



State of Utah

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Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

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January 3, 2018

Ms. TeriAnne S. Newell, P.E.  
Region Three Director  
Utah Department of Transportation  
685 North 1500 West  
Orem, UT 84057

**Subject: UDOT Project Number S-0085(10), SR-85, Mountain View Corridor; SR-73 to 2100 North, Utah County, Utah (PIN 11982)**  
***Environmental Impact Statement Re-evaluation***

Dear Ms. Newell:

In the fall of 2008, a Final Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Mountain View Corridor (MVC), Salt Lake and Utah Counties, was completed (September 2008) and approved through the issuance of a Record of Decision (ROD) (November 17, 2008) from the Federal Highway Administration (FHWA). Design modifications for the current phase between State Route 73 (SR-73) and 2100 North in Utah County are the subject of this EIS Re-evaluation.

This letter summarizes the anticipated impacts that would occur to the subject segment as a result of final design modifications. The appendices include the supporting technical documentation and reports. FHWA and UDOT have executed an agreement (*Memorandum of Understanding between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327*, executed January 17, 2017) through which FHWA has formally assigned its legal responsibilities for complying with the National Environmental Policy Act to UDOT. Therefore, this Re-evaluation is being processed in accordance with this agreement, and UDOT is the agency responsible for approving the Re-evaluation.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

### Need for Re-evaluation

The EIS/Section 4(f) Evaluation and ROD evaluated the environmental impacts of improving regional mobility on the west side of the Salt Lake Valley in Salt Lake County and in northern Utah County. Table 1 lists the elements of the three construction phases proposed in the EIS for this segment and compares them with the Refined Selected Alternative being evaluated in this Re-evaluation. As described in Table 1, Phase 1 includes the activities currently funded and proposed to be constructed. The Phase 1 activities also include purchasing all right-of-way needed for the future phases of MVC. Phase 2 generally includes the construction of grade-separated crossings of MVC at cross-streets, and Phase 3 includes all travel lanes, interchanges, intersection improvements, local road improvements, and trail improvements proposed with the MVC Refined Selected Alternative. This Re-evaluation focuses on the impacts of Phase 1 and Phase 3 because the Phase 1 activities will include the purchase of all right-of-way needed for the MVC and the Phase 1 impacts will occur with the currently funded project activities. The Phase 3 impacts are also evaluated because they would represent the long-term, worst-case scenario for the impacts

of the MVC Refined Selected Alternative. The Phase 3 impacts discussed in this Re-evaluation also include all Phase 2 activities.

During the EIS process, the MVC was designed to a concept level. Comprehensive engineering and detailed studies were not conducted as part of the EIS process. Based on the final design and additional coordination with stakeholders, the EIS Selected Alternative alignment was modified to become the Refined Selected Alternative.

This Re-evaluation analyzes the impacts of the Refined Selected Alternative resulting from the final design changes that have occurred in the project area that would have an effect on the project or alter its previously identified impacts.

**Table 1. Summary of Roadway Changes in the Re-evaluation**

Phase	EIS Selected Alternative	Refined Selected Alternative
1	<ul style="list-style-type: none"> <li>• Arterial with two lanes each direction</li> <li>• At-grade intersections</li> </ul>	<ul style="list-style-type: none"> <li>• Arterial frontage roads with two lanes each direction</li> <li>• At-grade intersections</li> </ul>
2	<ul style="list-style-type: none"> <li>• Convert intersections to interchanges (arterial to freeway)</li> <li>• Construct grade-separated crossings</li> </ul>	<ul style="list-style-type: none"> <li>• Convert at-grade intersection to grade-separated interchange (arterial to freeway) at 2100 North.</li> <li>• Construct grade-separated crossing at SR-68.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Add additional freeway lane (one lane each direction) to the median</li> <li>• Final configuration is a six-lane freeway</li> </ul>	<ul style="list-style-type: none"> <li>• Construct freeway lanes (three lanes in each direction) between the frontage roads</li> <li>• Construct slip ramps allowing access to frontage roads from MVC freeway</li> <li>• Complete MVC system-to-system interchanges at SR-73 and 2100 North</li> <li>• Final configuration is a six-lane freeway with frontage roads</li> </ul>

For design and construction purposes, the project has been divided into several segments based on funding availability. Currently, UDOT proposes to construct the MVC between 2100 North and SR-73 in Utah County for a length of about 2.5 miles. Figure 1 in Appendix A shows the project location of the Refined Selected Alternative. Figure 2 in Appendix A shows the project limits of the Refined Selected Alternative. Figure 3 in Appendix A shows the proposed typical sections, and Figure 4 in Appendix A shows the proposed Phase 1 and Phase 3 improvements for the Refined Selected Alternative. Figure 5 in Appendix A shows the Refined Selected Alternative's footprint and identifies the areas of new impact for this Re-evaluation. Figure 5 in Appendix A also identifies the areas of the MVC roadway improvements, shared-use path improvements, and other associated design features such as drainage features, improvements to cross streets, and side road modifications.

Following is a summary of the main components of the EIS and any changes associated with each component due to final design modifications and the Re-evaluation of previously known and newly identified environmental resources in the project area.

## Purpose and Need

As stated in the EIS, the purpose of the MVC Project is to improve regional mobility by reducing roadway congestion and by supporting increased transit availability, supporting local growth objectives, increasing roadway safety, and supporting increased bicycle and pedestrian options. The proposed revisions included with the Refined Selected Alternative do not change the original project concept or project purpose; therefore, the purpose of and need for the project remain valid.

## Independent Utility

No additional transportation improvements are necessary for the proposed project to function as intended. The project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

## Changes from EIS Selected Alternative Incorporated with the Refined Selected Alternative

The elements of the Refined Selected Alternative for the segment of the MVC in Utah County between 2100 North and SR-73 are listed below. Where the elements of the Refined Selected Alternative are different than those of the EIS Selected Alternative, these elements are described in more detail. Detailed figures of the Refined Selected Alternative are provided in Appendix A. Figure 5 in Appendix A shows the Refined Selected Alternative's footprint and identifies the areas of new impact for this Re-evaluation.

- **The Refined Selected Alternative would construct a three-lane freeway with auxiliary lanes (in each direction) between 2100 North and SR-73 with a system-to-system interchange at 2100 North (see Figure 5 in Appendix A).**
  - The Refined Selected Alternative would construct these improvements in Phase 3.
  - These improvements are the same as those proposed as part of the EIS Selected Alternative.
- **The Refined Selected Alternative would construct two-lane frontage roads in each direction from 2100 North to SR-73 in Phase 1 to provide access to the MVC freeway in Saratoga Springs and Lehi, Utah County, Utah (identified with labels #2 and #3 on Figure 5 in Appendix A).**
  - The EIS Selected Alternative did not include the two-lane frontage roads.
- **The Refined Selected Alternative would construct a system-to-system interchange at SR-73.**
  - The Refined Selected Alternative would reconstruct the Foothill Boulevard/SR-73 intersection in Phase 1 to accommodate connections to the MVC frontage roads from both Foothill Boulevard and SR-73 (identified with label #1 on Figure 5 in Appendix A).
  - The Refined Selected Alternative would construct the system-to-system ramp movements between the MVC and SR-73. The system-to-system ramp movements would be completed by Phase 3 (identified with label #8 on Figure 5 in Appendix A).
  - The EIS Selected Alternative assumed that the MVC SR-73 interchange would be a local diamond interchange.
- **The Refined Selected Alternative would construct modified stormwater detention ponds.**
  - The location of the Refined Selected Alternative's stormwater detention ponds are shown in Figure 5 in Appendix A (identified with label #4).
  - Detailed drainage information was not available when the EIS Selected Alternative was developed, so the sizes and locations of the detention facilities have been modified from what was included with the EIS Selected Alternative.
- **The Refined Selected Alternative would construct a connector road to Harvest Hills Boulevard (identified with label #5 on Figure 5 in Appendix A).**
  - The EIS Selected Alternative did not include this local connection because it did not include the frontage roads between 2100 North and SR-73.
- **The Refined Selected Alternative would construct a trail crossing at Redwood Road (SR 68) (identified with label #6 on Figure 5 in Appendix A).**
  - The EIS Selected Alternative did not include this trail crossing.
- **The Refined Selected Alternative would add left- and right-turn lanes at the 2100 North/Redwood Road intersection (identified with label #7 on Figure 5 in Appendix A).**
  - This change was made based on traffic data showing increased traffic volumes at this location. These data were not available when the EIS Selected Alternative was developed.

### *Changes in Impacts*

The project team has reviewed the Refined Selected Alternative and evaluated any changes from the design modifications and new information against the analysis in the Final EIS. As part of the Re-evaluation process, UDOT reviewed the original biological resources, waters of the U.S., cultural resources, and Section 4(f) analyses. The cultural resources analysis was updated. Table 2 summarizes the environmental impacts. A detailed evaluation of the resource impacts that have changed is provided in the Environmental Analysis section on page 5 of this Re-evaluation.

**Table 2. Summary of Re-evaluation Analysis**

Environmental Resource	Changed?		Comments
	Yes	No	
Land Use	X		The Refined Selected Alternative would convert an additional 149 acres to roadway use compared to the EIS Selected Alternative. The Refined Selected Alternative would convert the additional 149 acres to accommodate the proposed frontage roads, ramps, and detention areas. The additional 149 acres represent a 6% increase in overall land use. The total land-use impacts from the EIS Selected Alternative were 2,565 acres.
Farmland	X		The Refined Selected Alternative would convert an additional 149 acres of farmlands to roadway use compared to the EIS Selected Alternative. The additional 149 acres represent an 11% increase in the amount of farmlands used by the project. The EIS Selected Alternative's farmland impacts were 1,300 acres.
Community Impacts		X	No changes identified.
Environmental Justice		X	No changes identified.
Transportation		X	No changes identified.
Economics		X	No changes identified.
Joint Development		X	No changes identified.
Pedestrian and Bicyclist Issues	X		New trail crossing at Redwood Road (SR 68). This is considered a beneficial change in impact.
Air Quality	X		Air quality impacts were re-evaluated. No new impacts were identified.
Noise	X		Based on the design changes, 9 of 67 receptors would be impacted by noise from Phase 1 of the project (that is, noise levels with the project would be 66 dBA [A-weighted decibels] or higher, or would be 10 dBA over existing noise levels). Phase 3 would result in 46 of 67 receptors being impacted by noise. The Phase 1 and Phase 3 analyses showed that noise barriers would not be feasible and reasonable under UDOT's Noise Abatement Policy (June 15, 2017). No noise barriers are recommended for balloting in Phase 1 or Phase 3. See Appendix C for details.
Water Quality		X	No changes identified.
Ecosystems		X	No changes identified. Updated wetland and wildlife clearance memoranda are provided in Appendix D.
Floodplains		X	No changes identified.
Historic, Archaeological, and Paleontological Resources	X		The Refined Selected Alternative would perpendicularly cross a canal and a rail line that are eligible for the National Register of Historic Places. Both crossings have a finding of No Adverse Effect. A copy of the Determination of Eligibility and Finding of Effect is provided in Appendix E.
Hazardous Waste		X	No changes identified.
Visual Resources		X	No changes identified.
Energy		X	No changes identified.
Construction Impacts		X	No changes identified.
Indirect Effects		X	No changes identified.

Environmental Resource	Changed?		Comments
	Yes	No	
Cumulative Impacts		X	No changes identified.
Permits, Reviews, and Approvals		X	No changes identified.
Section 4(f) Resources		X	No changes identified.
Sequencing		X	No changes identified.

### *Public Involvement Efforts for the Re-evaluation*

UDOT held a public meeting/open house on September 22, 2016, at Harvest Hills Elementary School to receive input on the proposed design modifications. The meeting was advertised by postcard mailers and the Home Owner Association Newsletter. The focus of the open house was to present UDOT's frontage road concept. Aerial maps showing the corridor were posted in two areas; these maps allowed residents and stakeholders to see their property and home in relation to the proposed alignment. MVC team members explained the boards to the attendees and helped the attendees understand the proposed design changes. The boards highlighted the traffic, sidewalk, and bicycle lane components of the design modifications and the planned phasing for construction. At the sign-in table, attendees could sign up to receive e-mail updates. About 50 people attended the meeting. Some of the attendees provided comments, and other comments were received via Facebook and e-mail. A complete list of the comments and their responses is included in Appendix B. Most of the comments from the open house concerned the connection of Harvest Hills Boulevard and/or Aspen Hills Boulevard to the MVC frontage roads.

The project team has met with and is continuing to meet with local government staff and officials and other stakeholders to address issues and concerns identified during the design process.

### *Environmental Analysis for the Re-evaluation*

In 2016 and 2017, UDOT Environmental Services evaluated the expected impacts to the natural and built environment from the Refined Selected Alternative. The expected impacts of the Refined Selected Alternative include impacts from all three phases of the MVC between 2100 North and SR-73.

Table 2 above summarizes the changes to the environmental impacts. No substantial changes would occur to the natural or built environment as a result of the Refined Selected Alternative that would significantly affect the quality of the human and natural environment. The impacts of these changes are not individually or cumulatively significant or significantly different from those described in the 2008 Final EIS and ROD for the EIS Selected Alternative.

### *Land Use*

The Refined Selected Alternative would convert to a transportation corridor about 149 acres that were not identified as impacts as part of the EIS Selected Alternative. The 149 acres of additional land-use impacts are needed to accommodate the Refined Selected Alternative's frontage roads, detention basins, and system interchange ramps that were not included as part of the EIS Selected Alternative. These 149 acres of additional land-use impacts would be about 6% greater than the impacts of the EIS Selected Alternative, which had total land-use impacts of 2,565 acres. The land-use impacts of the Refined Selected Alternative would be similar to those analyzed in the Final EIS for the EIS Selected Alternative, and the result of the analysis would not change.

### *Farmland*

The Refined Selected Alternative would convert to a transportation corridor about 149 acres of farmland that were not identified as impacts as part of the EIS Selected Alternative. The 149 acres of additional farmland impacts are needed to accommodate the Refined Selected Alternative's frontage roads, detention basins, and system interchange ramps that were not included as part of the EIS Selected Alternative. The Refined Selected Alternative's 149 acres of additional farmland impacts would be about 11% greater than the impacts of the EIS Selected Alternative, which had total farmland impacts of 1,300 acres. The farmland impacts of the Refined Selected Alternative would be similar to those analyzed in the Final EIS for the EIS Selected Alternative, and the result of the analysis would not change.

### *Pedestrian and Bicyclist Issues*

The Refined Selected Alternative's design has provided a new trail crossing at Redwood Road (SR-68) that was not included with the EIS Selected Alternative. This change is considered a beneficial impact since it would make the MVC's shared-use path more functional for trail users. The Refined Selected Alternative would have additional trail benefits compared to the EIS Selected Alternative.

### *Air Quality*

The MVC is located in a PM<sub>2.5</sub> (particulate matter 2.5 microns in diameter or greater) non-attainment area in Utah County. The Refined Selected Alternative's design includes the four-lane frontage roads that were not evaluated as part of the MVC Final EIS air quality analysis. The Mountainland Association of Government's 2015–2040 Regional Transportation Plan, *Transplan40*, includes the MVC four-lane frontage roads as a Phase 1 (2015–2024) project and the MVC six-lane freeway as a Phase 2 (2025–2034) project. Both the Phase 1 and Phase 2 MVC projects included in *Transplan40* are consistent with the Refined Selected Alternative described in this Re-evaluation.

The Mountainland Association of Government also conducted an air quality conformity analysis as part of the *Transplan40* process that resulted in a positive conformity determination for PM<sub>2.5</sub> for the MVC and all other projects in *Transplan40*. A positive conformity determination means that the planned transportation projects conform to the emissions interim test for PM<sub>2.5</sub> pollutants.

A hot-spot analysis was not conducted for the Refined Selected Alternative because the alternative would not be considered a project of air quality concern. The Refined Selected Alternative would have 2040 daily traffic volumes of 96,000 to 115,000 vehicles per day on the MVC and, because of the primarily residential surrounding land uses, would have truck traffic less than 8% of the daily traffic volumes in 2040. Additionally, all interchanges would operate at a level of service C or better in 2040. Therefore, because the Refined Selected Alternative's daily traffic volumes, truck traffic percentage, and interchange operations are not similar to the examples of projects of air quality concern identified by the U.S. Environmental Protection Agency in the transportation conformity regulations (40 Code of Federal Regulations [CFR] 93.123), the Refined Selected Alternative would not be a project of air quality concern, and no quantitative analysis was conducted as part of this Re-evaluation.

The air quality impacts of the Refined Selected Alternative would be similar to those analyzed in the Final EIS for the EIS Selected Alternative, and the results of the analysis would not change.

### *Noise*

The noise analysis for this Re-evaluation compares the EIS Selected Alternative from 2100 North to SR-73 evaluated in the Final EIS to the Refined Selected Alternative. The design change included with the Refined Selected Alternative that would most affect noise levels compared to the EIS Selected Alternative is the addition of the two frontage roads in each direction between 2100 North and SR-73. A copy of the Noise Technical Memo is attached as Appendix C.

For this Re-evaluation, the same methods described in the Final EIS were used to assess traffic noise impacts. The traffic noise levels were modeled using the FHWA Traffic Noise Model, version 2.5. The model was used to predict traffic noise impacts from Phase 1 of the Refined Selected Alternative (frontage roads only) and Phase 3 of the Refined Selected Alternative (frontage roads and grade-separated freeway with all travel lanes). Based on UDOT's June 15, 2017, Noise Abatement Policy, noise impacts are defined as either (1) noise levels equal to or greater than the UDOT noise-abatement criteria, which is 66 dBA or higher for residences, schools, and recreation areas, or (2) a substantial increase in noise levels, which is defined as a 10-dBA increase over existing noise levels. The results of the modeling are described below.

For Phase 1 of the Refined Selected Alternative, 9 of 67 receptors would have either a 66-dBA noise level or higher, or a 10-dBA increase over the existing noise levels. One barrier to abate noise was modeled and analyzed using the current UDOT Noise Abatement Policy (June 15, 2017) to determine whether mitigation is appropriate. The evaluated Phase 1 noise barrier would not be considered feasible and reasonable according to UDOT's Noise Abatement Policy (June 15, 2017) and is not recommended for balloting.

For Phase 3 of the Refined Selected Alternative, 46 of 67 receptors would have either a 66-dBA noise level or higher, or a 10-dBA increase over the existing noise levels. Two barriers to abate noise were modeled and analyzed

to determine whether mitigation is appropriate. Both of the evaluated noise barriers would be considered not feasible and reasonable according to UDOT's Noise Abatement Policy (June 15, 2017) in Phase 3 and are not recommended for balloting.

Please see the Noise Technical Memo in Appendix C for a detailed discussion of the noise impacts and abatement analysis.

### *Historic, Archaeological, and Paleontological Resources*

As part of the Re-evaluation process, a supplemental cultural resource inventory was conducted in May 2016 for those areas that were not previously inventoried during the EIS process. A cultural resources report was prepared and submitted to the Utah State Historic Preservation Officer (SHPO) during the National Historic Preservation Act Section 106 consultation process. The Utah SHPO concurred with the Determination of Eligibility and Finding of Effect. A copy of the Determination of Eligibility and Finding of Effect is provided in Appendix E.

The design modifications required an inventory of about 278 acres. Three sites were located in the area of potential effects: the Murdock/Provo Reservoir Canal (42UT947/42UT1449), the Salt Lake & Western Railroad (42UT948), and a prehistoric lithic scatter (42UT1935). Figure 6 of Appendix A identifies the previously cleared areas, the additions to the environmental footprint, and the location of the cultural resources. Both the Murdock/Provo Reservoir Canal and the Salt Lake & Western Railroad have been determined eligible for the National Register of Historic Places. The prehistoric lithic scatter has been recommended as ineligible for the National Register; the SHPO concurred with this recommendation. The impact to site 42UT1935 will be No Historic Properties Affected. The Refined Selected Alternative will cross both the Murdock/Provo Reservoir Canal and the Salt Lake & Western Railroad. The Refined Selected Alternative will cross both features perpendicularly, and the SHPO has determined that the Refined Selected Alternative will result in a finding of No Adverse Effect for both the Murdock/Provo Reservoir Canal and the Salt Lake & Western Railroad. A copy of the Determination of Eligibility and Finding of Effect is provided in Appendix E.

The Refined Selected Alternative would not have significantly different impacts to cultural resources than those analyzed in the Final EIS for the EIS Selected Alternative.

## Conclusion

The Final EIS and Section 4(f) Evaluation for the Mountain View Corridor has been re-evaluated as required by the FHWA regulations found in 23 CFR 771, FHWA Technical Advisory T6640.8A, and the National Environmental Policy Act. Per 23 CFR 771.130(b)(1), UDOT has determined that preparing a supplemental EIS is not necessary since “the changes to the proposed action, new information, or new circumstances result in a lessening of adverse environmental impacts evaluated in the EIS without causing other environmental impacts that are significant and were not evaluated in the EIS.” The impacts would not be individually or cumulatively significant, nor significantly different than those described in the EIS and ROD. Therefore, UDOT recommends that the decision documented in the ROD remain valid and that approving this change is consistent with 23 CFR 771.130(b)(1).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

UDOT Environmental Services requests concurrence that the Re-evaluation has demonstrated that the ROD remains valid and that the proposed resources, impacts, and methodology documented in this environmental Re-evaluation are valid in accordance with 23 CFR 771.129(b).

