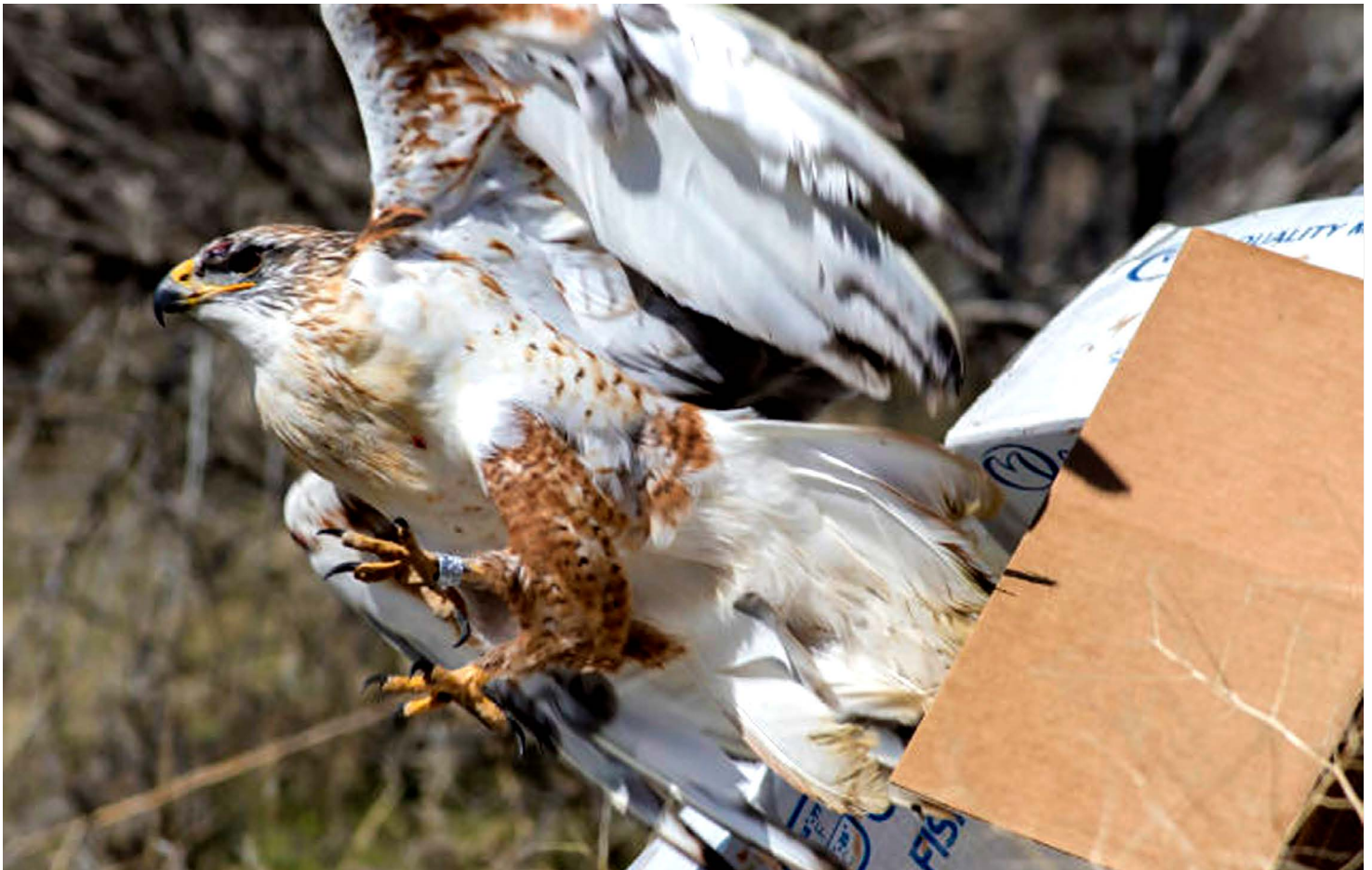
Eagle Mountain is a release point for rehabilitated birds of prey

11.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

Eagle Mountain City residents have expressed concern that previously abundant resources like natural scenery, open space, farmland, and wildlife habitat are becoming increasingly depleted with the City's rapidly burgeoning population growth and urbanization.

Eagle Mountain City must partner with other local jurisdictions, regional authorities, and non-profits to implement conservation plans, to tackle the major sources of pollutants that challenge ecosystems and public health, and to prepare for response and resilience in the face of natural disaster. Many of the environment and natural resource challenges described above are regional issues that will only compound with impending population growth. However, Eagle Mountain City's local planning efforts, policies, and incentive programs can make significant steps toward improving environmental quality, protecting wildlife habitat, and conserving natural resources by making cleaner choices easier for Eagle Mountain City's businesses, developers, and individuals.

11.3 GOAL & OBJECTIVES

The following overall goal, five objectives, and eleven action strategies capture Eagle Mountain's approach for addressing the issues and opportunities for each of these areas related to the City's Environmental Stewardship. The objectives represent what Eagle Mountain would like to achieve.

OVERALL GOAL FOR THE CHAPTER

Overall Environmental Stewardship goal: Design and enforce strategies to protect environmental resources like water quality and wildlife habitat while accommodating a burgeoning population's community and economic needs.

PLAN OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?

OBJECTIVE 1: Build a culture of environmental stewardship and resource conservation within City decision-making.

OBJECTIVE 2: Enhance natural open space, natural vegetation, and wildlife habitat.

OBJECTIVE 3: Maintain a resilient storm water infrastructure system.

OBJECTIVE 4: Make land use and transportation decisions that provide opportunities for using modes of transportation that help reduce air pollution.

OBJECTIVE 5: Maintain requirements for development that ensure health, safety, and environmental protections along steep slopes and grades in the City's topography.

11.4 ACTION PLAN – HOW DO WE MAKE IT HAPPEN?

The strategies in the Action Plan section are action items for achieving the overall goal and detailed objectives. Many action strategies will work to achieve more than one, individual objective.

STRATEGY 1: Adopt riparian/open space overlay zones and/or purchase land to protect and preserve critical wildlife habitat.

STRATEGY 2: Develop water conservation education programs and ordinances consistent with the Comprehensive Water Sustainability Plan implementation.

STRATEGY 3: Review City development codes, ordinances, and purchasing practices to ensure that resource conservation is prevalent and emphasized by City policies, programs, partnerships, and practices.

STRATEGY 4: Develop/maintain development codes to ensure safety on City's steep topography, such as minimum lot sizes on slopes of a particular grade and discouraging development on slopes of a particular grade and along alluvial fans.

STRATEGY 5: Hold developers accountable to environmental considerations of development unique to the City's steep topography and arid climate, as determined by environmental engineers or other geotechnical experts, including:

- controlling erosion
- collecting and detaining surface waters generated by development on site
- determining wash stability prior to development
- taking appropriate measure to eliminate the removal of naturally occurring trees
- revegetation of naturally occurring species where appropriate
- maintaining or improving soil quality as part of a project

STRATEGY 6: Incentivize or require residential, commercial, and right-of-way landscaping to utilize a City-established water-wise plant list.

STRATEGY 7: Invest in graywater reuse infrastructure for agricultural and landscaping uses.

STRATEGY 8: Develop and adopt street design and irrigation standards that incorporate green infrastructure elements such as Rain Gardens; Bioswales/Bioretention Cells; Detention/Retention Ponds; Porous Pavements; or Rainwater Harvesting to allow stormwater to soak in and recharge aquifers more naturally.

STRATEGY 9: Continue to plan and provide opportunities for non-automobile infrastructure and amenities to support non-polluting modes of transportation.

STRATEGY 10: Plan and provide for opportunities to locate daily services in walking/biking proximity to neighborhoods.

PLAN ADMINISTRATION

Eagle Mountain Elementary

12.1 THE PLAN DEVELOPMENT PROCESS

GENERAL PLAN STEERING COMMITTEE

The General Plan Steering Committee met regularly throughout the plan development process to develop, review, and craft the values and vision for the General Plan document and maps.

PUBLIC PARTICIPATION

The public was engaged throughout the process via events, open houses, stakeholder workshops, and public hearings.

12.2 GENERAL PLAN IMPLEMENTATION

The Plan should be continuously reviewed and referenced by the City Staff, General Plan Steering Committee, Planning Commission and City Council to ensure that the goals are up to date and reflect current priorities and are being addressed and implemented. The Plan should be reviewed annually by the Eagle Mountain Planning Commission. The beginning of even years, following regular municipal election cycles, is also an important opportunity for elected officials to review and provide input regarding plan implementation and amendments.

The annual Eagle Mountain City budgeting process is an important implementation tool for the Plan. The General Plan Steering Committee and Planning Commission should review and provide budget recommendations to the City Council. As part of this review, the General Plan Steering Committee and Planning Commission may make recommendations to the City Council on budget priorities for General Plan implementation. Through the presentation of annual reports to the General Plan Steering Committee, Planning Commission, and City Council, the City Staff will also provide a status report on the City's progress on Plan implementation and will identify recommended revisions to the Plan.