Sincerely,



Brandon D. Weston  
UDOT Environmental Services Director

Enclosures

## EIS Re-evaluation Approval

**UDOT Project Number S-0085(10), Mountain View Corridor, SR-73 to 2100 North, Utah County, Utah (PIN 11982).**



TeriAnne S. Newell, P.E.  
Region Three Director  
Utah Department of Transportation

Jan 6, 2018

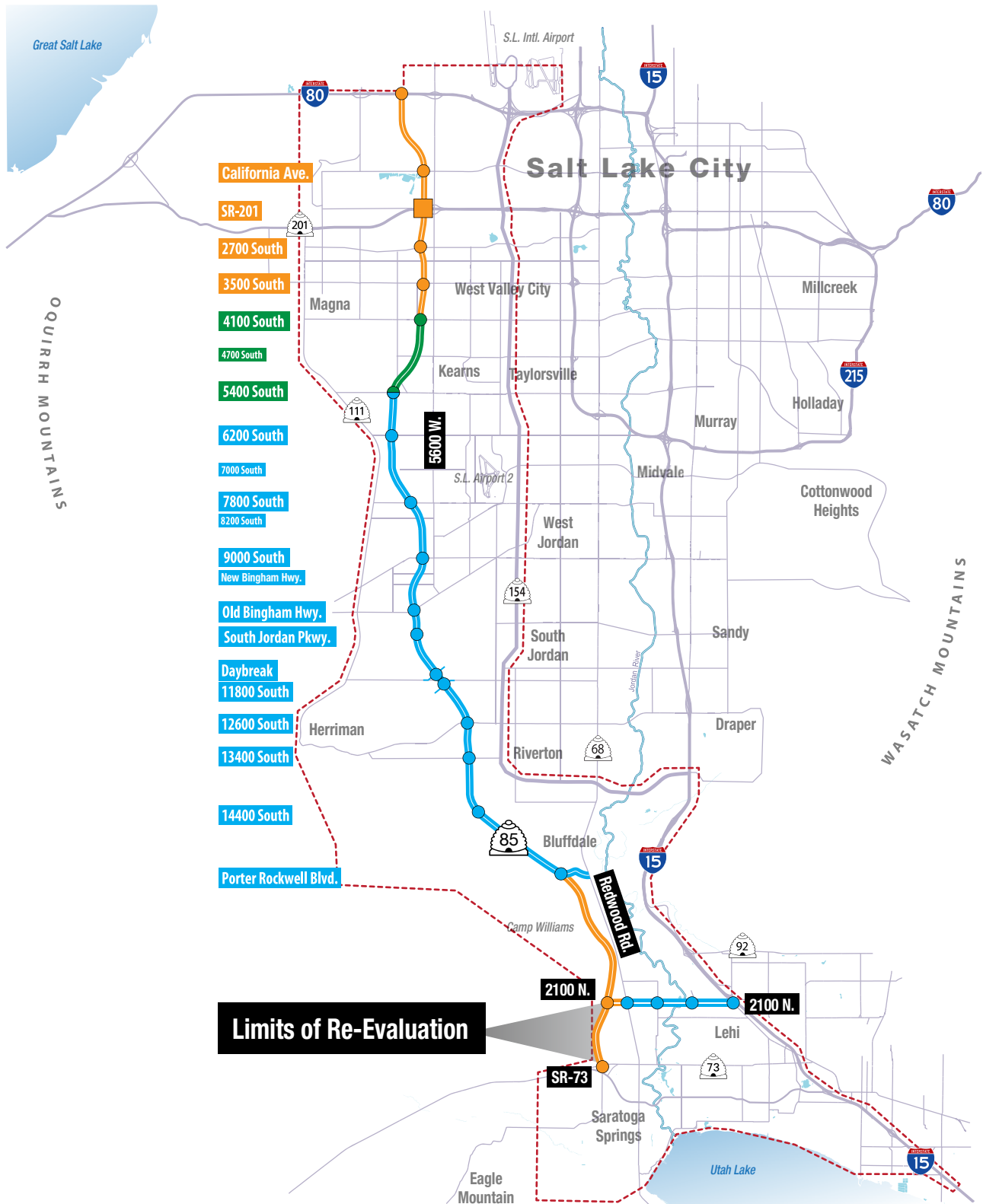
Date



# **Appendix A**

## **Figures**

# Figure 1. Limits of Re-Evaluation



## LEGEND

Existing Roadway  
(initial phase constructed)

Existing Intersection /  
Future Interchange

Under Construction  
(initial phase)

Intersection Under Const.  
/ Future Interchange

Future Construction

Future Intersections/  
Future Interchange

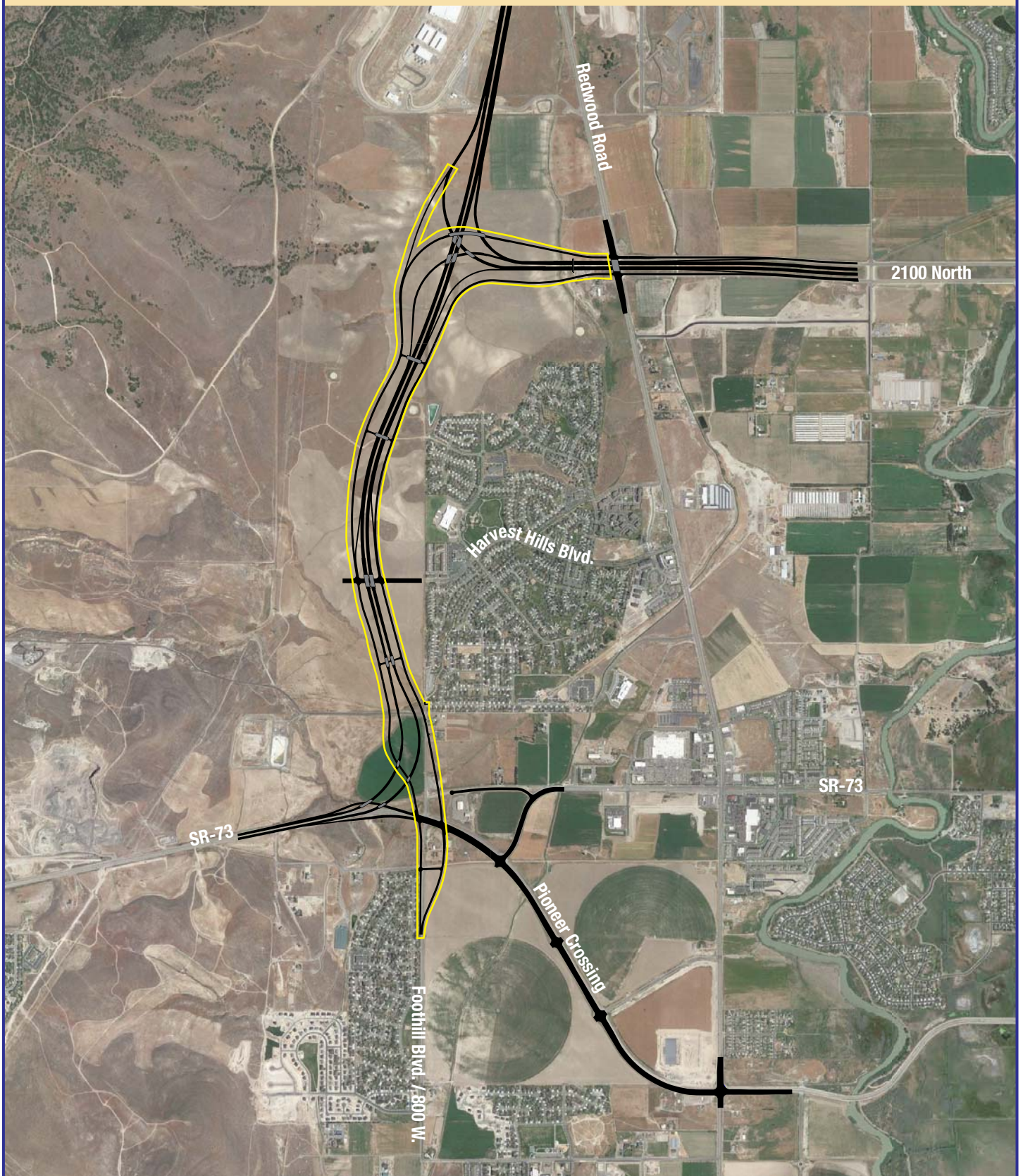
EIS Study Area



Scale in Miles



**Figure 2. Limits of Proposed Frontage Roads**



**LEGEND**

 Limits of Proposed Frontage Road  
(Design shown is Phase 3 Revised Preferred Alternative)

Scale in Miles  
0 0.25 0.5 1





Figure 3. Typical Cross Sections

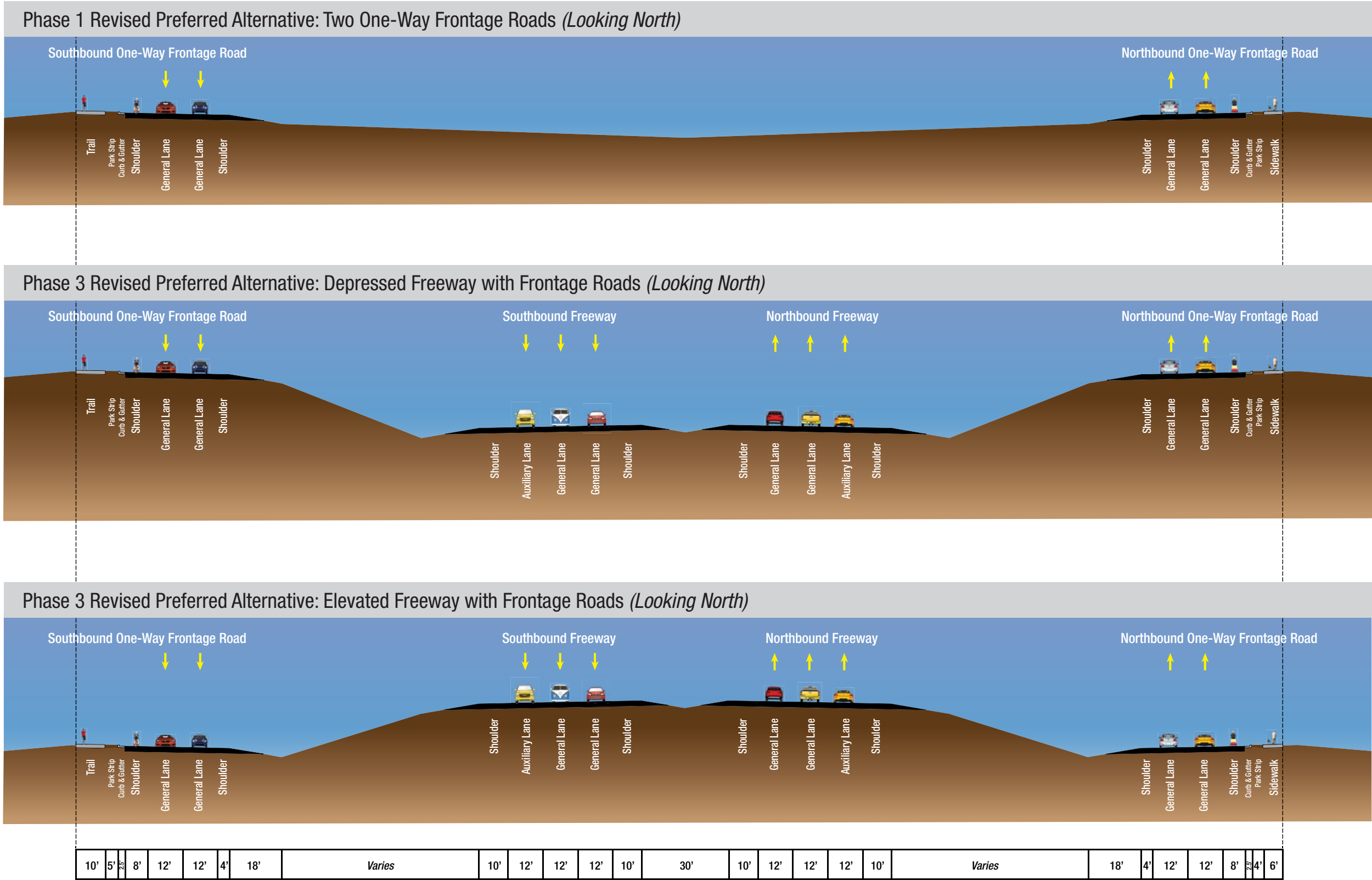
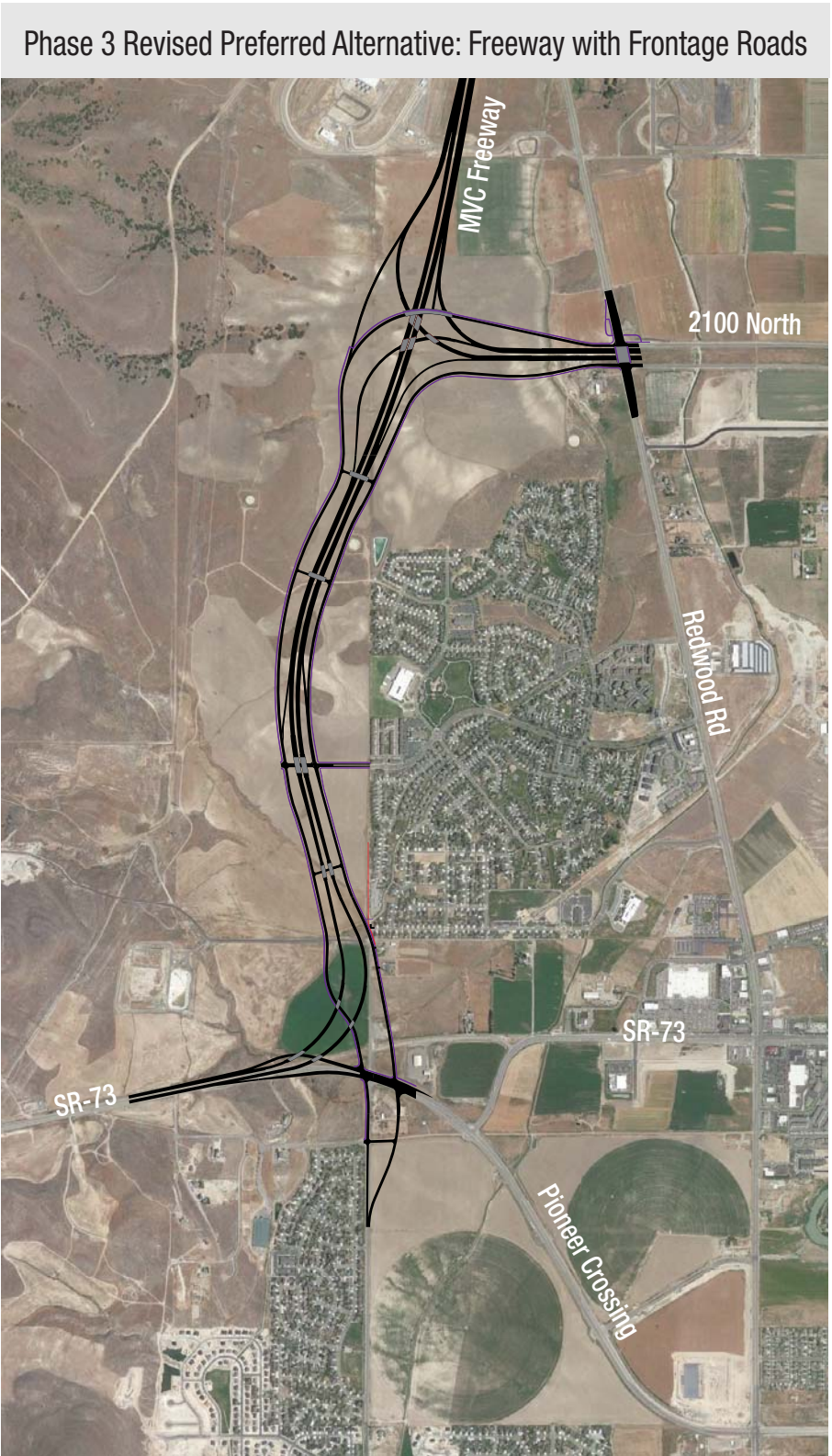
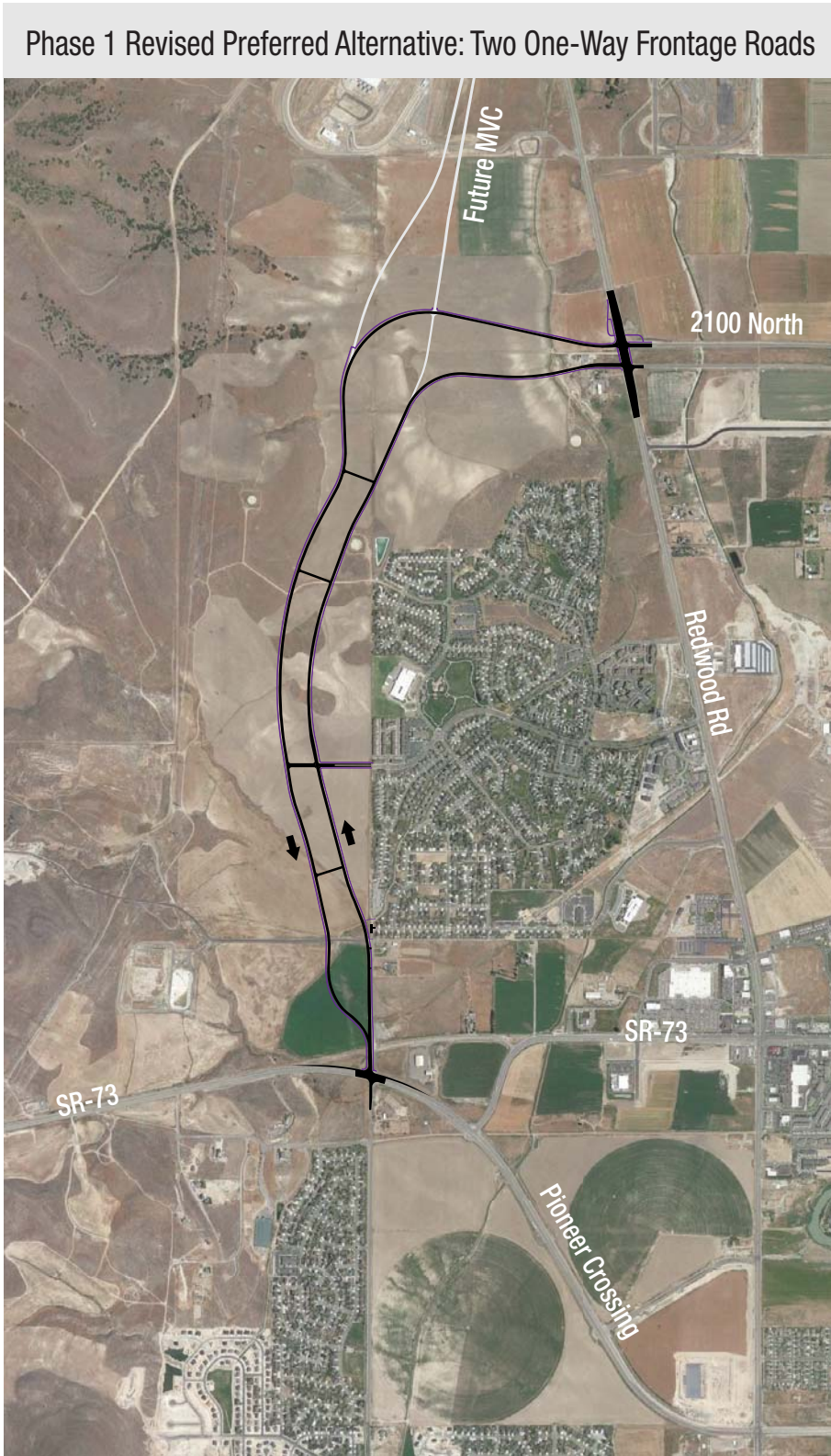


Figure 4. Phasing Implementation



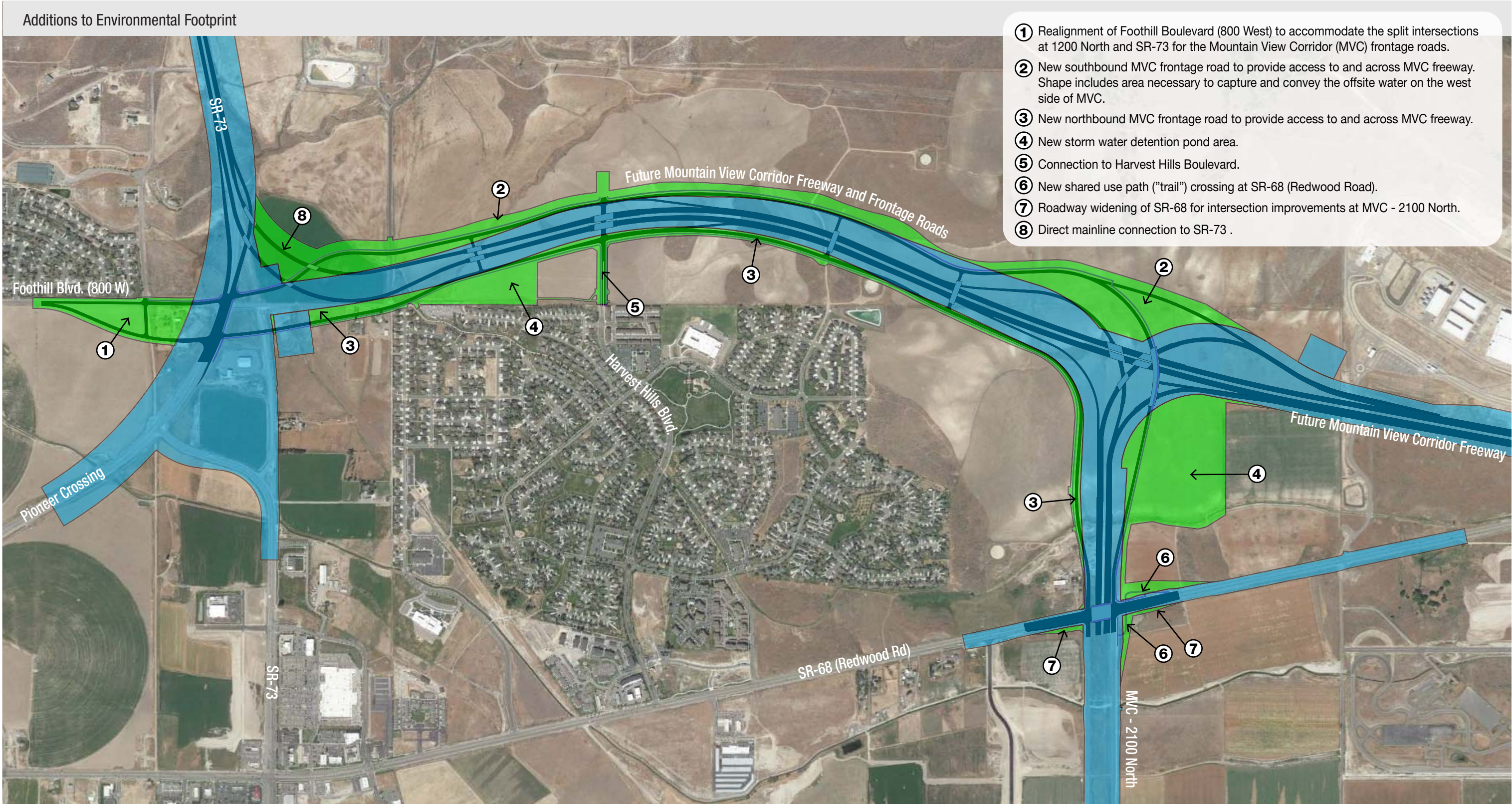
LEGEND

- Roadways
- Shared Use Path/Trail (west side) & Sidewalk (east side)
- Sound Wall





Figure 5. Changes to Environmental Footprint



LEGEND

Previously Cleared Environmental Footprint	Additions to Environmental Footprint	Phase 3 Revised Preferred Alternative (Freeway Frontage Road System at Full Build-Out)
Item Number (See Table Inset)		Bridges
		Trail (west side) and Sidewalk (east side)