12.3 AMENDING THE GENERAL PLAN

The Plan is a dynamic document that provides a consistent framework for decision making and adapts to changing priorities, opportunities, and challenges of the City.

Community needs and priorities change in response to changing local, regional, and national conditions. To ensure that the Plan continues to meet community needs and priorities, the plan may be updated and revised as necessary to reflect these changes.

The General Plan Steering Committee, Planning Commission, City Staff, City Council, or the general public may initiate amendments to the Plan. Amendments require submittal of an application to the City and public hearings by the Planning Commission and City Council.

As changes to the Plan are necessary, the General Plan Steering Committee will review proposed changes and present a recommendation to the Planning Commission. The Planning Commission reviews proposed changes, holds a public hearing, and presents a recommendation to the City Council. The City Council may adopt changes to the Plan following a public hearing.

Public decisions to recommend or adopt a general plan amendment are supported by findings of fact. These findings provide the basis for general plan amendment decisions. As a guide, amendments to the Plan should include findings on the following items:

- The proposed amendment is in the public interest.
- The proposed amendment is consistent with the broad intent of the General Plan.
- The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to public health, safety, or welfare.
- The proposed amendment has been processed in accordance with all applicable requirements of the Utah Code.

12.4 CHAPTER GOALS & KEY INITIATIVE MATRICES

A matrix for each plan element chapter provides a quick guide showing the relationship between chapter goals, objectives, & strategies in Part Two and the key initiatives from Part One.

GOAL/INITIATIVE/STRATEGY MATRIX: LAND USE

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Land Use.

		INITIATIVE 1 *Meaningful Open Space & Amenities*		INITIATIVE 2 *Distinctive Development Patterns*		INITIATIVE 3 *Centers of Employment and Activity*		INITIATIVE 4 *Sustainable and Resilient Systems*
LAND USE GOAL Strategically manage the development of Eagle Mountain's lands to support growth while preserving the character-defining open spaces in a way that is sustainable and resilient.	OBJECTIVES	6 Protect and enhance environmental and scenic resources	7 Create network of open spaces	4 Use tools and policies to create places that reflect the principles of the General Plan	5 Establish pedestrian and community focused building and development patterns	2 Establish city-wide network of centers, nodes, public spaces, and destinations	3 Provide integration between residential, commercial, and public spaces	1 Improve land use efficiency, public infrastructure
STRATEGY / ACTION								
1 Evaluate Master Development Plans for adherence to overall vision for Eagle Mountain				■	■	■		■
2 Consider connectivity, multi-modal travel, and mixtures of uses for key centers				■	■	■	■	
3 Update/Create new land use implementation tools to promote vision and principles		■	■	■				■
4 Small area planning for key centers					■	■	■	
5 Strategic development initiatives for creation/ enhancement of key centers						■	■	
6 Detailed site analysis preservation/resources checklist for subdivision filing process		■	■	■				
7 Higher baseline percentage of open space conservation for subdivisions and developments		■	■	■				
8 Identify current and planned centers that will guide regional decision making				■		■	■	■
9 Create uniformity in the structure, format, and land use categories of Master Development Plans				■				■
10 Require interconnected streets in and between developments				■	■	■	■	
11 Acquire, develop, maintain public parkland identified in the General Plan		■	■					
12 Create fiscal impact assessment tool to evaluate cost/revenue of new development								■

GOAL/INITIATIVE/STRATEGY MATRIX: TRANSPORTATION & MOBILITY

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Transportation and Mobility.

		INITIATIVE 1 *Meaningful Open Space & Amenities*	INITIATIVE 2 *Distinctive Development Patterns*	INITIATIVE 3 *Centers of Employment and Activity*	INITIATIVE 4 *Sustainable and Resilient Systems*
TRANSPORTATION GOAL Create an efficient multi-modal system that builds upon the existing transportation system to effectively meet transportation needs within the City and integrates with the regional transportation plan for Utah County and the surrounding area.	**OBJECTIVES**	**3** Provide safe opportunities for non-auto travel for work, school, shopping, recreation, & leisure	**2** Create an integrated and connected street network	**4** Enhance connectivity between neighborhoods, open space, and City destinations	**1** Provide safe and efficient movement of auto traffic on streets while supporting non-auto transportation
STRATEGY / ACTION					
1 Adopt a complete streets policy to implement on new and reconstructed streets		▓			▓
2 As the City grows, implement a connected street network with a walkable block size		▓	▓	▓	▓
3 Follow and implement recommendations in the Bicycle & Pedestrian Master Plan		▓	▓	▓	▓
4 Use wayfinding to support the use of walking and biking		▓			
5 Identify and remedy impediments to walking and biking in both completed and future projects		▓		▓	

GOAL/INITIATIVE/STRATEGY MATRIX: ECONOMICS

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Economics.

ECONOMICS GOAL

Create a fiscally resilient city that can withstand economic fluctuations by establishing a framework to support a diverse and stable tax base.

STRATEGY / ACTION	INITIATIVE 2 — Distinctive Development Patterns		INITIATIVE 3 — Centers of Employment and Activity			INITIATIVE 4 — Sustainable and Resilient Systems	
	4 Encourage business development while protecting the integrity of the community	**7** Plan for neighborhood and community commercial centers that serve nearby residential areas	**1** Use Economic Development to help connect a bifurcated City	**2** Establish centers of growth for high quality commercial uses at key nodes	**6** Create employment centers that provide primary jobs within Eagle Mountain	**3** Establish a tax base consisting of both property and retail tax revenue	**5** Increase the City's fiscal capacity to meet the needs of residents and businesses
1 Provide increased utility capacities to businesses, particularly in Southern Node			■		■		■
2 Facilitate access to water, high-speed internet, and multiple energy sources			■				■
3 Retain lands in strategic, accessible locations for employment and service centers	■		■	■		■	■
4 Encourage commercial development along major corridors-make accessible for all	■	■					
5 Provide design standards for neighborhood retail that requires pedestrian connections	■	■					
6 Continue to actively recruit businesses, medical facilities, technology-based businesses			■	■		■	■
7 Seek supplemental revenue sources in addition to targeting retail sales tax revenue	■				■	■	■

GOAL/INITIATIVE/STRATEGY MATRIX: HOUSING & NEIGHBORHOODS

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Housing and Neighborhoods.

NEIGHBORHOODS & HOUSING GOAL

Ensure that future development decisions provide a range of housing options, are made in alignment with this plan's vision, and support the general well-being of the City and residents through investment in infrastructure and amenities.

INITIATIVE 1 — *Meaningful Open Space & Amenities* (Objectives 3, 4)

INITIATIVE 2 — *Distinctive Development Patterns* (Objectives 1, 2, 5, 6, 7, 8, 9)

OBJECTIVES:
- 3 — Connect neighborhoods to one another and to the City and regional trail systems
- 4 — Provide all residents with access to neighborhood-sized parks that are within convenient walking distance
- 1 — Provide a range of housing choices that will meet life-cycle housing needs for all age groups
- 2 — Maintain and enhance current conditions and aesthetic appeal through the City's neighborhoods
- 5 — Establish a balanced variety of development patterns that appeal to a wide range of income levels
- 6 — Ensure both existing/future residents and developers have security in their actions & decisions
- 7 — Prevent industrial and other non-compatible activities from encroaching on neighborhoods
- 8 — Development should always pay its own way
- 9 — City revenue needs, economic pressure, or developer "whims" shall not compromise housing policies

STRATEGY / ACTION	3	4	1	2	5	6	7	8	9
1 Develop guidelines for multi-family housing that establish standards of design, function and appearance				X		X			
2 Guide development of assisted living, congregate care, affordable housing			X		X				X
3 Allow multi-family or town home mixed-use development as buffers			X	X	X	X	X		
4 Maintain quality neighborhoods with aesthetic appeal. Prevent loss of lower-density areas				X		X		X	X
5 Locate multi-family at centers throughout the City, prevent concentrations of multi-family dwellings		X	X	X					X
6 Group new residential developments into neighborhoods, in relation to services and amenities	X	X							
7 Develop landscape standards for public centers that are located in residential areas				X			X		
8 Facilitate transitions between residential and non-residential uses through space/landscape buffers				X			X		
9 Require the use of underground utility lines where feasible				X					
10 Establish city-wide beautification program that is adopted and vigorously enforced				X					
11 Establish conservation subdivision guidelines that are sensitive to natural/environmental constraints									X
12 Ensure stability to developers & future residents by creating policy using framework goals/objectives			X		X	X			X
13 Ensure approval process for subdivision and residential projects consider adjoining uses							X		

GOAL/INITIATIVE/STRATEGY MATRIX: MODERATE INCOME HOUSING

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Moderate Income Housing.