Scale in Miles

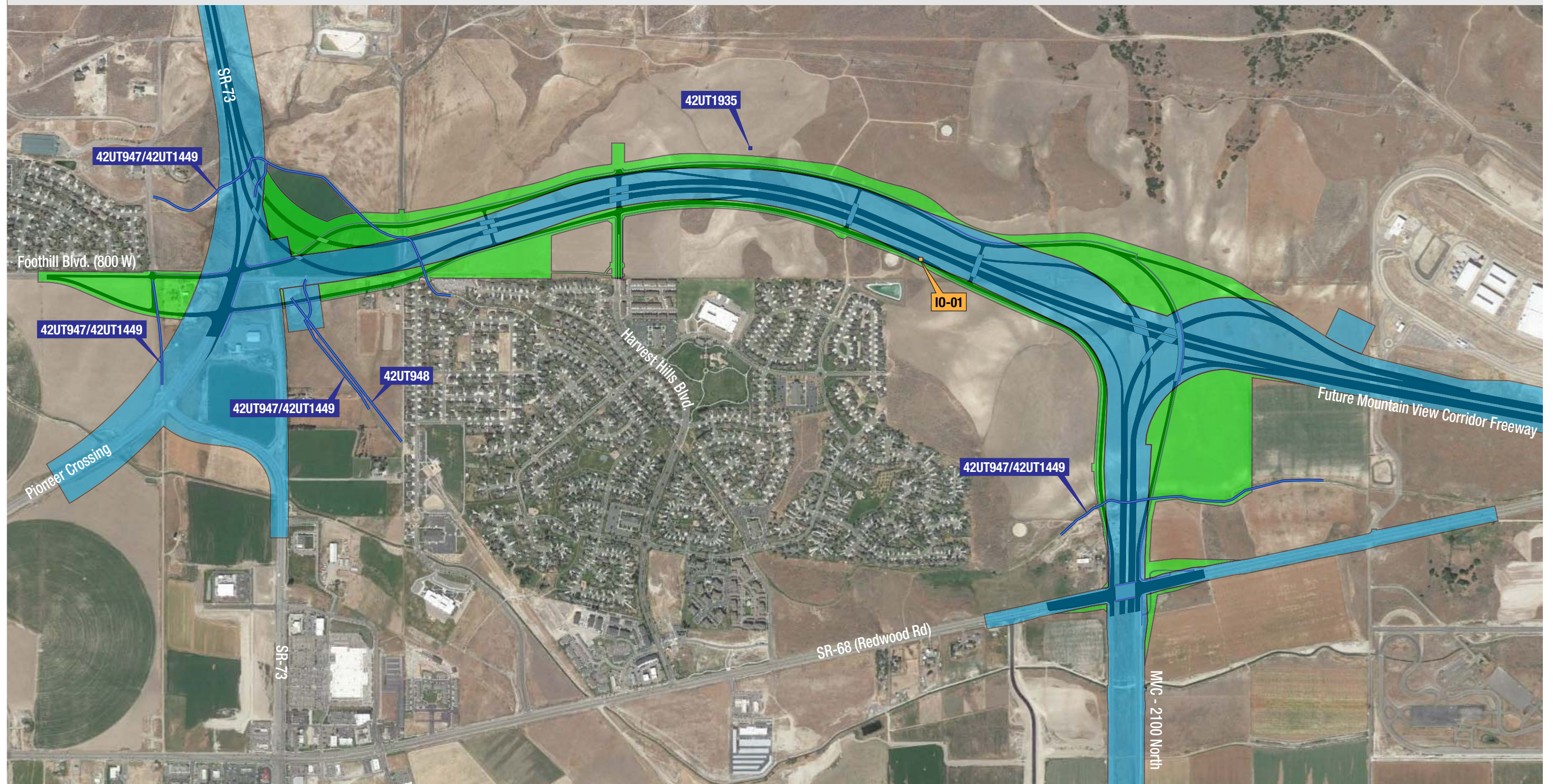
0 0.125 0.25 0.5

November 2017 Aerial Photography: July 2016



Figure 6. Cultural Resources

Cultural Resources in the Study Area



LEGEND

November 2017 Aerial Photography: July 2016

- Archaeological Site
- Isolated Occurrence
- Linear Site (Canal)

Previously Cleared  
Environmental Footprint

Additions to Environmental Footprint

Phase 3 Revised Preferred Alternative (Freeway Frontage Road System at Full Build-Out)

Bridges

Trail (west side) and Sidewalk (east side)

Scale in Miles  
0 0.125 0.25 0.5





## **Appendix B**

### **Public Comments**



UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

**Open House Comments from September 26, 2016**

Name	Comment	Response
Kaycee K.	Love the plans and looking forward to completion!	Thank you for your comment.
Michael Stokes	I fully support this construction. I will enjoy the faster road to Riverton for work.	Thank you for your comment.
Andrea Sims	Frustrated that HH Blvd will be connected to Mtn. View (I attended a mtg along with a couple hundred residents who did want this?. Just because down the line this frontage road will be part of the Mtn View roas system - until then I predict (and possibly after) high levels of traffic on HH Blvd - where my kids walk to and from school, go to the park, etc. I don't believe this is what the residents (at the mtg and the city offices) were led to believe would happen.	The MVC project team has coordinated with Saratoga Springs City, planners, developers and engineers. Based on this coordination the connection at Harvest Hills Boulevard has be added to meet transportation and development needs.
Kritina Hunter	I'd like to see another connection to the Harvest Hills neighborhood since one road is becoming an on-ramp off pioneer crossing on the south side of the neighborhood. Someone mentioned on by the Shay Park roundabout. I don't kow road names since I just moved here, so I apologize. But I used the road to get to our neighborhood from the sounth. An alternative besides RWRD/Harvest Hills Blvc would be swell. I konw I've seen a road that seemed they'd continue on (Aspen Blvd) southward. IDK what the plans are, but a middle or HS in between walmart/Harvest Hills plus a connection to get through the south instead of only east of our neighborhood and when construction gets going the new connection on the west side. More options/accessibility and through for future education needs. Thanks! I appreciate all the information I got here tonight. I'm just sad that the small road is becoming an on-ramp.	Additional connections to and from MVC will be coordination with Saratoga Springs City and the adjacent development. Please refer to Saratoga Springs Transportation Plan and Village Plan for Wildflower village. The plans can be found on the Cities' website.
Arron Evans	Road needs to go further west and come south along the foothills. No homes to be taken and traffic will not be slowed any more than the current alignment.	The Utah Department of Transportation has received approval for the current alignment by Fed Highway. Additional changes to a future extension of MVC should be coordination with SS as the current alignment reflects their plans for the future extension of MVC south of Pioneer Crossing.
Andrea Dewey	Please, please, please! Do NOT end the road on the west end of Aspen Hills Blvd! Keep it open and connect it to the frontage road. The amount of residents use those trying to access Riverview Elementary need an alternative route. Otherwise the traffic Through Harvest (on Providence Drive) will be crazy!	In coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.
	Utah planners/engineers/politicians are stupid!!! Why continue to spend hundreds of millions of dollars on frontage roads/Bangerter highways when freeways are need to build frontage roads instead of freeways is the stupidest thing ever. Can't wait to exit this retarded state!!!	The Mountain View Corridor team is using a phased construction approach designed to balance transportation needs with available funds.  As funds become available, the Utah Department of Transportation will expand the facility to add a new two-lane frontage road to the west of the Mountain View Corridor and convert the already open section of frontage road from S.R. 73 to 2100 North to be two lanes in one direction. The initial build of this Mountain View Corridor segment will reduce congestion on S.R. 68 (Redwood Road).
Troy Cunningham	The plans look great. Thanks for taking the time to come and let us see them. I am glad the state is planning for the future needs of Saratoga Springs and Eagle Mountain.	Thank you for your comment.
Spencer Kyle	Please ensure H.H. Blvd maintains access to the frontage road and the corridor in the future.	Harvest Hills will continue to have access in all phases of MVC.

UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

Name	Comment	Response
Kevin Ballard	I appreciate the open house. I'm very concerned about the first phase. I think the 2 way road will be maxed out from day one. I don't know how likely it is, but I think it should wait until there is funding for phase 2 so we don't create additional congestion, noise, and safety issues with the inadequate phase 1.	The Mountain View Corridor team is using a phased construction approach designed to balance transportation needs with available funds.  As funds become available, the Utah Department of Transportation will expand the facility to add a new two-lane frontage road to the west of the Mountain View Corridor and convert the already open section of frontage road from S.R. 73 to 2100 North to be two lanes in one direction. The initial build of this Mountain View Corridor segment will reduce congestion on S.R. 68 (Redwood Road).
Bud Poduska (City Council Member)	Future access to the Mt. View Corridor Freeway appears to be inadequate to using the current layout. The only on/off ramps serving Saratoga Springs are miles (?) north of Pioneer Crossing and would most likely form bottlenecks for traffic. Saratoga Springs will have a population of over 1000,000 in the near future, therefore freeway on/off ramps intersecting Pioneer Crossing will be absolutely necessary.	Frontage road access to and from the MVC future freeway are shown conceptually and are subject to changes as development occurs and coordination with other studies such as the SR-73 Corridor.
Ann Braithwaile	Please keep Harvest Hills Blvd a local access road. Please make sure the Wild Flower development has plenty of MVC access.	Harvest Hills Boulevard will continue to have access in all phases of MVC.
Dave Delong	The final plans don't account for coming out the west end of Harvest Hills Blvd and getting on the south-bound corridor (or for the north-bound corridor providing an off- ram to the frontage road to go to Harvest Hills Blvd). Why not? And will you put those ramps in please? (Diagram on back requesting on/off ramps south of Harvest Hills Boulevard)	Frontage road access to and from the MVC future freeway are shown conceptually and are subject to changes as development occurs and coordination with other studies such as the SR-73 Corridor.
Brandon Taylor	Please ensure that an access to Pioneer still exists from the west exit of Aspen Hills. We have been assured numerous times that this road (800 west) would be maintained open or redirected so traffic is not required to circumnavigate the southern portion of this neighborhood.	In coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.
Rachel Cochran	We would be strongly against making Foothill Blvd a dead end. We need through roads. Accidents happen that close roads and 2 access points is not enough for such a growing population. Wait until more roads are built before closing this access point please.	In coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.
Travis Martinez		
Bryan Jensen	Many people access the hills towards Camp Williams for running, biking, walking, etc. Please consider a pedestrian crossing as many people will continue to go the the hills. Even more so with additional development planned. It will be a safety concern as patterns are well established. Thank you.	The MVC design team will look into crossing and will coordinate with Saratoga Springs City.
Cory Anderson	Don't connect Aspen Hills Blvd to MVC, at any stage. Try to rework curves to reduce impact on perperty owners losing land. Can it be shifted. Prefer depressed design.	In coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.
Jeff Cochran	PLEASE keep access open to Foot Hill Blvd from Aspen Hills Blvd.	The MVC will serve as access between Foot Hill Boulevard and Aspen Hills Boulevard.
Heather Laughter	We have been told that "initial construction" road will be below grade. Very irritated!	Initial construction will be at approximately existing ground level for the frontage roads. The freeway will be either above ground level or below ground level depending on the location and geometric constraints.
Kerrienne Sabey	Please do not cut off the access to Pioneer Crossing from Aspen Hills Boulevard the increased traffic in the neighborhood would be CRAZY! The bus routes and routes to school from out of area all would have to go through one road to reach the Junior High School.	In coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.

UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

**Social Media Comments**

Name	Social Outlet	Comment	Response
Alan Danielsen	Facebook	Yet another nice suburban area being ruined by builders, houses, and Growth. He'll let's spend our tax dollars on roads that ruin great mountains, let's build what was once nice peaceful country fields and houses by taking all that away and make another city out of it where crimes happen more often, houses are within 10 feet of each other and the sky is lit by city lights that you can't even see a star. I know a better solution to this funding that is spent.... save out mountains, take Utah lake and drain it and make it a little smaller but clean and boat able with great fishing!!!! That right there would be money well spent because it saves our town of Saratoga Springs, it's beautiful mountains, and farmers fields, not to mention it's peaceful feel to it!!!!	Thank you for your comment.
Jackie Harms	Facebook	I was thinking the same thing. How about we take our tax dollars and maintain our public areas and parkways. Grandview parkway in Saratoga Springs is a weed patch. It is sad I can see Utah lake from my home but you could not pay me to put my boat on it. Dredge one side - drain one side and reclaim the land. Build on that. I guess I like unicorns too but I'll never see that either.	Comment was in response to Alan Danielsen.
Dirk Wilden	Facebook	You sir are an idiot., we need the road because the population growth has already occurred. Further your plan for the lake shows what a moron you are, and that you are completely unaware of the geology of the lake, draining it would only make it less useable, not more so, it's problems arise from the fact that it is a very shallow lake. The town grew up, deal with it. Growth requires roads. The growth has already arrived, the roads are still needed.	Comment was in response to Alan Danielsen.
Alan Danielsen	Facebook	Ever heard of the saying if you build it they will come? Ever thought about if you didn't build it ? Ever thought name calling is not accomplishing anything? How do you make a lake use able? How was deer Creek made? How was any reservoir we go boating on made in Utah? By man who dug it out and filled it with water. This can also be done with utah lake.	Comment was in response to Dirk Wilden.
Josh Daniels	Facebook	So what would you propose?	Comment was in response to Alan Danielsen.
Alan Danielsen	Facebook	To spend the funds that would be spent on all the threw roads that would ruin our mountains and small communities and use that to restore utah lake to good clean boat able and swim able water once again. This would not only Benefit our community but bring more people to us because of the restored lake, plus it would most definitely increase property values if after utah lake is restored and our communities do develop like you wanted	Comment was in response to Josh Daniels.
Alan Danielsen	Facebook	Otherwise our community will always have to deal with the heavily polluted and shallow lake that is otherwise a useless body of water that does nothing but attract insects and other annoying bugs	Comment was in response to Josh Daniels.
Bethany Whitman-Tomseth	Facebook	Great thought for the lake, what about the traffic?	Comment was in response to Alan Danielsen
Alan Danielsen	Facebook	We can always widen redwood road and develop good beaches and camping by the lake as well	Comment was in response to Bethany Whitmasn-Tomeseth.
Dave Sims	Facebook	What can be done to make sure that the MVC does not connect to Harvest Hills Blvd as shown in the photo? I feel that bringing that much traffic into this area with such a concentration of children will cause many problems. Every kid that walks to and from school from this neighborhood crosses Harvest Hills Blvd each day. I can see this being a big safety issue. We can easily access our neighborhood from Redwood Rd and we do not need this connection...If it is planned.	Thank you for your comment.
Shellie Baertsch	Facebook	I totally understand your concerns. My home backs on Harvest Hills Blvd. And it is what we all fought against some 8+ years ago when MVC was first discussed. Luckily, what you're seeing is not the whole MVC, but Foothill Blvd which will become the first frontage road for MVC. Because of our feedback years ago and my reminders, they are planning slip lanes instead of on and off ramps from the MVC to the frontage road. So there is not direct access from the Blvd to MVC. This connection to Foothill, you actually want. It will keep all the traffic from Wildflower from driving through our neighborhood because they'll have direct access to the frontage road and easy on to MVC and 2100. Likewise Eagle Mountain residents will stop using Aspen Hills Blvd as a cut off and they will route around Harvest Hills as well because they'll have direct access to MVC and 2100N. In addition it will allow the western half of Harvest Hills to avoid most of the Blvd and Redwood Rd if they'd like when headed north. In the end it should actually decrease the traffic on Harvest Hills Blvd. Hope that answers your questions and concerns. I can stop by sometime, or I'll be at the open house if you want me to show you more.	Comment was in response to Dave Sims.

UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Julie Funk	Facebook	At least harvest bills Blvd doesn't have driveways and homes on it. The problems on Aspen hills Blvd are beyond frustrating. We have addressed it at city council meetings and haven't seen any real solutions.	Comment was in response to Dave Sims.
Shellie Baertsch	Facebook	The only real solution is getting Foothill Blvd done so Eagle Mountain residents stop cutting through your neighborhood to avoid the crossroads. Everything else is just temporary.	Comment was in response to Julie Funk.
Jan Memmott	Facebook	I live in Harvest Hills and drive on Aspen Hills Blvd when I need to go south- like to Westlake High- because Redwood Road traffic is out of control. I feel so bad driving on that neighborhood street, but there is no other outlet from our neighborhood that doesn't dump us on Redwood Road. I wish the city would hurry and build the road directly south of Shay (train) park so we can exit Harvest Hills that way.	Comment was in response to Dave Sims.
Ben Christensen	Facebook	Finishing the road south of Shay will only redirect the traffic the other direction on Aspen Hills. What really needs to happen is improvement of Redwood.	Comment was in response to Jan Memmott.
Pat Costin	Facebook	Harvest hills boulevard was built to handle a higher traffic load. Take a look at Aspen Hills boulevard if you want to see a street that wasn't designed for the 1000+ cars/day it gets!	Comment was in response to Dave Sims.
Julie Funk	Facebook	I totally understand, we cut through harvest to get places too. It's the commuters that cut through going 45 that scare me to death. I worry about all the kids in the neighborhood! Courteous drivers like you don't bother us at all!	Comment was in response to Pat Costlin.
Chris Capener	Facebook	We need a bridge across Utah lake, connecting Orem to Saratoga Springs.	Thank you for your comment.
Chance Hales	Facebook	I'd rather not have a bridge going across it.	Comment was in response to Chris Capener
Pam King	Facebook	Never going to happen.	Comment was in response to Chris Capener
Shellie Baertsch	Facebook	Eventually it will have to happen. 2100 N, Lehi Main Street, Pioneer Crossing and eventual Pony Express eastward extension won't be able to handle all the east west traffic of 120,000+ residents in SS and 120,000+ residents in EM. We may be 100 when it happens, but it will eventually happen.	Comment was in response to Chris Capener
Maelynn Marshall	Facebook	I was against this at first but now seeing so much traffic on redwood road my mind has changed. I feel it will relieve so much congestion at redwood and harvest hills Blvd.	Thank you for your comment.
Jason Randall	Facebook	I find it interesting that people who live in neighborhoods in Saratoga Springs are against other people moving into neighborhoods in Saratoga Springs. Look at your neighborhood and think 'people opposed my neighborhood, too, and I still moved here.'	Comment was in response to Maelynn Marshall
Mark Otero	Facebook	My thoughts exactly	Comment was in response to Maelynn Marshall
Shellie Baertsch	Facebook	Ahhhhh wise thoughts Jason and Mark. I remember when we first moved here 15 years ago we heard a couple of longer term residents who said exactly that - that they weren't thrilled when Harvest Hills was built either.	Comment was in response to Jason Randall and Mark Otero.
Jackie Osborne	Facebook	Too many stupid self-absorbed people, for sure!	Comment was in response to Shellie Baertsch.
Brandon Keck	Facebook	I think it's funny how people think we have too much traffic I've lived here for a month now and if you want to see traffic move to Colorado. No one will complain once the house values keep going up and up.	Thank you for your comment.
Edwin Jimenez	Facebook	Most people have lived here since before the traffic got like to this. It used to be a LOT more quiet	Comment was in response to Brandon Keck
Jason LaRue	Facebook	No one wants this to be like Colorado. Proper planning prevents or limits traffic. This is a meeting to allow public opinion to plan.	Comment was in response to Brandon Keck
Jeanie Christensen	Facebook	Brandon, I'm not sure where you live, but those of us who live south of 400 S. in Saratoga Springs (with the exception of the Saratoga Springs HOA neighborhood) only have ONE road- Redwood Road- that will get us to and from anywhere north of our homes. 400 S. is also where Redwood Road changes to a two-lane highway for those heading south. Traffic is an absolute nightmare during the busy times every day because of the amount of people who live south of 400 S. So when you see/hear people complaining about traffic, they might be one of the many of us who live in a neighborhood south of 400 S.	Comment was in response to Brandon Keck
Jerry Walker	Facebook	We don't want the growth, higher taxes, traffic or the corrupt city screwing us by raising our utilities everytime the wind blows.	Thank you for your comment.



UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Kaci Harsh	Facebook	This would be awesome. Glad we didn't move into harvest hills though	Thank you for your comment.
Josh Daniels	Facebook	It'll actually be great for HH. Easy access.	Comment in response to Kaci Harsh.
Sean Trinnaman	Facebook	Also there is a wildflower development meeting the same day as this one, at city Hall. Kinda crummy if you ask me that they would put it on the same day and time.	Thank you for your comment. The open house is from 4-7p.m. so you can attend both meetings. Also if you were unable to attend the meeting there is information available on our website at <a href="http://www.udot.utah.gov/mountainview/">http://www.udot.utah.gov/mountainview/</a> and you can contact the project team for information as well at <a href="mailto:mountainview@utah.gov">mountainview@utah.gov</a> and 1-800-596-2556.
Shellie Baertsch	Facebook	The're not exactly at the same time. You can go to both. AND UDOT and the city are two separate entities and therefore have two different schedules.	Comment was in response to Sean Trinnaman.
Luke McDermott Jr.	Facebook	I can't wait for this to get started! We need more roads!	Thank you for your comment.
Jackie Osborne	Facebook	I have an idea: Why not build the road with the right number of lanes to start with, and skip the sidewalk? No, you'll build it this way and in 3 years rip it up and waste more of our tax dollars.	Thank you for your comment.
Heidi Mitchell	Facebook	It looks like it will have the same congestion as the thanksgiving point 2 way roads. not a problem at 6 a.m. but commuter specials... not helpful.	Comment was in response to Jackie Osborne.
J Aaron Jensen	Facebook	Every roadway project has a dollar sign attached to it. Roadways get done in phases to ease the burden on the tax payer rather than a sharp up front cost. Unless you're OK with the gas tax increasing....	Comment was in response to Jackie Osborne.
Jay Horrocks Jr.	Facebook	Thing is it's needed NOW not in three years. A two lane road that goes three miles is behind the curve. A four lane road, similar to Mtn View from Porter Rockwell north makes more sense now.	Comment was in response to Jackie Osborne.
Shellie Baertsch	Facebook	Actually Jackie Osborne, they are only talking about building the sidewalk on the east side of the road for exactly that reason (and because there won't be any homes yet on the west side). UDOT has preserved the ENTIRE right of way (ROW) for the MVC at full build out. This first road will will become the eastern frontage road. Then in a few more years when the developer is ready to build on the western side of the MVC, they will have to build the western frontage road with the western sidewalk. At that point it will look like 2100 N and the rest of MVC does right now. Finally when it's needed and they have funding, UDOT will build the freeway on the inside without having to destroy what they've already built. UDOT has finally started thinking ahead.	Comment was in response to Jackie Osborne.
Troy Gresham	Facebook	I believe the original intention is that a faster hwy type road will eventually be built in between the slower 2 lane roads.	Comment was in response to Jackie Osborne.
Shellie Baertsch	Facebook	Thanksgiving Point is a nightmare because they are using local collector road ROWs basically like HH Blvd or Grandview Blvd. W have Redwood Rd and are adding this new road. EM commuters will be able to skip the crossroads area completely (and stay out of the Aspen Hills neighborhood). It will be a great thing!	Comment was in response to Heidi Mitchell.
Heidi Mitchell	Facebook	My concern is that a single lane each way isn't enough anymore.	Comment was in response to Jackie Osborne.
Shellie Baertsch	Facebook	Jay you're right. It does make sense. There just isn't money for it.	Comment was in response to Jay Horrocks, Jr.
Shellie Baertsch	Facebook	Heidi we could use every lane mile we can get. It's just all about the money. But it will help.	Comment was in response to Heidi Mitchell.
Dennis Smallwood	Facebook	If you're going to do one lane going west from Redwood, you've got to put in an extended passing lane or extend two lanes past the 2100/Redwood Rd. light for a bit. The amount of big trucks going to the gravel pits, etc. and construction traffic will slow that lane down getting up the hill from the intersection. Most people will just not use it if that's the case. Just my 2 cents.	Thank you for your comment.
Shellie Baertsch	Facebook	UDOT will work all that out through the traffic studies and engineering. I agree about the truck traffic especially. Good thing will be that it will take half the traffic off of Redwood Rd.	Comment was in response to Dennis Smallwood.