		INITIATIVE 2 *Distinctive Development Patterns*			
MODERATE INCOME HOUSING GOAL Ensure Eagle Mountain maintains reasonable affordability and provides housing diversity during times of rapid population growth and varying development trends.	**OBJECTIVES**	**1** Ensure affordable housing grows proportionally with normal development. The potential lack of rental units may present a housing impediment to consumer choice	**2** Support affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles	**3** Provide the opportunity for affordable home ownership by offering a range of housing types, including attached dwellings, for purchase	**4** Provide desirable affordable housing options that integrate well into surrounding neighborhood contexts
STRATEGY / ACTION					
1 Monitor affordability in the City, ensure affordable housing needs are anticipated		▣			
2 Support a range of multi-family housing types, designate where they will be permitted		▣			▣
3 Streamline development process, allow a range of development types to occur				▣	
4 Integrate rental units into neighborhood, allow multi-family or town home mixed-use development		▣	▣		▣
5 Support integration of small lot sizes to offer a mix of housing within the same neighborhood			▣	▣	▣
6 Allow for accessory dwelling units, including detached units, in residential neighborhoods		▣			▣

GOAL/INITIATIVE/STRATEGY MATRIX: PARKS & OPEN SPACES

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Parks and Open Spaces.

	OBJECTIVES	INITIATIVE 1 — Meaningful Open Space & Amenities				
PARKS AND OPEN SPACES GOAL — Retain and enhance Eagle Mountain's "small town" feel, natural setting, and cohesive, user-friendly open space system while accounting for the growing population's economic and service needs.		**1** Protect the open space and natural areas for scenery, public health, City character, wildlife habitat values	**2** Provide residents of all ages access to parks, open space, recreation within convenient walking distance	**3** Improve recreation options of parks and open spaces areas to maximize public investment	**4** Establish City-wide urban trails system connected to neighborhoods, parks, and BLM land	**5** Create parks and open spaces that respond to the surrounding neighborhood needs
STRATEGY / ACTION						
1 Change open-space requirements/density bonuses to favor amenities desired by residents		▪		▪		▪
2 Identify and map open space and agricultural assets; how they relate to open space/amenities		▪			▪	
3 Invest in parks of all levels that are within walking distance for all residents			▪			
4 Invest in recreation amenities; explore public private partnerships and other means		▪		▪		▪
5 Establish minimum standard requirements that vary based on demographics/needs/lots sizes			▪	▪		▪
6 Ensure subdivision requirements include provisions for open spaces and meet LOS guidelines		▪	▪	▪		▪
7 Establish zoning and future lane use map designations for parks/open space		▪	▪	▪		
8 Designate level of parks in the City's GIS/mapping system to better monitor LOS				▪		▪

GOAL/INITIATIVE/STRATEGY MATRIX: ENVIRONMENTAL STEWARDSHIP

A quick guide showing the relationship between chapter goals, objectives, & strategies and the key initiatives from Part One for Environmental Stewardship.

ENVIRONMENTAL STEWARDSHIP GOAL

Design and enforce strategies to protect environmental resources like water quality and wildlife habitat while accommodating a burgeoning population's community and economic needs.

INITIATIVE 4 — *Sustainable and Resilient Systems*

STRATEGY / ACTION	**1** Build a culture of environmental stewardship and resource conservation within City decision-making	**2** Enhance natural open space, vegetation, and wildlife habitat	**3** Maintain a resilient storm water infrastructure system	**4** Make land use and transportation decisions that help reduce air pollution	**5** Maintain requirements for development that ensure health, safety, and environmental protections along steep slopes
1 Adopt riparian/open space overlay zones and/or purchase land to protect/preserve habitat	X	X			
2 Develop water conservation education programs and ordinances	X	X	X		
3 Review development codes, ordinances, purchasing practices to ensure conservation	X	X	X	X	X
4 Develop/maintain development codes to ensure safety on City's steep topography	X	X			X
5 Hold developers accountable to environmental considerations	X	X	X	X	X
6 Incentivize/require residential, commercial, and ROW landscaping, utilize City's water-wise plant list	X				
7 Invest in graywater reuse infrastructure for agricultural and landscaping uses	X		X		
8 Develop/adopt street design and irrigation standards to incorporate green infrastructure	X		X	X	
9 Continue to plan for non-auto infrastructure and amenities, support non-auto transportation	X	X		X	
10 Plan & provide opportunities for daily services in walking/biking proximity to neighborhoods.	X			X	

RELEVANT BEST PRACTICES

Holladay Village Center demonstrates several Best Practice strategies

13.1 RESOURCES & REFERENCES

This chapter provides best practice references that are intended to be used as resources for implementation. They support both the big picture ideas of the Growth Strategy Framework and integrated Key Initiatives in Chapter 3, as well as the more specific goals, objectives, and action strategies in the plan elements addressed in Part Two of the General Plan document.