UDOT PIN 11982, Project Number S-0085(10)  
 SR-85, Mountain View Corridor; SR-73 to 2100 North  
 Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Dawn Gagnard	Facebook	Talk about some horrific head on collisions!!! The first section of MVC has taken enough lives in its short time being open, let's go ahead and take more by ludicrous planning.	Thank you for your comment.
Stephen Briles	Facebook	How is it whenever they have these open houses they are either when I have to work or I am out of town?	Thank you for your comment.
Shellie Baertsch	Facebook	You can get on the website and see the information. Then give feedback and ask questions. Not as simple as being there, but at least you can get the information,	Comment was in response to Stephen Briles.
Bruce Miller	Facebook	4-7pm... huh... isn't that when people are working and/or traveling home... funny they would pick that time. Anybody know if its going to be streamed or recorded?	If you were unable to attend the meeting there is information available on our website at <a href="http://www.udot.utah.gov/mountainview/">http://www.udot.utah.gov/mountainview/</a> and you can contact the project team for information as well at <a href="mailto:mountainview@utah.gov">mountainview@utah.gov</a> and 1-800-596-2556.
Shellie Baertsch	Facebook	Pretty standard times. Many people are home by 5 or 6. It won't be streamed as it's open house style. They'll have information boards spread around the gym with maps and people to answer questions. Then those who are there can leave feedback. If you can't make it, you can look at the information on the website, leave feedback and ask questions.	Comment was in response to Bruce Miller.

#### MVC Informational Contact Outlets

Name	Contact Type	Comment	Response
Kim	Phone call	Kim called the MVC informational phone line and shared her concerns regarding the Aspen Hills Boulevard connection. She was calling to see if the MVC team could provide any information the residents could use to show Saratoga Springs City that the Aspen Hills Boulevard connection should not happen.	I let Kim know that the MVC team has been working in coordination with Saratoga Springs City we have added the connection to Aspen Hill Boulevard to meet the development and transportation needs of the city.
Bryan Chapman	Email	<p>Thanks UDOT for showing us your plans for the Saratoga Springs MVC recently. I encourage UDOT to continue forward with their current plans. Those plans show Aspen Hills Blvd being dead-ending, which is common sense and logical, when the design and purpose of the road is accounted for.</p> <p>There is a Saratoga Springs City Council member who is against dead-ending Aspen Hills Blvd. Her opposition does not seem based in fact, but appears to be purely political based on where she lives (Harvest Hills Blvd).</p> <p>Please find an attachment detailing why dead-ending Aspen Hills Blvd. is the correct decision. If you could forward it to your engineers it would be appreciated.</p> <p>In short, Aspen Hills Blvd is a 28' wide residential street. The most narrow current intersection of MVC is more than 50' wide at its most narrow point and balloons to nearly 90' at the intersection. Aspen Hills Blvd is not designed as a connector route for MVC. It should be dead-ending, as shown in the current plans.</p> <p>Should they have any questions, we would welcome the opportunity to meet with them, as they did two years ago. They listened to residence then, and we hope we have a voice with them now. We support the existing plans and urge them not to cave to the few.          (Email included an attachment of a seven page letter to UDOT.) Thank you!          Bryan Chapman</p>	<p>Mr. Chapman,</p> <p>Thank you for your email and letter. I will be sharing it with the Mountain View Corridor team.</p> <p>Lindsay          Mountain View Corridor Public Information</p>

UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Connie Robinson	Email	<p>I live in Aspen Hills subdivision and the MVC is scheduled to be added near my neighborhood. Aspen Hills Blvd is scheduled to be dead-ended. Please keep this in place. The road is not built or meant to be a high traffic road. Harvest Hills Blvd is built for higher traffic and is nearby. A Saratoga Springs City council member is fighting to keep Aspen Hills Blvd open and not have her street of Harvest Hills open. Harvest Hills is built to meet with the MVC. Our entire neighborhood is putting a petition together to make sure Harvest remains an entrance to the corridor and close Apsen Hills Blvd. I am disappointed in the Saratoga Springs City Council. Aspen Hills Blvd is not meant to be high traffic. It is too narrow. Please please we urge you to hear our concerns.</p> <p>Sincerely,</p> <p>Connie Robinson</p>	<p>Connie Robinson,</p> <p>Thank you for your interest in the Mountain View Corridor. The Mountain View Corridor team has been working in coordination with the Saratoga Springs City Engineers on the design of the Mountain View Corridor in Utah County to meet the transportation and development needs of the city. Through this coordination we are connecting both Harvest Hills and Aspen Hills Boulevard to the Mountain View Corridor. Both of these streets are city streets and the city has jurisdiction for these connections.</p> <p>The future connections with the planned developments both east and west of the Mountain View Corridor (that are west of Harvest Hills and Aspen Hills Boulevard) will also be coordinated with Saratoga Springs City.</p> <p>Please let me know if you have any additional questions regarding the Mountain View Corridor.</p> <p>Thank you, Lindsay Mountain View Corridor Public Information</p>
Mindy Oiler	Phone call	<p>Mindy called the informational line because she had a number of questions regarding the Aspen Hills Blvd connection to MVC. She shared a number of concerns, the biggest one saying that Aspen Hills is not big enough to handle additional traffic.</p>	<p>I let her know that this is a city street and that the connection is at the direction of the City. I let her know that I will share her concern with the MVC project team, but I suggested that she call her city or attend a city council meeting to share her concerns with the City.</p>

UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Scott Gill	Email	<p>The MVC email was CC'd on this email from Scott Gill to Saratoga Springs's City Council member Shellie Baertsch and again CC'd on an email to the entire Saratoga Springs's City Council.</p> <p>Shellie,</p> <p>I recently had a pass-down about the open house that UDOT hosted to review the design plan for the Mountain View Corridor (MVC) section going in from 2100 North to SR-73 (I was unable to attend). After hearing the results of the open house discussion as well as a meeting with Chris Porter last night in our neighborhood, I'm extremely disappointed in your decision to push for the connection of Aspen Hills Blvd to MVC. From what I understand, after the open house, you asked UDOT to change their plan to "dead end" Aspen Hills (asking to keep it connected to the initial phase of construction). Apparently the story in this change is that it was the result of a "staffing error" at the city offices (I'll be sure to follow up on that story through a GRAMA request). I know how forceful and closed-off you are on this subject, but I'm writing to ask you to reconsider your efforts to block a "dead end" of Aspen Hills for the following reasons—the primary being the safety of children that play and walk on Aspen Hills Blvd. (the west section of which is not a connector road, but a local road):</p> <ul style="list-style-type: none"><li>• If Aspen Hills Blvd connects to the MVC, it will be the most narrow street of any connecting road in the entire MVC project (28')—including SL county. It will also be the only connecting road in the network, that I'm aware of, that has driveways emptying out onto the street (think of how this road compares to other connecting streets like Harvest Hills Blvd, which is nearly twice the size and has no street facing homes).</li><li>• Aspen Hills Blvd contains both a park where little league games are played and an elementary school that is a "walking school." Your logic of how a connection point will "decrease" traffic on the road is seriously flawed. Adding a connection point will only cause traffic to increase as drivers use Aspen Hills Blvd as an alternate route between City Center and MVC and for Harvest Hills residents that will also begin using the Aspen Hills Blvd in their commutes. With the number of children on this street with a park, school, and narrow road with driveways on the street, this will only increase the public safety issue that you are pushing through.</li><li>• In the past, you've written me and told me that Aspen Hills Blvd "was always intended and was built as a collector road – just like Harvest Blvd, Grandview Blvd, Stillwater, 400 N." Well, if that was the intention, that's not the reality of how it was constructed. Aspen Hills Blvd looks nothing like these road, and I know that you know this as well. Thus, it leaves it open to all sorts of safety issues due to its current construction.</li></ul> <p>Shellie, let's at least look at this issue more. This isn't an issue just about north- south access for the Saratoga Springs master plan. It really is a serious safety issue that will only continue to get worse unless you and the other council members and least agree to revisit the concerns expressed by 95% of Aspen Hills residents (we have a petition that we can send you if you want all of the names of people who are similarly concerned). I'll be attending the city council meeting next week to provide public input on this issue as well.</p> <p>Thanks, Scott Gill</p>	<p>We did not respond as we were not the direct recipients of the email. But we have noted both emails in our communication's database.</p>



UDOT PIN 11982, Project Number S-0085(10)  
SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

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Emily Nelson	Email	<p>Dear UDOT,</p> <p>My name is Emily Nelson and I live on Aspen Hills Blvd in Saratoga Springs. I am writing this email in support of dead ending Aspen Hills Blvd and NOT connecting it to MVC. I live at the very end of Aspen Hills Blvd and have very strong concerns about connecting our small neighborhood road to such a large frontage road. Our Street, being only 32' wide, is not and was not ever built to connect to major intersections. It is the smallest road that has been looked at as a connecting road and it would make our neighborhood even MORE busy with traffic cutting through. Our road is already too busy as it is. Because we are the very last house on Aspen Hills Blvd, we see all the speeding and all the cut through traffic that goes through our neighborhood. We have two children, four and two, and a third on the way and it is the concern for our children and the other children in our neighborhood that we voice our concerns. We have seen the UDOT original plans to dead end Aspen Hills and then have MVC connect to Foothills at the intersection and light and we are STRONGLY SUPPORTING THIS PLAN. There is plenty of room to continue MVC and connect it without coming through our neighborhood. We ask that you stick with these plans, to dead end Aspen Hills, and not increase the danger and risks to our family and friends.</p> <p>Thank you for listening, Emily Nelson</p>	<p>Emily Nelson</p> <p>Thank you for your interest in the Mountain View Corridor. The Mountain View Corridor team has been working in coordination with the Saratoga Springs City Engineers on the design of the Mountain View Corridor in Utah County to meet the transportation and development needs of the city. Through this coordination we are connecting both Harvest Hills and Aspen Hills Boulevard to the Mountain View Corridor. Both of these streets are city streets and the city has jurisdiction for these connections.</p> <p>The future connections with the planned developments both east and west of the Mountain View Corridor (that are west of Harvest Hills and Aspen Hills Boulevard) will also be coordinated with Saratoga Springs City.</p> <p>Please let me know if you have any additional questions regarding the Mountain View Corridor.</p> <p>Thank you, Lindsay Mountain View Corridor Public Information</p>

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SR-85, Mountain View Corridor; SR-73 to 2100 North  
Public Comment-Response Matrix for Environmental Impact Re-evaluation

Name	Contact Type	Comment	Response
Bryan Chapman	Email	<p>Lindsay, Aspen Hills neighborhood was astounded when a City Council women immediately made a change to the UDOT plan to show a connection between Aspen Hills Blvd and MVC.</p> <p>Please share the following with your engineers. I would hope UDOT would be invested in the traffic flow and connections to its highway. Of concern is the road in question, Aspen Hills Blvd. This road is 28 feet wide. Of the ~35 potential connections to MVC, this is the most narrow of all possibilities. The first intersection to MVC is 44 feet wide. The first and only connection with driveways facing it is Cedar Point Break Drive in Herriman. This road is 46 feet wide and the average driveway length is 55 feet long.</p> <p>This is Aspen Hills Blvd. (Image of Aspen Hills Boulevard via Google Maps)</p> <p>This road is a local street by every definition. With a car parked on the street it becomes a one lane road, hardly fit for a connection to MVC.</p> <p>Below is a list of all potential connections to MVC. We would hope your engineers see the poor practice and precedent of connecting Aspen Hills Blvd. UDOT should not allow the city to connect this. UDOT should step forward and take a stand acknowledging the design of the road and the consequences it would have on the neighborhood and local road.</p> <p>(Spreadsheet listing the different intersections on MVC showing their street width, the type of intersection and connection)</p> <p>Thank you for your time and attention. Feedback on the issue is of the utmost important and timing is critical. A statement on the acceptable of this connection, compared to precedent is important.</p> <p>Sincerely,</p> <p>Bryan Chapman</p>	<p>Mr. Chapman,</p> <p>Thank you for your continued interest in the Mountain View Corridor. I have shared your email again with the Mountain View Corridor project team.</p> <p>The Mountain View Corridor team has been working in coordination with the Saratoga Springs City Engineers on the design of the Mountain View Corridor in Utah County to meet the transportation and development needs of the city. Through this coordination we are connecting both Harvest Hills and Aspen Hills Boulevard to the Mountain View Corridor. Both of these streets are city streets and the city has jurisdiction for these connections.</p> <p>The future connections with the planned developments both east and west of the Mountain View Corridor (that are west of Harvest Hills and Aspen Hills Boulevard) will also be coordinated with Saratoga Springs City.</p> <p>Please let me know if you have any additional questions regarding the Mountain View Corridor.</p> <p>Thank</p> <p>you,</p> <p>Lindsay Mountain View Corridor Public Information</p>

UDOT PIN 11982, Project Number S-0085(10)  
 SR-85, Mountain View Corridor; SR-73 to 2100 North  
 Public Comment-Response Matrix for Environmental Impact Re-evaluation

Name	Contact Type	Comment	Response
Julie Hendricks	Email	<p>Email sent to MVC and Council Women Shellie B saying: Please read the attached letter.</p> <p>Thank you, Julie Hendricks</p> <p>Attachment Letter:            To Saratoga City Leaders, UDOT officials and anyone else to whom it may concern,</p> <p>I am writing regarding the proposal to make Aspen Hills Blvd a connection street to the MVC. I am sickened by the prospect of increased traffic on a road that can't handle the traffic it gets now. I live on Aspen Hills Blvd and have for the last 9 years. The traffic has increased each year, some of this increase is expected as our neighborhood has grown. However many people use our street as a, "shortcut" to Eagle Mountain. Not only is it not faster, but in attempting to make it faster, cars speed by as if our street was a main road. I've seen people swerve around parked cars, ignore stop signs and speed in excess of 50 mph. I have been very concerned about the amount of cars and the speed of the cars that we have to deal with on our street. So the prospect of INCREASING this traffic even further is deeply concerning. There are many children on our street, including mine. My boys love soccer and inevitably a ball will get kicked out into the street. If our road becomes a connector street more traffic is inevitable, my greatest concern is for the safety of my children and my neighbors children. As a mother I find, the "Mama bear" in me coming out on this issue. The prospect of making our little street a connection onto a major highway is simply unethical. Do we really want to look back in hindsight, after someone gets hurt (or worse) and wish we'd put safety first? You can believe that law suits for negligence would follow. How about we just avoid that, by making the obvious and responsible decision to DEAD END ASPEN HILLS BLVD! Anyone who doesn't believe me about the inadequacy of our road needs to come and spend some time outside my porch. If you feel that this connection is safe, come and bring your kids to play outside, to ride their scooters down the sidewalk, to ride their bikes down the street, to walk to school. There is already a major problem with traffic on our street we cannot sustain more! In no other connection are there so many houses that face into the street. No other street is already bogged down with as much traffic, no other street is as small as ours. UDOT had it right the first time, DEAD END ASPEN HILLS BLVD! I implore you to put the safety of our children first, above politics, land allocations and special interests. Thank you for taking this into serious consideration.</p> <p>Sincerely, a very concerned neighbor and mom,            Julie Hendricks</p>	<p>Julie Hendricks,</p> <p>Thank you for your interest in the Mountain View Corridor. The Mountain View Corridor team has been working in coordination with the Saratoga Springs City Engineers on the design of the Mountain View Corridor in Utah County to meet the transportation and development needs of the city. Through this coordination we are connecting both Harvest Hills and Aspen Hills Boulevard to the Mountain View Corridor. Both of these streets are city streets and the city has jurisdiction for these connections.</p> <p>The future connections with the planned developments both east and west of the Mountain View Corridor (that are west of Harvest Hills and Aspen Hills Boulevard) will also be coordinated with Saratoga Springs City.</p> <p>Please let me know if you have any additional questions regarding the Mountain View Corridor.</p> <p>Thank            you,            Lindsay            Mountain View Corridor Public Information</p>



Jim Miller, *Mayor*  
Stephen Willden, *Mayor Pro Tem*  
Shellie Baertsch, *Council Member*  
Michael McOmber, *Council Member*  
Bud Poduska, *Council Member*  
Chris Porter, *Council Member*

**CITY COUNCIL MEETING**  
**Tuesday, November 15, 2016**  
**7:00 P.M.**

City of Saratoga Springs Council Chambers  
1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

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1. Call to Order.
2. Roll Call.
3. Invocation / Reverence.
4. Pledge of Allegiance.
5. Public Input – This time has been set aside for the public to express ideas, concerns, and comments.

**REPORTS:**

1. Mayor.
2. City Council.
3. Administration Communication with Council.
4. Staff Updates: Inquiries, Applications, and Approvals.

**PUBLIC HEARINGS:**

1. Aspen Hills Blvd. Connection to Mountain View Corridor.
2. Budget Amendments; Resolution R16-62 (11-15-16).
3. Code Amendments – Entire Title 19 including Definitions, Zones and Setbacks, Design Standards, Open Space, Mixed Waterfront, Landscaping, Signs, and Multiple Clean-Ups; Ordinance 16-25 (11-15-16).
4. Wildflower – Community Plan (CP) Amendment; ~ West of Harvest Hills & North of SR 73.

**BUSINESS ITEMS:**

1. Acceptance of Audit and Comprehensive Annual Financial Report (CAFR) Presentation.
2. Bid Award: Multi-Hazard Mitigation Plan; Resolution R16-63 (11-15-16).
3. Bid Award: Utah Lake Distribution Canal (ULDC) Pump Station; Resolution R16-64 (11-15-16).
4. Saratoga Hills 6 – Preliminary Plat, ~350 W. Grandview Blvd.
5. Deer Meadow Church – Site Plan/Preliminary Plat/Final Plat, 3261 S. Village Parkway.
6. 2016-2017 Bluffdale Police Contract Adjustments; Resolution R16-65 (11-15-16)
7. Street Lighting Utility Enterprise Fund and Fee; Resolution R16-66 (11-15-16), Resolution R16-67 (11-15-16).

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Recorder at 766-9793 at least one day prior to the meeting.

## **APPROVAL OF MINUTES:**

1. November 1, 2016.

## **CLOSED SESSION:**

Motion to enter into closed session for any of the following: purchase, exchange, or lease of real property; discussion regarding deployment of security personnel, devices, or systems; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual.

## **ADJOURNMENT**

*Decorum - The Council requests that citizens help maintain the decorum of the meeting by turning off electronic devices, being respectful to the Council and others.  
Councilmembers may participate in this meeting electronically via video or telephonic conferencing.  
The order of the agenda items is subject to change by order of the Mayor.  
Final action may be taken concerning any topic listed on the agenda.*

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**CITY OF SARATOGA SPRINGS  
CITY COUNCIL MEETING MINUTES**

Tuesday, November 15, 2016  
City of Saratoga Springs City Offices  
1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

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**City Council Work Session**

10 **Call to Order:** 6:03 p.m. by Mayor Pro Tem Stephen Willden  
11 Present Council Members Chris Porter, Shellie Baertsch, Michael McOmber, and Bud Poduska  
12 Mayor Jim Miller was excused the beginning of the meeting to work with Scouts in the  
13 community.

14  
15 Staff City Manager Mark Christensen, City Attorney Kevin Thurman, Assistant City Manager  
16 Spencer Kyle, Planning Director Kimber Gabryszak, City Engineer Gordon Miner, Public  
17 Relations and Economic Development Manager Owen Jackson, Capital Facilities Manager  
18 Mark Edwards, City Recorder Cindy LoPiccolo

19  
20 Presenter: Architect Lars Anderson, PEC  
21

22 **Review of Revised Sports Park Announcer Structure Architectural Sketches and Floor Plan.**  
23

24 Capital Facilities Manager Mark Edwards and Architect Lars Anderson presented newly revised architectural  
25 designs for the two story structures used for the scorekeepers, restrooms, storage and concessions and reported  
26 staff is continuing to work on the construction plans for the first 30-acre phase of the Sports Park. Capital  
27 Facilities Manager Edwards noted the new public restroom design is modern, and incorporates modification to  
28 the interior walls to cost effectively incorporate privacy, a sloped roof design; noted comment has been received  
29 from the Development Review Committee (DRC) and they are looking for direction in regard to color for the  
30 CMU and roof.

31  
32 Council Members discussed provision of exterior water and heating. Council Member McOmber recommended a  
33 light heating element to keep structure plumbing above freezing to eliminate dry drainage odors. Council Member  
34 Baertsch expressed appreciation for the interior modification for privacy and roof design, suggested review of  
35 future incorporation of nearby geothermal waters. In response to Council Member Poduska, City Manager  
36 Christensen advised at some point a basic concession facility will be located in the center, no stoves or venting,  
37 however, there will be food trucks; three bathrooms was deemed sufficient after consultation with other facility  
38 managers. Council Member McOmber inquired if the restrooms can be shifted to include at least one additional  
39 ladies bathroom stall; Council Members and staff discussed family bathrooms, ADA; City Manager Christensen  
40 advised staff will check ADA requirements. Council Member Porter concurred with previous comments and in  
41 favor of the design; noted a downspout should be incorporated with the new roofline. Council Member Willden  
42 concurred with looking into Council Member McOmber's suggestion concerning an added womens stall if it can  
43 be done regulatorily.

44  
45 Council Members concurred with the structure colors of tan Atlas brick and dark green metal roof.  
46

47 **Review of Title 19 Code Amendments (Public Hearing follows during Policy Meeting.)**  
48

49 Planning Director Kimber Gabryszak presented a review of Title 19 Sections referring to the summary of changes  
50 in the staff report; advised amendment is intended to provide additional clarity and effectiveness, remove  
51 inconsistencies and typos, reflect new "best Planning practices", address changes in the economy or community  
52 needs, and noted along with minor updates to correct inconsistencies and clean up various sections, several major  
53 policy changes have been included as follows:

- 54
- creation of new open space standards,

- a complete reformat of the zoning chapter with new names for multiple zone districts,
- relocation and simplification of design standards into one chapter,
- modification to the Mixed Waterfront Zone, and
- creation of buffer standards along the Jordan River and Utah Lake.

Council Member Baertsch addressed the following proposed amendments:

- 19.02 Definition for Footprint Development should also address circumstance wherein condominiums ownership/renters covers to sheetrock, HOA covers framing and exterior; Council Member Porter noted fairly recent change in legislation, City Manager Christensen recommended say consistent with state requirements.
- 19.04.03 Gradual Transition of Uses and Density (1) should include standards such as distance; City Attorney Thurman recommended removal of word 'existing';
- 19.04.03 (2) should include standards for what the appropriate width of buffer is, definition of that buffer, and identify the land use authority for this decision. Council Member McOmber recommended review of the overlay history and be consistent.
- 19.04.07 Purpose and Intent of Agricultural and Residential Zones. Like new definitions in general but concern once again with shrinking lot sizes; Council Member McOmber concurred. City Attorney Thurman noted an explanation can be included in the body of the ordinance; Council Member McOmber responded this would help negate concerns and it is better to give clear direction. Council Member Willden noted preference to keep the existing code, however, in favor of name changes. Council Member Porter agreed in regard to name changes, requested elimination of dash for consistency.
- 19.04.08 Land Use Regulations, Agriculture and Residential Zones tables in regard to commercial lot sizes, noting concern with problems associated with the proposed smaller lot sizes, should return to the original one acre to allow for uses and parking; Director Gabryszak noted shared parking when they eventually develop the adjacent property and recommended 30,000 sf minimum lot size. Table on page 12 in regard to minimum width at front and side yards setbacks; Council Members Porter and McOmber noted concern with 10 foot minimum; Director Gabryszak noted staff can tier the front setback, and keep the side setback at 25 feet. Setback for structure housing animals; Director Gabryszak noted staff can make clarification concerning property line next to neighbors house.
- In regard to consideration of decreasing lot sizes recommended use of the parks point system.
- In regard to preservation of sensitive lands, should not be giving a lot size deduction deduction because of those lots where they can build they have to expand massive mitigation costs; Council concurred.
- No. D the corner lots, add corner lot after E that they must be 10% greater than the underlying minimum, not a reduced minimum.
- Footprint development in A, the common open space, noted parking lots are technically common open space e.g. in condominium properties, and driveout should not be counted as open space.

Council Member McOmber recommended a Council committee pre-review comprehensive Title amendments when there are this many changes to consider in order to be more effective and bring back exceptions for Council discussion and vote; Council concurred.

### **City Council Policy Meeting**

**Call to Order:** Mayor Pro Tem Stephen Willden called the Policy Session to order at 7:00 p.m.

### **Roll Call:**

**Present** Council Members Shellie Baertsch, Bud Poduska, Michael McOmber, and Chris Porter  
Mayor Jim Miller was excused; Mayor Miller joined the meeting approximately 7:14 p.m.

Staff Present City Manager Mark Christensen, City Attorney Kevin Thurman, Assistant City Manager Spencer Kyle, Public Relations and Economic Development Manager Owen Jackson, Police Chief Andrew Burton, Fire Chief Jess Campbell, Planning Director Kimber Gabryszak, City Engineer Gordon Miner, Capital Facilities Manager Mark Edwards, Senior Planner Sarah Carroll, Planner Kara Knighton, City Recorder Cindy LoPiccolo

Invocation by Council Member Poduska.

Pledge of Allegiance led by Council Member Porter.

#### **Public Input:**

Mayor Pro Tem Willden invited public input – None.

#### **Reports:**

Council Member Baertsch reported she responded in regard to the Wasatch Front Central Corridor Study confirming staff attendance and noted she also plans to attend. Inquired concerning a follow-up report about the Jacobs Ranch sewer cleanout issue; City Manager Christensen responded staff will report back. Reported she had a chance to visit Hawkwatch International with Hawk Watch International with the local Lego Service Club. Hawk Watch works extensively assisting native birds maintaining their habitat and nesting sites, she was informed that in the City's planning it helps to have open areas without trees as that helps the habitat, and landscape should use bark mulch instead of rock mulch to allow birds to reach insect and seed food sources. And advised she will be attending the Lake Commission meeting on Thursday, they have requested a City report regarding the water project and marina dredging, and noted the State park near Provo will be doing similar dredging work as well.

Council Member Willden reported as his background is in data analysis he volunteered to assist and work on the analysis of irrigation water data and this was sent to staff.

City Manager Christensen reported in regard to the Lake Commission meeting Public Works Manager Jeremy Lapin had responded to the Commission and provided substantial detail, and Manager Lapin or himself will attend. Council Member Baertsch advised the meeting begins at 7:00 a.m. in Provo and she was willing to attend as well and report on behalf of the City.

#### **PUBLIC HEARING:**

##### **1. Aspen Hills Boulevard Connection to Mountain View Corridor.**

Mayor Pro Tem Willden opened the matter of the Aspen Hills Boulevard Connection to Mountain View Corridor.

City Engineer Miner presented the staff report concerning the UDOT request for direction as to whether the City wants Aspen Hills Boulevard connected to the frontage road of the future Mountain View Corridor (MVC). Engineer Miner advised UDOT has held open house for review of design changes, the City has received public input at several meetings and this report addresses points raised by residents; and introduced Horrocks Engineers representative to present findings of their study and answer questions.

John Dorny, Spanish Forks, representing Horrocks Engineering, presented the Horrocks Engineers Traffic Engineering Services Memorandum for the Aspen Hills Boulevard Neighborhood, a study of the traffic impact onto Aspen Hills Boulevard under various scenarios. Engineer Dorny advised Horrocks was retained to review traffic patterns, speed, counts, stop sign warrants and other data, emphasizing the cut-through traffic between neighborhoods and traffic along Aspen Hills Boulevard due to the coming roadway changes including 400 North, 800 West, and MVC, and review of the changes in traffic in the area due to the planned Aspen Hills Boulevard connection to MVC. Engineer Dorny comprehensively reviewed data sets for traffic counts, volume and speed studies, a crash summary based on police data, connections and present and future level of service concerning Aspen Hills Boulevard and 400 West.



City Engineer Miner reported in regard to the effect on emergency response times in the event Aspen Hills Boulevard is closed, noting 400 West from Crossroads Boulevard to Aspen Hills Boulevard may need to be constructed in order to address that.

Mayor Miller opened the public hearing and invited public comment.

Dale Asay, President for Harvest Hills Master Home Owners Association, advised this information is new to Harvest Hills, they have not been given sufficient notice to address what their concerns are, and it appears from the data the City paid for a study that will possibly be ignored and take action to close the road diverting all the traffic from Aspen Hills through Harvest Hills; requested the matter be tabled to allow the board and residents of Harvest Hills an opportunity to study the data, and the City to find the best solution for both neighborhoods.

Julie Funk, Aspen Hills, commented in representation of 32 people in attendance that are in support of and request closing Aspen Hills Boulevard to connection to a major highway like MVC.

Jeff Shumway, Aspen Hills, commented it was his opinion the study is detailed and good, however, does not change the fact Aspen Hills Boulevard is a 28 foot road, other outlets have roads going to backyard fences, and current accidents on that boulevard are primarily due to fact when you have one car parked on the side of the street you have to wait for another car to come through as the road not wide enough.

Nita Wood, Harvest Hills, commented Harvest Hills and Aspen Hills are one large neighborhood, major road connections will deteriorate that family area.

Jonathan Hertel, Aspen Hills, commented the issue to him is about safety vs. connectivity, the issue of safety is very real for residents in Harvest Hills and Aspen Hills, urged Council to not connect Aspen Hills Boulevard to MVC which would cause increased safety risk for a road already 3 times the Federal Highway Administration recommendation for volume on a local road.

There being no further public comment, Mayor Miller closed the public hearing.

Council Member Porter discussed and received clarification in regard to the level of service, and 2040 scenarios in regard to 400 W.; thanked the residents for information provided and respectful conduct of their campaign, noted the issue of capacity v. livability, and his main concern is the impact closing Aspen Hills Boulevard would have on Harvest Hills, would hate to solve one problem by creating another, does not know whether the traffic study is helpful, however, in some instances does not answer some questions and the scope is too narrow to know how any changes would affect the larger area of the City as a whole. Inquired regarding the possibility of doing a right out exit which would allow Aspen Hills access to MVC but not MVC traffic into Aspen Hills. Noted if Aspen Hills Boulevard is closed, feels it imperative 400 West be completed for public safety and connectivity.

Fire Chief Campbell reported there would be a significant change in regard to the closure's impact to emergency response time, response from the north station to the western most home on that street response is currently about 3 minutes and without 400 West in place would go to well over 8 minutes, and about 6 minutes to the most northern part of Harvest Hills. Council Member McOmber noted this neighborhood would have reduction from losing that connection, however, 400 West would help that.

Council Member Baertsch inquired if closing the Boulevard would not impact City services such as priority for snow removal, noting public complaints about Sunset Haven Road that regularly gets missed; identified connection of local roads to frontage roads in Riverton and Lehi; reviewed the level of service effect on livability; and discussed connectivity and access points to the future commercial area at the northwest corner of MVC and Crossroads Boulevard. Noted frustration with not knowing where MVC will be through that area, if there is an option of doing the connection to the frontage road a little further to the south in what is going to be the commercial area then you could potentially get into Aspen Hills from one of the southern stubbed roads, dead end Aspen Hills Boulevard, there are a couple of different options. She noted that by the numbers presented tonight the difference

between keeping the road open or closed will have negligible effects on Aspen Hills (.5%), but huge effects on Harvest Hills (Increase of 30%) if the road is closed. She believes a lot happening too soon and recommends waiting on a lot of these decisions. In response to Council Member Baertsch, Engineer Dorny clarified UDOT has provided the exact location agreed upon for accesses for every City up and down the MVC, can call and try to obtain right-of-way data; Council Member Porter noted he heard they have not finalized those locations but feels that information would be beneficial. Council Member Baertsch noted the City of course does not want commercial traffic through the neighborhood but wants to make sure there is access to their property.

In response to Council Member Poduska inquired in regard to the effect of connections within the Wildflower subdivision; Engineer Dorny advised the Wildflower area is a different neighborhood and was not within the study area. Council Member Poduska commented when he first started looking into review of this matter his first concern was safety, the portion of MVC that has already been constructed is a highway, not a frontage road, the east end of Aspen Hills Boulevard is listed as a collector, however, not the west end, however, it is being asked to function as one in spite of all the numbers and the fact it is just a narrow 28' road. It is a safety factor and the question is how safe are these local roads coming out onto the highway; cited similar local road accident numbers, and concluded the choice is safety v. connectivity – safety is top of our top priority, and to close it now then review after freeway is built and see if it can be safe to come out on a true frontage road; this was his stance from the beginning.

Council Member McOmber expressed appreciation of the effort with the study, noted concern with use of ropes for data collection; agrees with Council Member Poduska they are calling it a frontage road because of MAG but it is a highway abutting a future MVC freeway. The point of this is to get people out to work and if we slow the speed down will hear from people not in this room. Local roads do not have the same specifications in every City, ours are 28 foot and 28 foot intersection, other cities haven't chosen to have them intersect, they've chosen to have them be bridges over and not access into the frontage roads especially when there's homes, appreciate the research but at same time do not want to be like Lehi. Noted he would like to revisit the 28 ft Wildflower intersection and close that unless they are willing to redesign and have no driveways on that road because it was said a stop sign is not warranted and actually encourages speeding because drivers are trying to make up the difference between stop signs, has no calming effect, and noted when he specifically asked at the last meeting if typically you would recommend a 28 ft right of way intersection to connect to a 50 mph frontage connecting to a highway Horrocks Engineer Kevin Croshaw responded that typically you would not have a local road connect to a collector and usually you like to tier it up to a major arterial like a frontage road. Council Member McOmber noted the point Council Member Baertsch made about the commercial section should be considered and reviewed possible scenarios for locations of slip ramps.

Council Member McOmber commented in terms of some other things in report, was concerned in regard to the tone of the report. Agrees with Council Member Poduska this will not be a true frontage road but will still keep the 40-50 speed limit with even more cars coming on and off in the future. Appreciates the clarification in regard to emergency response and noted history wherein Mayor Miller, Council Member Poduska and himself were instrumental in getting a station in the south end of the City and dealing with the ISO certification. He is in favor of constructing 400 West when warranted and agrees with Council Member Poduska that safety is paramount. Noted when Aspen Hills Boulevard was designed Mayor Miller and himself were adamant this should be a full collector boulevard from Redwood to the top with no driveways and they were outvoted 3-2, we would not be here today having this argument, however, we made this a local road and need to stick that it is a local road, and is in favor of deadending. Recommended working with UDOT and the MVC team to identify right slips and access for our commercial developments and then working with them in regard to Wildflower as well. In regard to the right-out, his only concern is we are allowing them to change the design because they are trying to connect it, however, like Crossroads and Pioneer Crossing if you have an opening no sound walls will be allowed for almost 250' and there will be noise because of the opening. With the closing you would want the sound buffering for quality of life and safety of especially children living and playing along there. Appreciates all the hard work, however, in favor of closing it.

Council Member Willden reviewed the chart for current and projected master plan counts with no MVC, and inquired where the sharp increase of 2000 traffic counts immediately comes from and requested an explanation

iof the model. Engineer Dorny responded you take all the known data inputs and input them onto a server with a quad core process. The computer runs for eight hours and you end up with the numbers. Council Member Willden commented the traffic model shows non-Harvest and non-Aspen folks being pushed into Harvest and Aspen. If this is true he doesn't want a connection at either Aspen or Harvest because these results show traffic fails no matter what we do here. Growth in this area is limited and there are various other items that are not accounted for within the model results. The results are not logical or supported and believes there is a fundamental flaw with the modeling assumptions and methodology. This appears to be a simple exponential growth model with no compensating factors at the neighborhood level. The other thing he has a problem with is the numbers do not take into account the connection that will be built at Wildflower as mentioned by Council Member Poduska, that should be looked at as well and need to spend some time to see impact if we get an additional connection for commercial. He noted he has spent more time on this, it is a tough decision, he is looking at what is best for the City, however, right now there is not a good option, we are imposing on either neighborhood no matter what we do, would like to go back and see the data re-worked to confirm if traffic will really be double and to take into account the connections to Wildflower, right now in regard to Aspen Hills Boulevard he is not in favor of full connection on it, it is a 28' road connecting to a highway, Aspen Hills Boulevard is being treated as a collector road so have a problem there we need to fix, would love to be done but want to take time to digest and refine numbers so we can come up with solution, and need to prioritize 400 West because it is just going to get more expensive. If move forward want clear directive of what we are going to do if we can get a second entrance on commercial and how many connections on Wildflower needed to make it an acceptable solution. Engineer Dorny confirmed the model did not account for the new connections within Wildflower, a light at the end of Aspen Hills Boulevard, or an additional connect south along the commercial agreement. Engineer Dorny added that they could try to rerun the model with those inputs requested by Council Member Willden, but it would be very expensive for the City and it would not change the results much because the model is designed to run at a regional level and does not model at a neighborhood level very well. City Manager Mark Christensen added that the forecast numbers for 2040 are likely inaccurate. For example, 400 West is projecting 10,000 cars. Based on the immediate plans in the area, this will not happen.

Council Member McOmber noted it is his opinion it is unfair to Aspen Hills residents to delay a decision which can be made and then resolve the issues going forward in regard to other developments. Council Member Porter recommended staff be directed to look at 400 W to have completed concurrent with closing Aspen Hills Boulevard. Council Member McOmber responded he would rather have staff bring an updated prioritization on roads to Council for review. Council Member Poduska expressed concern with emergency response time situation. City Manager Christensen reported 400 West is 90% designed and from a prioritization not difficult to complete, commented staff can look at that and move forward. Council Member McOmber requested an updated priority list.

Council Member Baertsch advised she will be making her vote on the fact this is a premature decision and additional data for access to the commercial areas is needed as well as clarification on the numbers received tonight. It is unjust not to allow the Harvest Hills community the opportunity to review the effects of the different options especially on Bountiful and Floribunda as they lead to Harvest Hills Boulevard and the potential addition of 30% more cars on those two local roads, noted the Cozy connection was not originally there or supposed to be there and people moved specifically to that dead end, however, the City opened it up to connect to Harvest and she believes it is unjust to not allow a chance to review it, she is voting no for those reasons.

Council Member Porter advised his vote is based on the belief that 400 West needs to be completed concurrently with Aspen Hills Boulevard being closed.

Council Member Willden advised his vote is based on the fact that having Aspen Hills Blvd. directly connect to MVC is inappropriate, and we have placed conditions on the motion directing staff to immediately begin finding mitigating solutions to move traffic away from Harvest Hills and Harvest Hills Boulevard. As a result, the residents of Harvest Hills are protected.

Motion by Council Member McOmber to approve closing of Aspen Hills Boulevard as a connection to the Mountain View Corridor, with directive to staff to immediately review for a second connection closer to

commercial area as well as look at what can be done in the Wildflower subdivision area moving as many cars off the boulevard as possible, and bring an updated road prioritization list, was seconded by Council Member Poduska. Roll Call Vote: Council Members Porter, Nay; Willden, Aye; McOmber, Aye; Poduska, Aye; Baertsch, Nay. Motion carried 3-2.

Recess: 9:10 p.m. - 9:16 p.m.

**2. 2016-2017 Budget Amendment Supplemental #3; Resolution R16-62 (11-15-16).**

Finance Manager Chelese Rawlings presented 2016-2017 Budget Amendment Supplemental #3 recommendations affecting the General Fund expenditures relative to Police services to the City of Bluffdale, Library Services, Street Light Utility, and Sewer Impact Fund, noting the creation of a new Street Light Utility fund will be effective January 1, 2017 with corresponding amendment concerning SSD Street Lighting SID and Lock Box Fees accounts and this relates to the forthcoming Business agenda item.

Council Member Porter clarified the dissolution of the SID will be brought back.

Mayor Miller opened the public hearing and invited public comment. There being no public comment, Mayor Miller closed the public hearing.

Action was deferred to follow consideration of Business Item 7.

**BUSINESS ITEMS:**

**6. 2016-2017 Bluffdale Police Contract Adjustments; Resolution R16-65 (11-15-16).**

Police Chief Andrew Burton presented the staff report and recommendation for amendment to the Bluffdale Police contract amount to cover three new personnel additions due to the growth of the City, two patrol officers effective January 1, 2017, and one Detective.

Motion by Council Member Baertsch to approve the 2016-2017 Bluffdale Police Contract amendments, and adopt Resolution R16-65 (11-15-16), was seconded by Council Member McOmber  
Roll Call Vote: Council Members Poduska, McOmber, Baertsch, Moduska, Willden, and Porter - Aye.  
Motion carried unanimously.

City Manager Christensen recognized Chief Burton for his participation and speech on Veterans Day and his service.

**7. Street Lighting Utility Enterprise Fund and Fee; Resolution R16-66 (11-15-16).**

Assistant City Manager Spencer Kyle presented the staff report, analysis, and recommendation concerning the establishment of a street lighting utility fee and enterprise fund with a utility fee similar to the water fund, with corresponding reduction of the street lighting SID fee to \$0.00, and reviewed a table summarizing the changes to the fees for single-family residential, multi-family residential, non-residential, open space property, and agricultural property. Manager Kyle reported the purpose of this change is to change the process in order to address issues concerning sufficient revenue to cover costs, street lighting program uniformity, and fee policy; this is recommended to take effect on January 1, 2017.

City Attorney Thurman clarified the SID cannot be legally dissolved without permission of residents within the SID, or following a three year suspension of the service and at that time the City will be able to do it.

Mayor Miller opened this matter for public comment - None.

Action for Public Hearing for Budget Amendments and Business Item 7 was as follows:

Motion by Council Member Baertsch to the 2016-2017 budget amendments with Resolution R16-62 (11-15-16), and also Business Item 7 for creation of a Street Lighting Utility Fund and Fee, reduction of SID fee to \$0.00, with Enterprise Fund and Fee Resolutions R16-66 (11-15-16) and R16-67 (11-15-16), was seconded by Council Member Porter  
Roll Call Vote: Council Members Poduska, McOmber, Willden, Baertsch, and Porter, McOmber, Poduska and Baertsch  
Motion carried unanimously.

**PUBLIC HEARINGS (Continued):**

**3. Code Amendments – Title 19, Sections 19.01, 19.02, 19.03, 19.04, 19.06, 19.09, 19.12, 19.13, 19.14, 19.16, 19.18, 19.19, 19.25, and 19.26; Ordinance No. 16-25 (11-15-16).**

Mayor Miller announced previously in work session Council determined a temporary review committee, including Council Member Baertsch and Council Member Porter, would be more effective in addressing large and substantive amendments such as this and return with list and exceptions for Council consideration. City Manager Christensen noted realistically this matter would return January or later. Council Member Willden requested changes that are made between now and January are highlighted for transparency.

Mayor Miller opened the public hearing and invited comment. There being none, closed the public hearing.

Mayor Miller invited Council Members wishing to serve on the temporary review committee to advise Director Gabryszak.

Motion by Council Member Baertsch to continue the matter of Title 19 Code Amendments and Ordinance to a future meeting, and that a temporary review committee assist with cleanup, was seconded by Council Member Poduska

Roll Call Vote: Council Members Poduska, Baertsch, Porter, Willden and McOmber - Aye.

Motion carried unanimously.

**4. Wildflower – Community Plan (CP) Amendment; ~ West of Harvest Hills & North of SR 73, Applicant: DAI Utah; Owners Sunrise 3, LLC; Collin's Brothers Land Development; Collin's Brother's Oil; Easy Peasy, LLC; Tanuki Investments, LLC; WFR 3, LLC; UDOT.**

Planning Director Gabryszak presented the staff report and recommendation concerning the application for amendment to the Wildflower Community Plan (CP) to relocate multi-family housing and reduce multi-family units from 442 to 425, located in the portion of development on the western side of the future Mountain View Corridor (MVC).