In general, the Best Practices included are a specific representative reference intended to be just one of several resources for a more comprehensive topic. While many of the Best Practices are applicable to many different contexts, others have been included for the specific context and associated opportunities, as well as potential challenges, of Eagle Mountain.

APA MODEL SMART GROWTH CODES

This American Planning Association (APA) report provides planners and policy makers with a tool to make better land development decisions that ultimately result in more compact, walkable, mixed-use cities. The report enables policy makers with a means of updating and creating new regulations for smarter community growth. Multiple models of smart growth ordinances are explored in the document, providing users with several options for framing desired growth. Some of these ordinances include: Mixed-Use Zoning, Town Center Zoning, Affordable Housing Density, Transfer Development Rights, Transit Oriented Development, and Form Based Code Overview.

More information found at: *www.planning.org/research/smartgrowth/*

ASLA HEALTHY + LIVABLE COMMUNITIES TOOLKITS

The American Society of Landscape Architects (ASLA) offers several toolkits on how to create a better built environment. Toolkits are how theories are put into practice. Each "tool" in a toolkit is a best practice. Three of their toolkits—Sustainable Transportation, Healthy and Livable Communities, and Sustainable Urban Development—are applicable for Eagle Mountain. Each toolkit is divided into the following sections:

- Organizations
- Resources
- Research
- Projects

More information found at: *www.asla.org/livable.aspx*

ASLA SUSTAINABLE TRANSPORTATION TOOLKIT

The character of transportation corridors determines the form, pattern and sense of place in communities. Transportation infrastructure, such as roads, intersections, alleys, and parking lots, together account for 20-40% of urban land. Sustainable transportation follows best practices for transportation that integrates driving, biking, and walking with the natural environment to create multi-modal systems that are safe, beautiful, and comfortable.

More information found at: *www.asla.org/sustainabletransportation.aspx*

ASLA SUSTAINABLE URBAN DEVELOPMENT TOOLKIT

Sustainable, livable communities are built on the principles of interconnected green space, multi-modal transportation, and mixed-use development. Connections are made through an integrated network of sidewalks, trails, bike lanes, transit stops, and streets. A variety of uses including, commercial, institutional, educational, and housing are readily accessible. Following these practices creates not only an environmentally sustainable city, but a healthier population, both physically and socially.

More information found at: *www.asla.org/sustainableurbandevelopment.aspx*

COMPLETE STREETS

Complete Streets are a means of providing multiple modes of transportation on the streets of a community. The streets then become accessible to users of all ages and ability. This principle is guided by the approach that no street is the same and therefore must respond to community context. Components of a Complete Street may include: sidewalks, bicycle facilities (bike lanes or cycle tracks), separated bus lanes, well-designed transit stops, frequent and safe street crossings, median islands, narrower travel lanes, roundabouts, etc. Complete Streets aesthetically become more appealing through streetscape treatment by means such as street trees, landscaped medians, street lights, and benches. This approach to streets begins by retrofitting existing street networks that suffer from congestion and low productivity to become a balanced and far more efficient system that not only provides more choice for transportation, but also provides a means for a more active and healthy community. In the future, when new streets are created, the application of Complete Streets principles will ensure an attractive and efficient street network. An ideal Complete Streets Policy entails a vision set out by the community, identifying the wants and needs of its residents for its streets. Flexibility and balance directed toward users' needs will ensure a successful street.

More information found at: *www.smartgrowthamerica.org/complete-streets*

COMPLETE STREETS LOCAL POLICY WORKBOOK

The Complete Streets Workbook provides an easy framework for creating a start-to-finish implementation of Complete Streets policies for a city. The process outlined guides the user through the tasks of selecting the appropriate policies, creating a vision, community involvement, best practice elements, and steps toward implementation.