Director Gabryszak pointed out the realignment of roads to coincide with the City's master plan, reviewed the revised plan that proposes increase in single family units by 15, reduction of multi-family units by 17, and assignment of 2 units to a church. Noted corrections within the Planning Commission report letter some of which are included as conditions of approval, the applicant has addressed most and they are complete, the remaining items are shown in the staff report. The Planning Commission held public hearing and forwards a positive recommend with conditions.

Nate Ship representing Wildflower Development, appreciates working with staff and happy to answer any questions.

Mayor Miller excused himself from the meeting 9:40 -- 9:45 p.m.

Mayor Pro Tem Willden opened the public hearing and invited public comment. There being no public comment, Mayor Pro Tem Willden closed the public hearing.

Council Member Mc Omber strongly encouraged the applicant's consideration to redesign in order to not have driveways on that road as there is concern in regard to the cross section, the objective is to stop this from being a problem in the future. Mr. Ship responded this will absolutely be reconsidered and location evaluated, want to look at other alternatives how to still preserve the connection as it is an objective to provide ease of access for those residents. Council Members Baertsch and McOmber concurred with keeping the connection, possible shifting two lots over or reworking cul de sacs culdesac, or other solution. Council Member McOmber noted this should be added as a condition to work with staff and then Council will direct staff to approve the mitigated traffic issue.

Council Member Poduska commented in appreciate of the planning of higher density between two major arteries allowing greater mobility; has no difficulty with shift in density.

In response to Council Member Baertsch, Planning Director Gabryszak noted with the data incorporated into table was out of correlation with the overall bubbles, 7 acres is missing and this will be corrected. Council Member Baertsch noted she has planning aspect concerns. First major is, yes, they are technically increasing single family and decreasing multi-family, however, they are dramatically changing the square footage of the lots, so even through single family it is increasing the density with smaller lots. Another concern with this change is the area between two larger collector roads and abutting the frontage road is higher elevation, therefore now very visible. So you now have a lot of multi-family homes very visible where before they would have been down in the valley. The third concern is placement of elementary school, it will be locked in by Harvest Hills Boulevard and MVC and commercial on other side, with single family housing where normally you put multi-family housing. She appreciates the road change, it makes sense to align the extension to Harvest Hills Boulevard to the power line corridor, so you can take advantage of the open space. It is always better to not build homes up against the power lines, but she's very concerned about the rest of the planning issues.

Mr. Ship reported in regard to the Elementary School location, this was done because of request by the school, they asked for consideration of change in the plan because of the original site construction cost. Council Member Baertsch asked if the school compared construction cost with ongoing cost of bussing and also safety as Harvest Hills Boulevard is not walkable. Mr. Ship reported topography and grading were also an issue.

Council Member Porter commented he had one concern from planning standpoint with moving high density from 2 to 3 is they are next to a regional commercial zone placing single family homes next to a regional commercial zone, this is not what we typically like to do, typically buffered with higher density homes. Suggested re the road if you put the entrance right at Linear Park there might be a view when driving into the neighborhood. Understands Council Member Baertsch's comments in regard to tighter lots, if you have fewer lots same amount of land it shouldn't have become tighter, the chart is showing decrease in those one areas but does not show what areas increased. Council Member Baertsch noted the all lot widths have also changed, were decreased.

Council Member Willden appreciates willingness to look at connection, he is supportive of reducing multi-family to single-family even if that means a slight reduction in size, not optimal in planning but from an impact to community single-family is an improvement.

Council Member McOmber concurs with Council Member Porter in regard to the commercial, that is a concern. Mr. Ship commented it was also a concern of theirs and must be very sensitive, it was never fully intended to maximize the single-family component and will need to address the transition there – whether that is happening in the back of some low level townhome units or single-family homes, maybe can leave some multi-family to buffer or transition. Council Member Porter maybe leave two as it was and create patchwork where south end of 3 gets bumped up a little bit, create a pocket of lower density they can buy for the school land and have a pocket of higher density to the north. Mr. Ship those are the details they need to come back and talk about with the Village Plan, our current plan is to buffer with some smaller lots up against the commercial and transition to larger lots up against the road and the major impact the road will have that whole corridor is where we will have higher density and as we move up the hill with single-family. Council Member Baertsch noted if that is the case then you should be showing up to 10,000 sq. ft. lots in those neighborhoods, the Community Plan is showing maxing

at 7,000, it is never the intent to stop larger lots but see a maximum that used to be a minimum. Mr. Ship concurred that they need to amend to allow larger lots; City Manager Christensen noted he believes this to be an oversight and requested discussion with Director Gabryszak to work out then come back.

#### **BUSINESS ITEMS:**

##### **1. Acceptance of Audit Report for Fiscal Year Ended June 30, 2016, and Comprehensive Annual Financial Report (CAFR) Presentation.**

Finance Manager Rawlings presented the Comprehensive Annual Financial Report (CAFR) and Audit report for the Fiscal Year Ended June 30, 2016 and recommendation for review or the CAFR and formal acceptance of the Audit; reported the Audit was performed by certified public accountants Litz & Company, P.C.

Brent E. Litz, CPA, Litz & Company, P.C., commended the City in regard to it's financial position and practices, reviewed the Audit report findings that Financial Statements were fairly represented in accordance with standards, no findings in regard to Internal Control and Compliance, State compliance same as last year, and reviewed and commended the City in regard to revenues, expenses, and noted the City has sufficient funds to go forward to next fiscal period.

Motion by Council Member Poduska to approve the Audit and Comprehensive Annual Financial Report (CAFR) as presented, was seconded by Council Member Porter

Roll Call Vote: Council Members Baertsch, Poduska, McOmber, McOmber, and Porter – Aye.

Motion carried unanimously.

Council Member Willden commented in regard audit issues, noted the City's healthy fund balance, and although expenses growing it is at a reasonable rate and being handled without increasing property taxes.

##### **4. Wildflower – Community Plan (CP) Amendment (Continued).**

Director Gabryszak reported there will be a modification to the top of the chart where it says typical lot sizes or typical range of lot sizes so technically they could go outside that, but what we want to do is say typical range of lot sizes minimums and put a \* with notation at the bottom that they can exceed this range larger, allowing larger lots and encompasses all the neighborhoods. In response to Council Member Baertsch, Director Gabryszak responded they can leave it as typical range of lot sizes with the notation wording that lots may exceed this range but may not go below it.

Motion by Council Member Porter to approve the Wildflower Community Plan Amendment with the table changes discussed, to direct staff to work with the applicant to find an acceptable solution to the road connector in the neighborhood delegating the approval to the Planning Director/staff, and all staff findings and conditions, was seconded by Council Member McOmber

Roll Call Vote: Council Members Porter, Willden, McOmber, Poduska, and Baertsch - Aye

Motion carried unanimously.

##### **5. Deer Meadow Church – Preliminary Plat, Final Plat, 3261 South Village Parkway, Applicant Evans and Associates Architecture, Owner LDS Church.**

Senior Planner Sarah Carroll presented the staff report and recommendation concerning the Deer Meadow Church application for review of the Site Plan, Preliminary Plat and Final Plat. Reported the site plan includes a church building, a pavilion, a storage building, and associated parking and landscaping, the Preliminary and Final Plat is a one lot subdivision to formally create the lot for the church and dedicate a portion of Village Parkway.

In response to Council Member Baertsch, Planner Carroll clarified this location is beyond the UDOT project area and within the standard 90 foot right-of-way, and condition should be added for east side asphalt and west side concrete.

Motion by Council Member McOmber to approve the Deer Meadow Church site plan, Preliminary and Final Plats, with all staff findings and conditions, including a condition that the trail located on the west side of Redwood Road is concrete, was seconded by Council Member Poduska  
Roll Call Vote: Council Members Baertsch, Poduska, McOmber, Willden, and Porter – Aye  
Motion carried unanimously.

**4. Saratoga Hills 6 – Preliminary Plat, ~ 350 West Grandview Boulevard; Applicant Dan Reeve, Owner Castlewood Perry, LLC.**

Planner Kara Knighton presented the staff report and recommendation concerning the Saratoga Hills 6 application for Preliminary Plat approval, Saratoga Hills 6; the subject property is 26.93 acres with 2.86 acres of sensitive lands, resulting in a density of 2.16 units per developable acre; the open space total is 7.71 acres equaling 28.62% in four separate open space parcels, which exceeds their requirement, and the applicant is requesting maintenance costs for the individual parcels. Planner Knighton reported the Planning Commission held public hearing and forwarded a positive recommendation to Council along with recommendation the developer maintain at least the smaller parks in regard to the applicant's request that the City own and maintain all proposed open space. Reviewed the location of the four parcels, re open space and amenities and the requests by the applicant as follows:

- Soft surface trails and a bench – staff recommendations are a hard surface trail, two additional benches, a gazebo with a picnic table, and two workout stations.

Following the PC meeting, the Applicant had concerns about paving the trails due to the steep slope, in response staff requested an engineering analysis report. The Applicant presented two options, A) the City own and maintain all open space, the Applicant would provide all requested amenities, however, the asphalt trail connecting to the existing Parkside Trail would be asphalt and the remainder of that trail would be softsurface and western end eliminated, or B) Privately ownership of open space, the Applicant install all soft trail proposed as well as three benches, the HOA will maintain the parcels the detention basin be cobble and soft trail around the detention basin, and City owned and maintained parcel A and C

Planner Knighton reported staff recommends we move forward with staff and Planning Commission recommendations and conditions listed in the staff report.

Dan Reeve, representing the Applicant, explained with reducing the density they are getting squeezed with the amenities, proposed soft surface for .5 of trail a burden to the development trying to make it work, paving to the Park Side trail a good compromise. Could be considered a linear trail system up to the Land Rock system, noted steepness of trail, and requested consideration of the two options.

Council Member Poduska appreciate compromise, noted the City does not have too many soft trails and clarified in regard to compatability, amenities and maintenance. Council Member Baertsch noted this subdivision is part of the Saratoga Hills HOA. City Attorney Thurman reported the current open space maintenance policy is the City may choose to maintain the trail surface of the regional trails, the developer would receive get credit for open space that would be HOA maintained, and it is correct that the Open Space Master Plan does not address 5 acres or less so the City should not take those over.

Planning Knighton reported from the beginning the applicant asked the City maintain everything. Director Gabryszak advised staff is not recommending either direction as this is a policy decision, however, staff put together as much information as possible to make that decision, did not tell the applicant it was likely it would be city maintained, it would be difficult.

Council Member McOmber commented the City should maintain around the pond and pump station, appreciate the development, we have to protect rights of all residents in the area, would rather it stay in HOA except the pond and pump station open space.

Council Member Willden commented the layout looks good, he does not want to maintain less than 5 acres but makes sense for the City to maintain the pond and pump station, fine with doing less amenities and keeping in



HOA. In regard to the 7 acre piece, if the Developer is not going to add additional amenities and it is not a great regional park, the City should not take on the packet and he is fine with the Developer doing less amenities and keeping it an HOA maintained park.

Council Member Porter concurred with Council Member Willden's point, amenities will only be used by these residents and not a City-wide benefit so should not take this open space on and let the HOA maintain.

Council Member Baertsch clarified in regard to the trail surfaces. In response to Council Member Baertsch, City Manager Christensen responded the drainage goes into a 48" piped culvert at the east end of the retention pond. Council Member Baertsch noted whether or not you are in an HOA the City generally requires an HOA to put in enough amenities to make the open space work, cannot see that eliminating your main internal connection point, having all soft trails and eliminating eminities is properly serving the residents' needs, we have never allowed that. Director Gabryszak reported the code that they applied under requires they have to provide recreation to meet the needs of their residents; staff has made recommendations based on consistency, similar with Mallard Bay, staff's recommendation was consistent with those other recommendations.

Council Member McOmber noted without hard surface trail there are maintenance encroachment issues the wild grasses, and there should be consistency with connection to the elementary school as more than half the residents will need that. City Manager Christensen noted you have recommendations, they are making a counter recommendation, you do not have to choose to approve it or accept it – other alternatives on the table, it is fundamentally do you want to accept the amendments and changes or not.

Motion by Council Member Baertsch to approve the Saratoga Hills 6 Preliminary Plat, with all staff findings and conditions within the staff report and Planning Commission recommendations in regard to amenities, and the City maintains the pond detention basin and pump station, was seconded by Council Member McOmber  
Roll Call Vote: Council Members Baertsch, Porter, Willden, McOmber, and Poduska - Aye  
Motion carried unanimously.

## **2. Bid Award: Multi-Hazard Mitigation Plan; Resolution R16-63 (11-15-16).**

Fire Chief Jess Campbell presented the report, analysis, and bid award recommendation for the City's Multi-Hazard Mitigation Plan. Reported staff has gone through a federally compliant request for proposal process, the City has been awarded some grant funding from FEMA, there is a matching City portion and there will be a requirement of matching city funds, and the City will be the first in the State of Utah to develop a plan at the local level.

Motion by Council Member McOmber to award the RFP for a Multi-Hazards Mitigation Plan (MHMP) to Epic Engineering in the combined grant and City match amount of \$29,750, and adopt Resolution R16-63 (11-15-16), was seconded by Council Member Porter  
Roll Call Vote: Council Members Baertsch, Poduska, McOmber, Willden, and Porter – Aye.  
Motion carried unanimously.

## **3. Bid Award: Utah Lake Distribution Canal (ULDC) Pump Station, Pond and Pipeline Project; Resolution R16-64 (11-1-16).**

Capital Facilities Manager Edwards presented the staff report, analysis and recommendation for bid award recommendation for the ULDC secondary water pump station, pond and associated pipelines, advised this bid has an incentive built in, and in response to Council Member Baertsch verified the pipeline alignment in future roadways and meets up properly to the development in the south.

Motion by Council Member Willden to award the bid for the ULDC Pump Station, Pond and Pipeline Project to VANCON Inc. for the amount of \$1,695,214.41, and Resolution R16-60 (11-1-16), was seconded by Council Member Poduska  
Roll Call Vote: Council Members Baertsch, Poduska, McOmber, Porter and Willden - Aye

Motion carried unanimously.

**APPROVAL OF MINUTES:**

**November 1, 2016.**

Motion by Council Member Baertsch to table the minutes of November 1, 2016, to the meeting of December 6, 2016 with inclusion of comment as requested, was seconded by Council Member Porter

Roll Call Vote: Council Members McOmber, Willden, Poduska, Baertsch, and Porter - Aye


Motion carried unanimously.

**ADJOURNMENT:**

There being no further business, Mayor Miller adjourned the meeting at 10:58 p.m.

  
Jim Miller, Mayor

Attest:

  
Cindy LoPiccolo, City Recorder

Approved: Dec 6, 2016



## **Appendix C**

### **Noise Report**

# Noise Impact Assessment for Re-evaluation, Mountain View Corridor in Utah County between 2100 North and SR 73

Mountain View Corridor Project

*Salt Lake and Utah Counties, Utah*

December 11, 2017

## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
1.1	Final Design Changes .....	1
1.2	Methodology .....	1
1.2.1	Phase 1 Lanes and Traffic Volumes .....	2
1.2.2	Phase 3 Traffic Volumes .....	2
<b>2</b>	<b>Changes in Noise Impacts.....</b>	<b>3</b>
2.1	MVC Final EIS Noise Impacts .....	3
2.2	Updated Design Noise Impacts for the Refined Selected Alternative.....	3
2.2.1	Phase 1 Noise Analysis Results .....	3
2.2.2	Phase 3 Noise Analysis Results .....	6
<b>3</b>	<b>Noise Abatement .....</b>	<b>9</b>
3.1	MVC Noise-Abatement Measures for the EIS Selected Alternative .....	9
3.2	Noise-Abatement Analysis and Results for the Refined Selected Alternative .....	9
3.2.1	Noise-Abatement Methodology .....	9
3.2.2	Application of Phase 1 and Phase 3 Noise Mitigation Results .....	11
3.3	Summary of Refined Selected Alternative Noise Barriers Recommended for Balloting.....	12
<b>4</b>	<b>Conclusion.....</b>	<b>12</b>
	<b>Appendix A. Figures .....</b>	<b>13</b>
	<b>Appendix B. Phase 1 Noise Barrier Analysis Tables .....</b>	<b>17</b>
	<b>Appendix C. Phase 3 Noise Barrier Analysis Tables .....</b>	<b>19</b>

## Tables

Table 1. Traffic Volumes for Phase 1.....	2
Table 2. Traffic Volumes for Phase 3.....	2
Table 3. Phase 1 Noise Analysis Results .....	4
Table 4. Phase 3 Noise Analysis Results .....	6
Table 5. Phase 1 Noise Barriers Evaluated for the Refined Selected Alternative .....	11
Table 6. Phase 3 Noise Barriers Evaluated for the Refined Selected Alternative .....	12
Table B-1. Phase 1 Barrier 1 Evaluation.....	18
Table C-1. Phase 3 Barrier 2 Evaluation .....	19
Table C-2. Phase 3 Barrier 1 Evaluation .....	20

## Figures

Figure 1. Phase 1 Receptors .....	13
Figure 2. Phase 1 Receptors and Barrier 1 .....	14
Figure 3. Phase 3 Receptors and Barrier 2 .....	15
Figure 4. Phase 3 Receptors and Barrier 1 .....	16

# 1 Introduction

The purpose of this technical memorandum is to evaluate the expected change in noise impacts and mitigation, as documented in the Mountain View Corridor (MVC) Final Environmental Impact Statement (EIS) and Record of Decision (ROD), compared to the final design proposed for the MVC between 2100 North and State Route (SR) 73 in Utah County using the latest Utah Department of Transportation (UDOT) Noise Abatement Policy (June 15, 2017).

## 1.1 Final Design Changes

The MVC Final EIS evaluated the environmental impacts of the MVC between Interstate 80 in Salt Lake County and Interstate 15 in Utah County (about 44 miles). UDOT is currently preparing a Re-evaluation for the segment of the MVC in Utah County between 2100 North and SR 73 (about 2.5 miles).

The final design changes included with this segment are described in detail in the Re-evaluation. For the noise analysis, the relevant final design changes include the following:

- Constructing the two-lane frontage roads in each direction with the Refined Selected Alternative would increase traffic compared to the traffic with the EIS Selected Alternative and would move traffic closer to the homes in the Harvest Hills subdivision. The EIS Selected Alternative did not include the two-lane frontage roads between 2100 North and SR 73, and the noise from these two-lane frontage roads was not included in the Final EIS noise analysis.
- The construction of a system-to-system interchange at SR 73 with the Refined Selected Alternative would change the alignment of the ramps at the SR 73 interchange. The EIS Selected Alternative had assumed a local diamond interchange at SR 73.
- The Refined Selected Alternative would also construct a connector road to Harvest Hills Boulevard. The EIS Selected Alternative did not include this connector road in the noise analysis because the EIS Selected Alternative did not include the two-lane frontage roads that allow access to Harvest Hills Boulevard.

## 1.2 Methodology

The noise analysis included all front-row receptors within about 500 feet from the nearest travel lane, all of which are residential, with the exception of one receptor that represented the play area at Harvest Elementary School (Receptor 46 in Figure 1 in Appendix A). Modeling was performed using the Federal Highway Administration's (FHWA) Traffic Noise Model, version 2.5, and was based on the latest design files and digital terrain models provided by the project team. Roadways and noise barriers were modeled in 100-foot and 25-foot segments, respectively.

The Re-evaluation analyzed two separate phases (Phases 1 and 3) for the Refined Selected Alternative. The inputs for these two phases are described below. For a

description of the Refined Selected Alternative, see Table 1 of the *Environmental Impact Statement Re-evaluation for Utah County from 2100 North to SR 73*.

### 1.2.1 Phase 1 Lanes and Traffic Volumes

The Phase 1 noise evaluation included the Refined Selected Alternative's two-lane frontage roads in each direction. Traffic volumes were based on a level of service (LOS) of LOS C using free-flow speeds as specified by UDOT's Noise Abatement Policy (UDOT 08A2-1, June 15, 2017).

Phase 1 traffic volumes are presented in Table 1. All front-row homes and a few surrounding second- or third-row homes were included as receptors in the revised models with elevations generated from light detection and ranging (LIDAR) scans of the Wasatch Front in the project area. With this technology, receptor elevations are generally accurate within about 1.5 feet.

**Table 1. Traffic Volumes for Phase 1**

Element	Lanes	VPHPL (Auto)	VPHPL (Heavy Trucks*)	VPHPL (Total)	Speed (mph)
Frontage roads	4	672	28	700	50

mph = miles per hour; VPHPL = vehicles per hour per lane

\* 8% heavy trucks assumed

### 1.2.2 Phase 3 Traffic Volumes

The Phase 3 noise evaluation included the Refined Selected Alternative's three-lane freeway with auxiliary lanes (in each direction) and the two-lane frontage roads (in each direction). The Phase 3 analysis has the same number of freeway lanes that were evaluated in the Final EIS for the EIS Selected Alternative. Traffic volumes were based on LOS C using free-flow speeds as specified by UDOT's Noise Abatement Policy (UDOT 08A2-1, June 15, 2017).

Phase 3 traffic volumes are presented in Table 2.

**Table 2. Traffic Volumes for Phase 3**

Element	Lanes	VPHPL (Auto)	VPHPL (Heavy Trucks*)	VPHPL (Total)	Speed (mph)
Freeway	6	828	72	900	65
Frontage roads	4	672	28	700	50

mph = miles per hour; VPHPL = vehicles per hour lane

\* 8% heavy trucks assumed



## 2 Changes in Noise Impacts

### 2.1 MVC Final EIS Noise Impacts

For the EIS Selected Alternative, the Final EIS disclosed that noise would increase by 2 to 16 dBA (decibels on the A-weighted scale) at residences near the MVC between 2100 North and SR 73 compared to existing conditions. A total of 17 residences would be impacted by noise (see Section 13.5.4.2, 2100 North Freeway Alternative, of the MVC Final EIS). No noise barriers were identified or recommended for the impacted residences in this segment in the Final EIS. Under both noise policies (2008 and 2017), the noise-abatement criterion (NAC) for residences, schools, and recreation areas is 66 dBA.

### 2.2 Updated Design Noise Impacts for the Refined Selected Alternative

The proposed design changes included with the Refined Selected Alternative are described in Section 1.1, Final Design Changes, of this technical memorandum.

Per the June 15, 2017, UDOT Noise Abatement Policy, a noise impact occurs when the future worst-case noise level is equal to or greater than the NAC or the future worst-case noise level is greater than or equal to an increase of 10 dBA over existing noise levels.

The existing noise levels used are the monitored noise values from the Final EIS. Final EIS monitoring location 33 is the location that represents the areas with noise impacts from the Refined Selected Alternative.

Monitoring location 33 was at Bountiful Way (1950 North) and Providence Way (500 West) in the Harvest Hills subdivision. The measured noise level at this location was 46 dBA.

Updates or additional monitoring was not performed because the MVC is a new roadway project and no new roadway development has occurred since the publication of the Final EIS that would substantially change the existing noise conditions that were monitored for the Final EIS.

In addition to these changes, the Re-evaluation analyzed two separate phases (Phases 1 and 3) for the Refined Selected Alternative. The impact analyses for these two phases are presented in the following two sections.

#### 2.2.1 Phase 1 Noise Analysis Results

The Phase 1 noise evaluation included only the construction of the two-lane frontage roads in each direction that are proposed by the Refined Selected Alternative in Phase 1.

Figures 1 and 2 in Appendix A show the proposed design of Phase 1 for this segment of the MVC, with each receptor identified by number. Table 3 below provides existing conditions, future conditions with the Refined Selected Alternative, and impacts. Front-row receptors are denoted with an asterisk in the first column of Table 3.

**Table 3. Phase 1 Noise Analysis Results**

Receptor	Land Use Category	NAC	Existing (dBA)	Phase 1 Refined Selected Alternative (dBA)	Increase (dBA)	Impacted?	Phase 1 Barrier Number
1*	B	66	46	61	15	Yes	Barrier 1
2*	B	66	46	59	13	Yes	Barrier 1
3*	B	66	46	66	20	Yes	Barrier 1
4*	B	66	46	61	15	Yes	Barrier 1
5*	B	66	46	57	11	Yes	Barrier 1
6*	B	66	46	56	10	Yes	Barrier 1
7*	B	66	46	55	9	No	
8*	B	66	46	55	9	No	
9*	B	66	46	55	9	No	
10*	B	66	46	55	9	No	
11*	B	66	46	54	8	No	
12*	B	66	46	54	8	No	
13*	B	66	46	54	8	No	
14*	B	66	46	54	8	No	
15*	B	66	46	53	7	No	
16*	B	66	46	53	7	No	
17*	B	66	46	53	7	No	
18*	B	66	46	53	7	No	
19*	B	66	46	53	7	No	
20*	B	66	46	53	7	No	
21*	B	66	46	52	6	No	
22*	B	66	46	52	6	No	
23*	B	66	46	52	6	No	
24*	B	66	46	52	6	No	
25*	B	66	46	52	6	No	
26*	B	66	46	51	5	No	
27	B	66	46	57	11	Yes	Barrier 1
28	B	66	46	57	11	Yes	Barrier 1
29	B	66	46	55	9	No	
30	B	66	46	54	8	No	
31*	B	66	46	56	10	Yes	Barrier 1
32*	B	66	46	55	9	No	
33*	B	66	46	55	9	No	
34	B	66	46	53	7	No	
35	B	66	46	51	5	No	
36*	B	66	46	53	7	No	
37	B	66	46	50	4	No	
38	B	66	46	49	3	No	
39	B	66	46	52	6	No	
40	B	66	46	52	6	No	

(continued on next page)

**Table 3. Phase 1 Noise Analysis Results**

Receptor	Land Use Category	NAC	Existing (dBA)	Phase 1 Refined Selected Alternative (dBA)	Increase (dBA)	Impacted?	Phase 1 Barrier Number
41*	B	66	46	55	9	No	
42*	B	66	46	52	6	No	
43*	B	66	46	51	5	No	
44*	B	66	46	51	5	No	
45*	B	66	46	50	4	No	
46*	B	66	46	49	3	No	
47*	B	66	46	51	5	No	
48*	B	66	46	51	5	No	
49*	B	66	46	51	5	No	
50*	B	66	46	51	5	No	
51*	B	66	46	52	6	No	
52*	B	66	46	51	5	No	
53*	B	66	46	51	5	No	
54*	B	66	46	51	5	No	
55*	B	66	46	52	6	No	
56*	B	66	46	52	6	No	
57*	B	66	46	54	8	No	
58*	B	66	46	52	6	No	
59*	B	66	46	53	7	No	
60*	B	66	46	53	7	No	
61*	B	66	46	53	7	No	
62*	B	66	46	53	7	No	
63*	B	66	46	53	7	No	
64*	B	66	46	52	6	No	
65*	B	66	46	52	6	No	
66*	B	66	46	51	5	No	
67*	B	66	46	51	5	No	

\* Front-row receptor

As shown in Table 3 above, under the Phase 1 conditions, noise levels would increase by about 3 to 20 dBA with the Refined Selected Alternative between 2100 North and SR 73 compared to existing conditions.

The Phase 1 analysis showed that 9 of the 67 receptors would have noise impacts from the Refined Selected Alternative under Phase 1 conditions.

The mitigation analysis for the Phase 1 impacted receptors is discussed in Section 3.2.2, Application of Phase 1 and Phase 3 Noise Mitigation Results, of this technical memorandum.

## 2.2.2 Phase 3 Noise Analysis Results

The Phase 3 noise evaluation included the full MVC freeway and frontage roads that are proposed as part of the Refined Selected Alternative. The Phase 3 analysis has the same number of freeway lanes that were evaluated in the Final EIS for the EIS Selected Alternative.

Figures 3 and 4 in Appendix A show the proposed design of Phase 3 for this segment of the MVC, with each receptor identified with the current design files. Table 4 provides existing conditions, future conditions with the Phase 3 full build-out conditions, and impacts. Front-row receptors are denoted with an asterisk in the first column of Table 4.

**Table 4. Phase 3 Noise Analysis Results**

Receptor	Land Use Category	NAC	Existing (dBA)	Phase 3 Refined Selected Alternative (dBA)	Increase (dBA)	Impacted?	Phase 3 Barrier Number
1*	B	66	46	71	25	Yes	Barrier 1
2*	B	66	46	69	23	Yes	Barrier 1
3*	B	66	46	72	26	Yes	Barrier 1
4*	B	66	46	69	23	Yes	Barrier 1
5*	B	66	46	64	18	Yes	Barrier 1
6*	B	66	46	64	18	Yes	Barrier 1
7*	B	66	46	63	17	Yes	Barrier 1
8*	B	66	46	63	17	Yes	Barrier 1
9*	B	66	46	63	17	Yes	Barrier 1
10*	B	66	46	62	16	Yes	Barrier 1
11*	B	66	46	62	16	Yes	Barrier 1
12*	B	66	46	62	16	Yes	Barrier 1
13*	B	66	46	62	16	Yes	Barrier 1
14*	B	66	46	61	15	Yes	Barrier 1
15*	B	66	46	61	15	Yes	Barrier 1
16*	B	66	46	61	15	Yes	Barrier 1
17*	B	66	46	61	15	Yes	Barrier 1
18*	B	66	46	61	15	Yes	Barrier 1
19*	B	66	46	61	15	Yes	Barrier 1
20*	B	66	46	61	15	Yes	Barrier 1
21*	B	66	46	61	15	Yes	Barrier 1
22*	B	66	46	61	15	Yes	Barrier 1
23*	B	66	46	60	14	Yes	Barrier 1
24*	B	66	46	60	14	Yes	Barrier 1
25*	B	66	46	60	14	Yes	Barrier 1
26*	B	66	46	59	13	Yes	Barrier 1
27	B	66	46	65	19	Yes	Barrier 1
28	B	66	46	66	20	Yes	Barrier 1
29	B	66	46	64	18	Yes	Barrier 1

(continued on next page)

**Table 4. Phase 3 Noise Analysis Results**

Receptor	Land Use Category	NAC	Existing (dBA)	Phase 3 Refined Selected Alternative (dBA)	Increase (dBA)	Impacted?	Phase 3 Barrier Number
30	B	66	46	64	18	Yes	Barrier 1
31*	B	66	46	65	19	Yes	Barrier 1
32*	B	66	46	64	18	Yes	Barrier 1
33*	B	66	46	63	17	Yes	Barrier 1
34	B	66	46	62	16	Yes	Barrier 1
35	B	66	46	61	15	Yes	Barrier 1
36*	B	66	46	62	16	Yes	Barrier 1
37	B	66	46	61	15	Yes	Barrier 1
38	B	66	46	60	14	Yes	Barrier 1
39	B	66	46	61	15	Yes	Barrier 1
40	B	66	46	61	15	Yes	Barrier 1
41*	B	66	46	63	17	Yes	Barrier 1
42*	B	66	46	59	13	Yes	Barrier 2
43*	B	66	46	59	13	Yes	Barrier 2
44*	B	66	46	58	12	Yes	Barrier 2
45*	B	66	46	57	11	Yes	Barrier 2
46*	B	66	46	55	9	No	
47*	B	66	46	55	9	No	
48*	B	66	46	55	9	No	
49*	B	66	46	54	8	No	
50*	B	66	46	54	8	No	
51*	B	66	46	54	8	No	
52*	B	66	46	54	8	No	
53*	B	66	46	54	8	No	
54*	B	66	46	54	8	No	
55*	B	66	46	54	8	No	
56*	B	66	46	53	7	No	
57*	B	66	46	55	9	No	
58*	B	66	46	54	8	No	
59*	B	66	46	55	9	No	
60*	B	66	46	54	8	No	
61*	B	66	46	54	8	No	
62*	B	66	46	54	8	No	
63*	B	66	46	54	8	No	
64*	B	66	46	54	8	No	
65*	B	66	46	53	7	No	
66*	B	66	46	53	7	No	
67*	B	66	46	58	12	Yes	Barrier 2

\* Front-row receptor

As shown in Table 4 above, under the Phase 3 conditions, noise levels would increase by about 7 to 26 dBA with the Refined Selected Alternative between 2100 North and SR 73 compared to existing conditions.

The Phase 3 analysis showed that 46 of 67 receptors would have noise impacts from the Refined Selected Alternative under Phase 3 conditions.

The mitigation analysis for the Phase 3 impacted receptors is discussed in Section 3.2.2, Application of Phase 1 and Phase 3 Noise Mitigation Results, of this technical memorandum.

## 3 Noise Abatement

### 3.1 MVC Noise-Abatement Measures for the EIS Selected Alternative

As described in Section 13.6.5, Noise Abatement Measures for the Utah County Alternatives, of the Final EIS, the Final EIS noise analysis did not identify any noise barriers for the EIS Selected Alternative (2100 North Freeway Alternative) between 2100 North and SR 73 that were considered feasible and reasonable using the UDOT Noise Abatement Policy that was current when the Final EIS was published.

### 3.2 Noise-Abatement Analysis and Results for the Refined Selected Alternative

#### 3.2.1 Noise-Abatement Methodology

Per UDOT's current Noise Abatement Policy (June 15, 2017), the overall goal of abatement is to obtain substantial noise reductions, which might or might not result in noise levels below NAC levels. The two relevant criteria to consider when identifying and evaluating noise-abatement measures for mitigation are feasibility and reasonableness. Noise abatement will be provided only if it is determined by UDOT to be both feasible and reasonable.

**Feasibility.** UDOT's Noise Abatement Policy defines "feasible" using three factors: engineering considerations, safety on non-urban roadways, and acoustic feasibility. The feasibility factors must collectively be achieved for a noise-abatement measure to be considered "feasible." Failure to meet these factors will result in the noise-abatement measure being deemed not feasible and therefore not included in the proposed project. It is important to note that, even if all feasibility factors are achieved, noise abatement must still meet all reasonableness factors in order to be included in the project.

1. *Engineering Considerations* – Engineering considerations such as safety, presence of cross streets, sight distance, access to adjacent properties, wall height, topography, drainage, utilities, maintenance access, and maintenance of the abatement measure must be taken into account as part of establishing feasibility.
2. *Safety on Urban Non-access-controlled Roadways* – To avoid a damaged wall from becoming a safety hazard, in the event of a failure, wall height shall be no greater than the distance from the back of curb to the face of the proposed wall.
3. *Acoustic Feasibility* – This is defined as achieving at least a 5-dBA highway traffic noise reduction for at least 50% of front-row receptors.

**Reasonableness.** The reasonableness factors listed below must collectively be achieved for a noise-abatement measure to be considered “reasonable.” Failure to achieve any of these factors will result in the noise-abatement measure being deemed not reasonable and therefore not included in the proposed project.

1. *Noise-Abatement Design Goal* – UDOT defines the minimum noise reduction (design goal) from proposed abatement measures to be 7 dBA or greater for at least 35% of front-row receptors. In accordance with 23 Code of Federal Regulations 772, no abatement measure shall be deemed reasonable if the noise-abatement design goal cannot be achieved.
2. *Cost-Effectiveness* – Noise-abatement costs are based on a fixed unit cost of \$20 per square foot, multiplied by the height and length of the wall, in addition to the cost of any other item associated with the abatement measure that is critical to safety. The cost-effectiveness of abatement is determined by analyzing the cost of a wall that would provide a noise reduction of 5 dBA or more for a benefited receptor. A reasonable cost is considered to be a maximum of \$30,000 per benefited receptor (Activity Category B) and \$360 per lineal foot for Activity Categories A, C, D, or E. If the anticipated cost of the noise-abatement measure is less than the allowable cost, then the abatement is deemed reasonable.
3. *Viewpoints of Property Owners and Residents* – Viewpoints of property owners and residents (non-owners) must be solicited to determine whether noise abatement is desired pursuant to Section C.2.c of UDOT’s Noise Abatement Policy (June 15, 2017).

The noise analysis conducted for the Re-evaluation analyzed whether the noise barriers would be feasible and whether they would meet the reasonable noise-abatement design goal and cost-effectiveness criterion. If a noise barrier was determined to be both feasible and it met the reasonable noise-abatement design goal and cost-effectiveness criterion, it is recommended for balloting by property owners and residents.



### 3.2.2 Application of Phase 1 and Phase 3 Noise Mitigation Results

As described in Section 2.2, Updated Design Noise Impacts for the Refined Selected Alternative, the noise analysis for the Re-evaluation included two separate phases. The Phase 1 noise impact analysis included only the two-lane frontage roads proposed as part of Phase 1 of the Refined Selected Alternative. The Phase 3 noise impact analysis included the full MVC freeway and frontage roads proposed with the Refined Selected Alternative. The Phase 3 noise impact analysis has the same number of freeway lanes that were evaluated in the Final EIS for the EIS Selected Alternative.

The following bullets summarize the approach that was used for the results of the Phase 1 and Phase 3 noise mitigation evaluations:

- If a noise barrier qualifies according to both the Phase 1 and Phase 3 analyses, UDOT would construct the Phase 3 barrier during Phase 1 of the project so that UDOT would not have to reconstruct the noise barrier during Phase 3.
- If a noise barrier qualifies according to the Phase 1 analysis but does not qualify according to the Phase 3 analysis, UDOT would construct the Phase 1 noise barrier during Phase 1 of the project.
- If a noise barrier does not qualify according to the Phase 1 analysis but does qualify according to the Phase 3 analysis, UDOT would construct the Phase 3 noise barrier during Phase 3 of the project.
- If a noise barrier does not qualify according to either the Phase 1 or Phase 3 analyses, no noise barrier would be constructed.

#### Phase 1 Noise Mitigation Results

The Phase 1 noise impacts for the Refined Selected Alternative are shown above in Table 3, Phase 1 Noise Analysis Results.

The Phase 1 analysis showed that 9 of the 67 receptors would have noise impacts from the Refined Selected Alternative under Phase 1 conditions. The noise-impacted receptors (Receptors 1 through 6, 27, 28, and 31) are at the southern end of the Phase 1 alignment (Figure 2 in Appendix A).

The Phase 1 noise-abatement analysis for the Refined Selected Alternative evaluated the Barrier 1 listed in Table 5. Barrier 1 is shown in Figure 2 in Appendix A.

**Table 5. Phase 1 Noise Barriers Evaluated for the Refined Selected Alternative**

Barrier Number	Location	North or West Terminus	South or East Terminus	Length (feet)	Height (feet)	Feasible and Reasonable?
1	East side of MVC	Andrews Lane	South of Military Road (south of Receptor 1)	1,650	18	No

Detailed information regarding the feasible and reasonable analysis for Phase 1 Barrier 1 is included in Appendix B of this technical memorandum.

As shown in Table 5 above, Phase 1 Barrier 1 would not be considered feasible and reasonable according to UDOT's Noise Abatement Policy (June 15, 2017).

### Phase 3 Noise Mitigation Results

The Phase 3 noise impacts for the Refined Selected Alternative are shown above in Table 4, Phase 3 Noise Analysis Results.

The Phase 3 analysis showed that 46 of 67 receptors would have noise impacts from the Refined Selected Alternative under Phase 3 conditions.

The Phase 3 noise-abatement analysis for the Refined Selected Alternative evaluated the two noise barriers listed in Table 6. These barriers are shown in Figures 3 and 4 in Appendix A.

**Table 6. Phase 3 Noise Barriers Evaluated for the Refined Selected Alternative**

Barrier Number	Location	North Terminus	South Terminus	Length (feet)	Height (feet)	Feasible and Reasonable?
1	East side of MVC	Harvest Hills Blvd.	South of Military Road (south of Receptor 1)	2,925	18	No
2	East side of MVC	Harvest Elementary School	Harvest Hills Blvd. (at Receptor 42)	825	18	No

Detailed information regarding the feasible and reasonable analyses for each of these noise barriers is included in Appendix C of this technical memorandum.

As shown in Table 6 above, Phase 3 Barriers 1 and 2 would not be considered feasible and reasonable according to UDOT's Noise Abatement Policy (June 15, 2017).

### 3.3 Summary of Refined Selected Alternative Noise Barriers Recommended for Balloting

The Phase 1 and Phase 3 analyses showed that noise barriers would not be feasible and reasonable under UDOT's Noise Abatement Policy (June 15, 2017). No noise barriers are recommended for balloting in Phase 1 or Phase 3.

## 4 Conclusion

Under the Phase 3 conditions of the Refined Selected Alternative, the noise levels would be similar to those disclosed for the EIS Selected Alternative in the Final EIS.

The Phase 1 and Phase 3 analyses showed that noise barriers would not be feasible and reasonable under UDOT's Noise Abatement Policy (June 15, 2017). No noise barriers are recommended for balloting in Phase 1 or Phase 3.

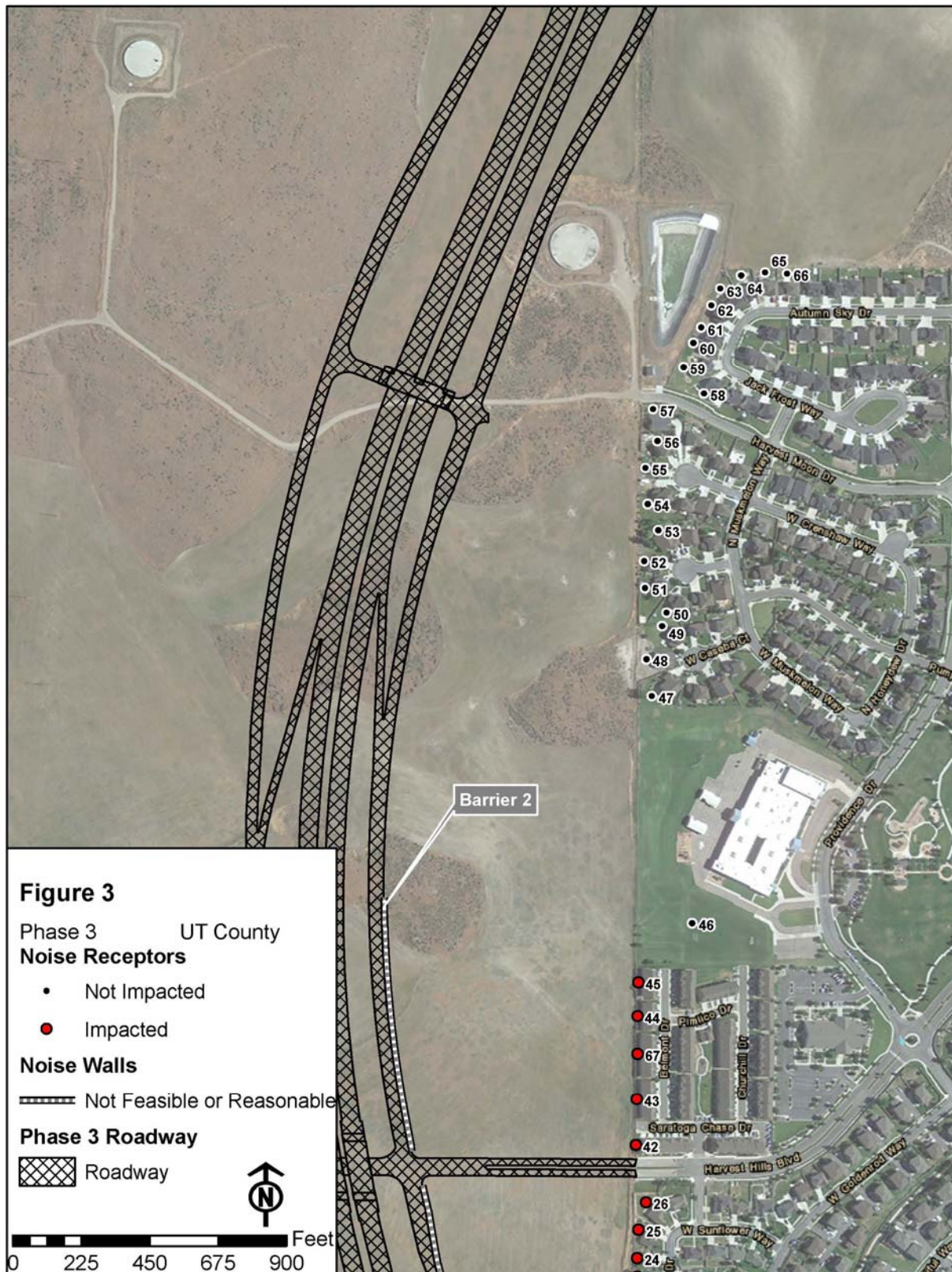








Figure 3. Phase 3 Receptors and Barrier 2





**Figure 4**

Phase 3 UT County  
**Noise Receptors**

- Not Impacted
- Impacted

**Noise Walls**

Not Feasible or Reasonable

**Phase 3 Roadway**

Roadway

Feet

0 225 450 675 900

## Appendix B. Phase 1 Noise Barrier Analysis Tables

### Mitigation for Phase 1

As shown in Table 3, Phase 1 Noise Analysis Results, in Phase 1, 9 of 67 receptors would have noise impacts from the Refined Selected Alternative under Phase 1 conditions. Barrier 1 described below and illustrated in Figure 2 in Appendix A was evaluated to mitigate for the Phase 1 noise impacts.

#### Barrier 1 (Figure 2)

Barrier 1 is intended to mitigate impacts to front-row Receptors 1 to 6, as well as to provide noise abatement, if warranted, at impacted second-row receptors 27, 28, and 31 in this area. All receptors associated with Barrier 1 are Category B receptors.

Barrier 1 was modeled between 8 and 18 feet high. At a barrier height of 18 feet, Barrier 1 would meet the barrier feasibility and design goal requirements of UDOT's noise-abatement policy.