More information found at: *www.smartgrowthamerica.org/guides/complete-streets-local-policy-workbook/*

CONSERVATION SUBDIVISION

Conservation subdivisions are a method of managing development in such a way to preserve open space within and around a residential subdivision. Sometimes equated as "golf course communities without the golf course", conservation subdivisions cluster home developments in a more compact arrangement. The developer is able to maintain the same number of parcels, but at a smaller scale, thus allowing communal open space for the residents. Ideally conservation subdivisions should be designed to complement a larger network of green infrastructure. A well-designed conservation subdivision will maintain contiguous blocks of open space that connect to open space on adjacent parcels. There are a number of short term and long term benefits to this method of development. These include:

- Shorter runs of utilities
- Less roads to construct and maintain
- Reduced pavement area/reduced stormwater runoff
- Improved marketability and more desirable for future homeowners with guarantee that open space will remain undeveloped
- Homes appreciate faster and sell for higher prices than traditional subdivisions
- Environmental benefits: reduces runoff and pollution, habitat protection, preservation of wildlife corridors, biodiversity

More information found at: *http://conservationtools.org/library_items/349-Conservation-Subdivision-Design-Handbook* AND *www.landchoices.org/conservationsubs/consubs_pdfs/ggbrochure2009.pdf*

EPA SMART GROWTH IN SMALL TOWNS AND RURAL COMMUNITIES

Not every small town is alike. Some are small communities struggling to maintain a healthy population or economy, while other small towns experience the opposite problem of too much growth too quickly, therefore losing the "small town" qualities that were the initial appeal for many in the community. The EPA has created a library of resources and strategies for small down development that will help regulate growth and maintain rural character. Included in these guidelines are:

- Land use planning to focus growth in town centers and achieve a walkable community
- Rural landscape protection, enhancements for recreation, and environmental protection
- Walking, biking, and public transit alternatives appropriate to a rural community

More information found at: *www.epa.gov/smartgrowth/smart-growth-self-assessment-rural-communities*

EPA REGION 8 GREEN INFRASTRUCTURE

In response to the unique climate conditions of the semi-arid west, the EPA has created a series of guidelines for low-impact development and green infrastructure that responds to Utah's water needs. The principles of Low Impact Development (LID) include methods of building design and community development in a way that keeps storm water runoff as uncontaminated as possible. This is done to slow storm water to mitigate erosion and flooding, while also allowing the stormwater to soak in and recharge aquifers. Additionally, these practices treat polluted stormwater and prevent contamination in nearby aquifers, streams, and waterways. This is achieved through the development of green infrastructure in the community. The methods and implementation guidelines for the various green infrastructure alternatives include:

- Green Roofs (more appropriately known as living roofs or eco-roofs)
- Rain Gardens
- Bioswales/Bioretention Cells
- Detention/Retention Ponds
- Porous Pavements
- Rainwater Harvesting

More information found at: *www.epa.gov/region8/green-infrastructure*

FORM-BASED CODE

Form-Based Code provides an alternative solution to the standard, yet not necessarily effective, model of zoning, by integrating uses and allowing for more efficient and vibrant community design. Manuals have been created for the use of city leaders as a means of implementing a Form-Based Code appropriate to their municipality. Some elements of a Form-Based Code include:

- Regulating Plan: A plan that defines the locations for which different building standards apply
- Public Standards: Defines the standards of design for components found in the public realm such as sidewalks, street trees, furniture, etc.
- Building Standards: Sets out the expectations related to configurations, building function, and features.

Additional parameters that would be incorporated in the document include architectural, landscape, environmental resource, and signage standards.

More information found at: *www.formbasedcodes.org*

LEED NEIGHBORHOOD DEVELOPMENT (LEED-ND)

LEED Certification has extended beyond sustainable building design to include standards for better neighborhood development. These standards recognize sustainable practices that promote better overall health, improve quality of life, and enhance the natural environment. LEED standards can be utilized when revising new codes and regulations for cities. Some categories eligible for credit include:

- Smart Location and Linkage: Diminish the impact of sprawl on the natural environment by consideration of location of development and available access to alternative transportation
- Neighborhood Pattern and Design: Creating more efficient, vibrant, and healthy communities by creating walkable, mixed-use neighborhoods
- Green Infrastructure and Buildings: Creating buildings and infrastructure in such a way that reduces energy and water use, reuses existing structures, and utilizes more sustainable materials in the construction of new or repurposed buildings

More information found at: *www.usgbc.org/guide/nd*

LIFECYCLE HOUSING

The practice of Lifecycle Housing involves reintroducing the model of providing a mix of housing types in a more centralized location. Typical suburban development tends to segregate people based on their stages in life. By creating a variety of choices in one area for different life stages - ranging from the retired empty nesters, to the fixed-income student, to the aging grandmother - a wide variety of individuals and families can live in close proximity to each other, creating a more dynamic social environment.

- Accessory Dwelling Units: Units that are either attached to or exist on the same property as a single family home. These homes provide alternative housing options for those wishing to live in a neighborhood with homes that may be otherwise too large or expensive.
- "Missing Middle" Housing Types: A term created to identify the housing types that are frequently left out of new development. These housing types include duplexes, courtyard apartments, townhouses, and live/work housing. These types are necessary in providing homes that are compatible in scale with single family homes, but still allow for walkable communities.
- Mixed housing types in one 'neighborhood' provide the opportunity for people to remain in the same area where they are familiar with the people and services nearby.