An 18-foot-high wall located at the eastern edge of the MVC northbound frontage road would achieve a 5-dBA or greater reduction for 43% of the impacted front-row receptors (6/14) and would achieve a 7-dBA or greater reduction for 7% of front-row receptors (1/14). Barrier 1 would be 1,650 feet long. Table B-1 below summarizes the noise reduction for Receptors 1 to 9 and 27 to 41. The front-row receptors are denoted with an asterisk in the first column of Table B-1. Receptors 27 to 30, 34, 35, and 37 to 40 are considered second-row receptors. Although receptors 7 to 9 were not impacted receptors they are considered front-row receptors in this analysis because Barrier 1 was extended further north to attempt to achieve greater noise abatement for impacted receptors 1 to 6.

**Table B-1. Phase 1 Barrier 1 Evaluation**

Receptor	Phase 1 Refined Selected Alternative with No Barrier (dBA)	Phase 1 Refined Selected Alternative with 18-foot Barrier (dBA)	Reduction (dBA)	≥5 dBA Reduction?	≥7 dBA Reduction?
1*	61	59	2	No	No
2*	59	56	3	No	No
3*	66	53	13	Yes	Yes
4*	61	57	4	No	No
5*	57	52	5	Yes	No
6*	56	52	4	No	No
7*	55	52	3	No	No
8*	55	52	3	No	No
9*	55	53	2	No	No
27	57	49	8	Yes	Yes
28	57	50	7	Yes	Yes
29	55	49	6	Yes	No
30	54	49	5	Yes	No
31*	56	51	5	Yes	No
32*	56	50	6	Yes	No
33*	55	49	6	Yes	No
34	53	48	5	Yes	No
35	51	47	4	No	No
36*	53	49	4	No	No
37	50	46	4	No	No
38	49	46	3	No	No
39	52	46	6	Yes	No
40	52	46	6	Yes	No
41*	55	50	5	Yes	No

\* Front-row receptor

### Feasible Acoustic Test

1. Would >50% of the front-row receptors have a ≥5 dBA reduction? **No** (6/14= 43%)

### Reasonable Design Goal and Cost-Effectiveness Tests

1. Design goal – Would ≥35% of the front-row receptors have a ≥7 dBA reduction?  
**No** (1/14=7%)
2. Cost-effectiveness – Is the barrier cost less than or equal to the allowable cost?  
**Not applicable – barrier does not meet design goal at 18 feet.**

### Recommendation

Phase 1 Barrier 1 is not feasible and reasonable and is not recommended for balloting.



## Appendix C. Phase 3 Noise Barrier Analysis Tables

### Mitigation for Phase 3

As shown in Table 4, Phase 3 Noise Analysis Results, in Phase 3, 46 of 67 receptors would have noise impacts as a result of substantially increased traffic volumes on the MVC mainline. The two barriers described below and illustrated in Figures 3 and 4 in Appendix A were evaluated to mitigate for the Phase 3 noise impacts.

#### Barrier 2 (Figure 3)

Barrier 2 is intended to mitigate impacts to Receptors 42 to 45 and Receptor 67 that are located north of Harvest Hills Boulevard. All of these receptors are considered front-row receptors (denoted with an asterisk in the first column of Table C-1). A continuous barrier between 8 and 18 feet high was modeled from the southern terminus at Harvest Hills Boulevard north to Harvest Elementary School. The modeled barrier was 825 feet long.

Barrier 2 at a height of 18 feet would not be acoustically feasible (0% of front-row receptors receiving a 5-dBA or greater reduction due to the barrier). The barrier would also not meet the design goal (0% of impacted front-row receptors would achieve a 7-dBA or greater noise reduction due to the barrier).

Barrier 2 would not be feasible and reasonable in Phase 3.

Table C-1 summarizes the noise reduction for Receptors 42 through 45 and Receptor 67.

**Table C-1. Phase 3 Barrier 2 Evaluation**

Receptor	Phase 3 Refined Selected Alternative with No Barrier (dBA)	Phase 3 Refined Selected Alternative with 18-foot Barrier (dBA)	Reduction (dBA)	≥5 dBA Reduction?	≥7 dBA Reduction?
42*	59	59	0	No	No
43*	59	59	0	No	No
44*	58	58	0	No	No
45*	57	57	0	No	No
67*	58	58	0	No	No

\* Front-row receptor

#### Feasible Acoustic Test

1. Would >50% of the front-row receptors have a ≥5 dBA reduction? **No** (0/5 = 0%)

#### Reasonable Design Goal and Cost-Effectiveness Tests

1. Design goal – Would ≥35% of the front-row receptors have a ≥7 dBA reduction?  
**No** (0/5 = 0%)
2. Cost-effectiveness – Is the barrier cost less than or equal to the allowable cost?  
**Not applicable – barrier does not meet design goal at 18 feet.**

## Recommendation

Phase 3 Barrier 2 is not acoustically feasible and does not meet the design goal.  
Phase 3 Barrier 2 is not recommended for balloting.

## Barrier 1 (Figure 4)

Barrier 1 is intended to mitigate impacts to Receptors 1 through 41. The front-row receptors are Receptors 1 through 26, 31 through 33, 36, and 41 and are denoted with an asterisk in the first column of Table C-2. A continuous barrier between 8 and 18 feet high was modeled from the southern terminus south of Military Road to Harvest Hills Boulevard. The modeled barrier was 2,925 feet long.

Barrier 1 at a height of 18 feet would not be acoustically feasible (3% of front-row receptors would receive a 5-dBA or greater reduction due to the barrier). The barrier would also not meet the design goal (3% of impacted front-row receptors would achieve a 7-dBA or greater noise reduction due to the barrier).

Barrier 1 would not be feasible and reasonable under Phase 3.

Table C-2 summarizes the noise reduction for Receptors 1 through 41.

**Table C-2. Phase 3 Barrier 1 Evaluation**

Receptor	Phase 3 Refined Selected Alternative with No Barrier (dBA)	Phase 3 Refined Selected Alternative with 18-foot Barrier (dBA)	Reduction (dBA)	≥5 dBA Reduction?	≥7 dBA Reduction?
1*	71	69	2	No	No
2*	69	66	3	No	No
3*	72	60	12	Yes	Yes
4*	69	65	4	No	No
5*	64	64	0	No	No
6*	64	63	1	No	No
7*	63	63	0	No	No
8*	63	63	0	No	No
9*	63	63	0	No	No
10*	62	62	0	No	No
11*	62	62	0	No	No
12*	62	62	0	No	No
13*	62	62	0	No	No
14*	61	61	0	No	No
15*	61	61	0	No	No
16*	61	61	0	No	No
17*	61	61	0	No	No
18*	61	61	0	No	No
19*	61	61	0	No	No
20*	61	61	0	No	No
21*	61	61	0	No	No
22*	61	61	0	No	No

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**Table C-2. Phase 3 Barrier 1 Evaluation**

Receptor	Phase 3 Refined Selected Alternative with No Barrier (dBA)	Phase 3 Refined Selected Alternative with 18-foot Barrier (dBA)	Reduction (dBA)	≥5 dBA Reduction?	≥7 dBA Reduction?
23*	60	60	0	No	No
24*	60	60	0	No	No
25*	60	60	0	No	No
26*	59	59	0	No	No
27	65	62	3	No	No
28	66	62	4	No	No
29	64	63	1	No	No
30	64	63	1	No	No
31*	65	63	2	No	No
32*	64	63	1	No	No
33*	63	63	0	No	No
34	62	62	0	No	No
35	61	61	0	No	No
36*	62	62	0	No	No
37	61	61	0	No	No
38	60	60	0	No	No
39	61	61	0	No	No
40	61	61	0	No	No
41*	63	63	0	No	No

\* Front-row receptor

### Feasible Acoustic Test

1. Would >50% of the front-row receptors have a ≥5 dBA reduction? **No** (1/31 = 3%)

### Reasonable Design Goal and Cost-Effectiveness Tests

1. Design goal – Would ≥35% of the front-row receptors have a ≥7 dBA reduction?  
**No** (1/31 = 3%)
2. Cost-effectiveness – Is the barrier cost less than or equal to the allowable cost?  
**Not applicable – barrier does not meet design goal at 18 feet.**

### Recommendation

Phase 3 Barrier 1 is not acoustically feasible and does not meet the design goal.  
Phase 3 Barrier 1 is not recommended for balloting.

**Appendix D**  
**Clearance Memos**

## **MEMORANDUM**

## **UTAH DEPARTMENT OF TRANSPORTATION**

**Date:** Wednesday, November 29, 2017

**To:** Matt Parker  
UDOT Region 3 Project Manager

**From:** Rod Hess  
UDOT Senior Landscape Architect

**Re:** **ENVIRONMENTAL REVIEW FOR INVASIVE SPECIES, WETLANDS, WATER RESOURCES AND VISUAL AESTHETICS**  
UDOT Project S-0085(10); SR-85, Mountain View Corridor, SR-73 to 2100 North, Utah County, Utah (PIN 11982)

### **Project Scope of Work**

The Utah Department of Transportation (UDOT) proposes the above referenced state-funded project to construct a phase of the Mountain View Corridor (MVC) in Utah County. This proposed phase of MVC includes the construction of two-lane frontage roads between SR-73 and the intersection of 2100 North and Redwood Road. During the EIS process, MVC was designed to a concept level. To account for final design, additional disturbances and an increased project footprint area of MVC, UDOT is in the process of completing an environmental re-evaluation to provide an updated analysis environmental resources based on the Refined Selected Alternative.

This state-funded project has been reviewed, within the updated proposed project limits for the following categories of resources identified in the UDOT Re-evaluation. A summary of findings and recommendations follow:

### **Noxious Species**

Noxious weed species, as defined by the Utah Noxious Weed Act (Utah Administrative Code, Rule R68-9), have been identified growing within the project limits. To reduce the introduction and spread of noxious weeds, the project is required to properly clean earthmoving construction equipment before mobilizing onto the project and identify and treat any existing noxious weeds before earth disturbing activities begin and throughout the project schedule.

#### **Mitigation Commitments:**

1. **Include UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL in the contract documents to require that earthmoving construction equipment is to be properly cleaned before mobilizing onto the project site and to treat any noxious weeds within the project limits and schedule. (UDOT)**
2. **Comply with UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL requirements by properly cleaning all earthmoving construction equipment before mobilizing onto the project site, treating any existing noxious weeds before earth disturbing activities and avoiding unnecessary earth disturbances. (Awarded Contractor)**

### **Wetland and Water Resources**

The project has been evaluated for Waters of the United States (WOTUS), including wetlands, regulated by U.S. Army Corps of Engineers (Army Corps) and other waters under the jurisdiction of the State of Utah. To determine whether WOTUS are situated within or adjacent to the project limits an initial desktop analysis of aerial imagery and National Wetland Inventory (NWI) was completed. Based on analysis of the project area, the only water resource found within the project limits is an irrigation canal that crosses the project at two (2) separate locations. Irrigation water flowing through this canal originates from the Jordan River near Camp Williams, via a pump station. Water flows from the pump station through the canal to water users to the west and south. The canal flows are conveyed through the project to the south where they eventually terminate prior to reaching Utah Lake or another WOTUS. The canal would not be considered a jurisdictional WOTUS

because they don't directly connect to another downstream WOTUS. No other WOTUS, including wetlands are found within the redefined project limits.

Work to construct the project across the canal which would include installation of culverts and other elements will not require a permit from either the Army Corps or the State of Utah.

This project will impact more than one (1) acre of earth and therefore is required to comply with the Utah Pollutant Discharge Elimination System (UPDES) Utah Construction General Permit (UCGP), by completing a Stormwater Pollution Prevention Plan (SWPPP). Earth disturbing activities may not begin until the SWPPP has been signed by both the contract and UDOT Resident Engineer and the contractor has submitted a Notice of Intent (NOI) to the Utah Division of Water Quality.

FEMA Special Flood Hazard Areas are not mapped within the project limits; therefore it is not required to obtain a floodplain development permit from the local authority.

**Mitigation Commitments:**

1. **Comply with UCGP, by preparing a SWPPP during design and advertisement; provide SWPPP to the project awarded contractor prior to Notice to Proceed. (UDOT)**
2. **Comply with UCGP, by finalizing the SWPPP and submitting a NOI to Utah Division of Water Quality prior to beginning earth disturbing activities; implement and maintain the project SWPPP throughout project construction. (Awarded Contractor)**

<b>Visual Aesthetics</b>
--------------------------

This proposed project has limited disturbance and will not have significant visual impacts to the surrounding areas.

**Mitigation Commitments:**

1. **Visual: Reclaim all disturbed areas per UDOT standard specifications. (Awarded Contractor)**

# Memorandum



To: Kevin Kilpatrick, Transportation, NEPA Project Manager  
HDR, Inc.

From: Paul W. West, Wildlife Program Manager  
UDOT, Environmental Services

*P.W.W.*

Date: November 15, 2017

Re: S-0085(10) – Mountain View Corridor, 2100 North to SR-73 Reevaluation, Utah County,  
(PIN 11982)

CC: Richard Crosland – UDOT, Region 3  
Ashley Green – UDWR, Headquarters  
Mark Farmer – UDWR, Central Region  
Matt Howard – UDWR, Central Region  
Lloyd Neeley – UDOT, Maintenance  
File

Encl:

During the EIS process, The Utah Department of Transportation (UDOT) the Mountain View Corridor project was designed to a concept level. Comprehensive engineering and detailed studies were not conducted as part of the EIS process. Based on the final design and additional coordination with stakeholders, the EIS Selected Alternative alignment was modified to become the Refined Selected Alternative. The following table is a summary of roadway changes to be made in the reevaluation.

Phase	EIS Selected Alternative	Refined Selected Alternative
1	<ul style="list-style-type: none"><li>• Arterial with two lanes each direction</li><li>• At-grade intersections</li></ul>	<ul style="list-style-type: none"><li>• Arterial frontage roads with two lanes each direction</li><li>• At-grade intersections</li></ul>
2	<ul style="list-style-type: none"><li>• Convert intersections to interchanges (arterial to freeway)</li></ul>	<ul style="list-style-type: none"><li>• Convert intersections to interchanges (arterial to freeway)</li></ul>
3	<ul style="list-style-type: none"><li>• Add additional freeway lane (three lanes each direction) to the median</li><li>• Final configuration is a six-lane freeway</li></ul>	<ul style="list-style-type: none"><li>• Construct freeway lanes (three lanes in each direction) between the frontage roads.</li><li>• Construct slip ramps allowing access to frontage roads from MVC freeway.</li><li>• Complete MVC system to system interchanges at SR-73 and 2100 North.</li><li>• Final configuration is a six-lane freeway with frontage roads</li></ul>

A review of the Utah Division of Wildlife Resources, Utah Natural Heritage Program (UDWR/UNHP) 2016 database, U.S. Fish and Wildlife Service IPaC and GIS shapefile data and recent aerial imagery indicates that no federally listed, threatened, endangered or candidate species or any critical habitat would be affected by this project.

In accordance with the U.S. Fish and Wildlife Service memo dated January 27, 2006, they do not issue concurrence letters for “no-effect” determinations. Therefore, this memo is being issued in lieu of their concurrence for your environmental documentation.

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In addition, I have evaluated the above-referenced project regarding Greater Sage Grouse (*Centrocercus urophasianus*) (GSG) as required by the Conservation Plan for Greater Sage-grouse MOU between UDWR and UDOT. Based on the Greater Sage Grouse 2016 habitat mapping, and the UDWR/UNHP 2016 database, this project should not negatively affect Greater Sage Grouse.

Also, I have evaluated this project for migratory birds as required in the Migratory Bird Treaty Act of 1918 and the UDOT Environmental Manual of Instructions. According to the UDWR/NHP 2016 database, as long as no trees or understory are disturbed, no migratory birds should be affected by this project.

If you have any questions, please call me at (801) 633-8747, or email me at [paulwest@utah.gov](mailto:paulwest@utah.gov).



**Appendix E**  
**DOE/FOE**

16-1593



State of Utah

GARY R. HERBERT  
Governor

SPENCER J. COX  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
Executive Director

SHANE M. MARSHALL, P.E.  
Deputy Director

November 28, 2016

Mr. Chris Merritt  
Deputy State Historic Preservation Officer  
Utah Division of State History  
300 Rio Grande  
Salt Lake City, UT 84101-1182

RE: UDOT Project No. S-0085(10), SR-85:Mountainview Corridor, SR-73 to 2100 North, Utah County (PIN 11982).

**Determination of Eligibility and Finding of No Adverse Effect.**

Dear Mr. Merritt:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project requiring federal oversight. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

### PROJECT DESCRIPTION

The Mountain View Corridor project (MVC) is preparing a Re-evaluation of the Environmental Impact Statement that was completed in 2008 (UDSH Case No. 03-976). The re-evaluation is intended to examine the potential impacts of proposed design changes and determine if a Supplemental Environmental Impact Statement will need to be prepared. The two main design changes to MVC are the addition of frontage roads along MVC mainline between 2100 North and SR-73 in Lehi, Utah and the inclusion of direct ramps connecting MVC to SR-73. The addition of frontage roads, which are included in other completed sections of MVC, will provide for development along the corridor and the direct ramps will improve traffic flow and reduce congestion where MVC meets SR-73. There are two proposed frontage roads, one on the west side and the other on the east side of MVC mainline. When both are constructed, they will be two-lane, one-way roads. The initial construction phase would construct the east side frontage road in a two lane configuration with one lane in each direction. As funding becomes available, the second frontage road and the MVC mainline would be constructed.

The project area is located in the northwestern portion of Utah County, in and near the community of Saratoga Springs. The area essentially constitutes the southeast foothills of the Traverse Mountains. SR-68 (Redwood Road), SR-145

Received

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USHPO

(Pioneer Crossing), and Foothill Boulevard are the primary roadways in the area. Most of the survey area/APE comprises undeveloped lands west of SR-68 and west of modern subdivisions. Land throughout the survey area/APE has been extensively used for agriculture, particularly wheat and alfalfa cultivation. Almost all buildings and structures in the area were constructed after 1995. The APE encompasses approximately 113 hectares (278 acres). Lands on which the undertaking would occur are owned by the UDOT and private parties.

The APE has been surveyed by Certus Environmental Solutions, LLC, under State Antiquities Project Number U15HY0470ps, and the complete results are reported in *A Supplemental Archaeological Resource Assessment for the Mountain View Corridor Project; I-80 to Utah County Environmental, Utah, 2016* (see enclosed report). An intensive level pedestrian survey was conducted using 15 meter transects to identify archaeological resources.

The survey has resulted in the identification of 3 archaeological sites. Of these, two archaeological sites are eligible to the National Register of Historic Places (NRHP). The two sites were previously recorded by the original survey for the EIS and are located in the APE of the project. One new archaeological site was recorded by the supplemental survey. The new site is a small lithic scatter and is not eligible to the NRHP. No known traditional cultural properties or paleontological resources are located in the APE. The Determinations of Eligibility and Findings of Effects (for both Section 106 and Section 4(f)) are provided in Table 1 for archaeological resources.

## ARCHAEOLOGICAL RESOURCES

Table 1. Determinations of Eligibility and Findings of Effect for Archaeological Resources.

Site	Name or Description	NRHP Eligibility	Finding of Effect	Warrants preservation in place	Section 4(f) Use
42UT947/42UT1449	Murdock/Provo Reservoir Canal	Eligible	No Adverse Effect	No	No Use
42UT1935	Prehistoric Lithic Scatter	Not Eligible	No Historic Properties Affected	NA	NA
42UT948	Salt Lake & Western Railroad	Eligible	No Adverse Effect	No	No Use

**Description of Effect to Site 42UT947/42UT1449:** The Murdock/Provo Reservoir Canal System is extensive throughout the north part of Utah County and is several miles in length. The canal system crosses the proposed freeway/frontage road system in at least 5 separate locations. The canal or canal lateral will likely be piped at each of these crossings and the roadway slope will cover the new culverts. Two crossings (at SR-73 and on the MVC just north of the SR-73/MVC junction) will have impacts of approximately 300-500 feet each. The other crossings would likely have less of the canal or lateral impacted. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect. As this site does not warrant preservation in place, Section 4(f) does not apply.

**Description of Effect to Site 42UT948:** Site 42UT948 is the remains of the Salt Lake & Western Railroad. No historical railroad features other than a wide, flat earthen berm are present in the APE. The berm is overgrown and discontinuous, with segments having been destroyed by land development and roadway construction. The longest intact segment of the berm in the APE is approximately 300 feet long. The property parcel will be impacted by the east frontage road for the Mountain View Corridor. The project will affect a relatively small portion of the site and will not substantially impact or alter any contributing elements of the site or any of the character-defining features for which it was determined eligible for the NRHP. Thus, the proposed project will result in a finding of No Adverse Effect. As this site does not warrant preservation in place, Section 4(f) does not apply.

**Description of Effect to Site 42UT1935:** The site is not eligible to the NRHP. The project will result in a finding of No Historic Properties Affected for this site.

## CONSULTATION EFFORTS

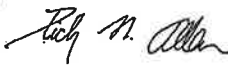
Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Eastern Shoshone Tribe, Paiute Indian Tribe of Utah, Shivwits Band of Paiute Indians, Cedar Band of Paiute Indians, Skull Valley Band of Goshute Indians, and the Confederated Tribes of the Goshute (sent 11/18/2016). No responses or comments have currently been received from the tribes mentioned.

## SUMMARY

To summarize, the project as a whole will continue to result in a finding of Adverse Effect and Section 4(f) Greater than *de minimis*; however, the additional parcels investigated for the reevaluation will result in **No Adverse Effect** for 2 archaeological sites and no Section 4(f) uses, and a finding of **No Historic Properties Affected** for all remaining architectural properties and archaeological sites. Therefore, the Finding of Effect for the proposed UDOT Project No S-0085(10), SR-85 Mountainview Corridor, SR-73 to 2100 North, Utah County, is **No Adverse Effect**.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Rich Allen at 801-709-9694 or richallen@utah.gov.

Sincerely,



Rich Allen  
NEPA/NHPA Specialist  
UDOT Region Three

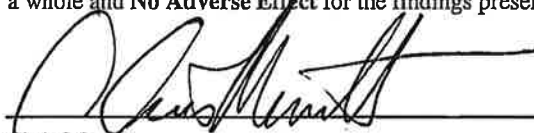


Liz Robinson  
Cultural Resources Manager  
UDOT Central Environmental

Enclosures

cc: Matt Parker  
Rich Crosland

Regarding UDOT Project No S-0085(10), SR-85 Mountainview Corridor, SR-73 to 2100 North, Utah County, I concur with the Determination of Eligibility and Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *First Amended Programmatic Agreement*, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the FHWA and the UDOT have determined that the finding is Adverse Effect for the project as a whole and **No Adverse Effect** for the findings presented herein.



Chris Merritt  
Deputy State Historic Preservation Officer

12/5/10  
Date