More information found at: *www.missingmiddlehousing.com/*

NACTO URBAN STREET DESIGN GUIDELINES

The Urban Street Design Guide is a manual created for municipalities to utilize as a blueprint for higher quality and efficient street design. Given the prolific number of streets in most American cities, the guide seeks to outline a clear vision for street development and how to best implement quality design practices. Given that each city is different and presented with its own unique challenges and opportunities related to their streets, the manual provides three levels of guidance: Critical Features, Recommended Features, and Optional Features. Critical Features consist of design elements that are mutually agreed upon as unquestionably necessary for success. Recommended Features suggest implementation of elements that provide added value and are seen as beneficial, though not absolutely necessary. The final level of guidance, Optional Features, sets out situational dependent suggestions that could enhance the street network, provided they are utilized in the appropriate scenario.

More information found at: *www.nacto.org/publication/urban-street-design-guide/*

NACTO URBAN BIKEWAY DESIGN GUIDE

Similar to the Urban Street Design Guidelines, the Bikeway Design Guide provides municipalities a clear and efficient manual for creating safe and enjoyable streets for bicyclists. Given the recognized value of building accessible roads for cyclists, this manual provides an effective strategy for their implementation. The manual seeks to overcome the deficiencies of standard practices set out by AASHTO and invites cities to create context-appropriate solutions for their city. The guide sets out design guidelines based on three levels: Required, Recommended, and Optional. Understanding the complex nature of individual locations, these guides provide planners, engineers, and designers with a malleable framework, allowing them to create a bicycle friendly environment that is appropriate to their residents' needs.

More information found at: _https://nacto.org/publication/urban-bikeway-design-guide/_

SITES

The Sustainable Sites Initiative, SITES, is an interdisciplinary effort by the American Society of Landscape Architects (ASLA), the Lady Bird Johnson Wildflower Center at The University of Texas at Austin, and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction, and maintenance practices.

Similar to LEED, SITES is a rating system for sustainable landscapes. As urbanization and development continue, this growth "profoundly impacts ecological systems as well as the health, safety, and welfare of our communities." Buildings, infrastructure, and other components of a city should not be built without regard to their impacts on ecologically resources and the quality of life of a community. The SITES rating system consists of 10 areas. Prerequisites are required in 9 of the 10 areas before a project is eligible for certification. Certification levels vary depending on how many points a project achieves. Like LEED, SITES is administered by Green Business Certification Inc. (GBCI).

More information found at: _www.sustainablesites.org/_

WALKABLE AND LIVABLE COMMUNITIES INSTITUTE TOWN MAKER'S GUIDE: HEALTHY BUILDING PLACEMENT

The success of creating a walkable, pedestrian focused community is significantly affected by building placement. The post 1950s standard of suburban sprawl, where the automobile is given precedent, creates vast landscapes of parking lots dotted by disconnected box store development. By identifying five crucial areas of the urban form, proper treatment to these components can result in an attractive, accessible, and desirable city environment. Healthy building placement best practices identify the following components for consideration:

- **Edges:** Well-designed edges, such as buildings that line the sidewalk, provide a sense of enclosure and define the space for the pedestrian. Street trees along edges are an important component in created a satisfying experience for pedestrians.
- **Sidewalks:** Sidewalk width should accommodate a variety of uses, including strolling, standing, sitting, as well as quick moving pedestrians.
- **Parking:** Place parking on the street or in lots discreetly screened through careful building placement.
- **Buildings:** Quality building design, including not only form, but material selection and visibility from within and outside the building, enlivens the street edge and creates an attractive urban environment.
- **Character:** Buildings should create an identity and sense of place for the location in which it is found.

More information found at: _www.walklive.org/walkability/_ OR _https://www.canr.msu.edu/landpolicy/uploads/files/Resources/Events/2015_PM_Workshop_Series/Handouts/Townmakers-Guide-Poster.pdf_

FIREWISE LANDSCAPING FOR UTAH

Wildfires are a very real threat and not infrequent event in Utah. The Firewise Landscaping guidelines created by Utah State University Extension, provide principles and suggestions for building placement, plant choices and placement, and maintenance tasks needed around homes, cabins, and other structures that exist in any location susceptible to wildfire.

More information found at: *http://www.unifiedfire.org/civicax/filebank/blobdload.aspx?BlobID=22965*