

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting**

March 3, 2026

**4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting**

TIME AND ORDER OF ITEMS ARE APPROXIMATE AND MAY BE CHANGED AS TIME PERMITS

I. WORK MEETING - 4:00 P.M.

1. Discussion Regarding Best Practices for Wildland Urban Interface Area and 2026 Fireworks Restrictions (Eric Hales and Clint Neerings) - *45 min*
2. Discussion Regarding Auto Body Shop at 435 W 100 S (Jacob Roberts, Planner) - *20 min*
3. Policy Discussion of Dogs in City Public Places (J. Mark Smedley, Asst. City Manager) - *30 min*
4. Heber City Flag Contest (Lainee Meyers, Executive Assistant to the City Manager) - *20 min*

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order
2. Pledge of Allegiance (Morgan Murdock, Council Member)
3. Prayer/Thought by Invitation (Heidi Franco, Mayor)

IV. AWARDS, RECOGNITION, and PROCLAMATIONS:

1. Mayor's Award for the Heber Central Project and the UCEA Project of the Year Award

V. CONFLICT OF INTEREST DISCLOSURE:

VI. CONSENT AGENDA:

1. February 17, 2026, City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Amendment to Heber City Consolidated Fee Schedule, Ordinance 2026-02 (Parker Sever, Chief of Police)
3. Ordinance 2026-03 Updating the Heber Market on Main (HMOM) Vendor Fees in the Consolidated Fee Schedule (Matt Brower, City Manager)
4. Resolution 2026-04 declaring April 13 through April 20, 2026, as Dark Sky Week (Tony Kohler, Community Development Director)

5. Community Alliance of Mainstreet (CAMS) TAP Tax Funding Request (Rachel Kahler, CAMS Executive Director)

VII. PUBLIC COMMENTS: (3 min per person/20 min max)

VIII. GENERAL BUSINESS ITEMS:

IX. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. County Proposed Joint DEIS Letter to UDOT (County Council Request) - *20 min*
2. Heber City's America 250 Monument Proposal (Matt Brower, City Manager) - *20 min*
3. Heber Leadership Academy (HLA) Project Presentation (Matt Brower, City Manager) - *20 min*
4. Proposed Changes to Sawmill Phase 6 & 8 (Jamie Baron, Planning Manager) - *45 min*
5. Parks and Trails Impact Fee Credit Agreement (Jeremy Cook, City Attorney) - *30 min*
6. Sixth Amendment to Jordanelle Ridge Development Agreement (Jeremy Cook, City Attorney) - *30 min*

X. COMMUNICATION:

XI. ADJOURNMENT:

Ordinance 2006-05 allows Heber City Council Members to participate in meetings via telecommunications media. In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Trina Cooke at the Heber City Offices 435.657.7886 at least eight hours prior to the meeting.

Posted on February 26, 2026 , in the Heber City Municipal Building located at 75 North Main, the Heber City Website at www.heberut.gov, and on the Utah Public Notice Website at <http://pmn.utah.gov>.



WASATCH FIRE DISTRICT



“Our family helping your family”

A Member of the International Code Family



INTERNATIONAL WILDLAND- URBAN INTERFACE CODE

2006



FIREWISE USA[®]

Residents reducing wildfire risks

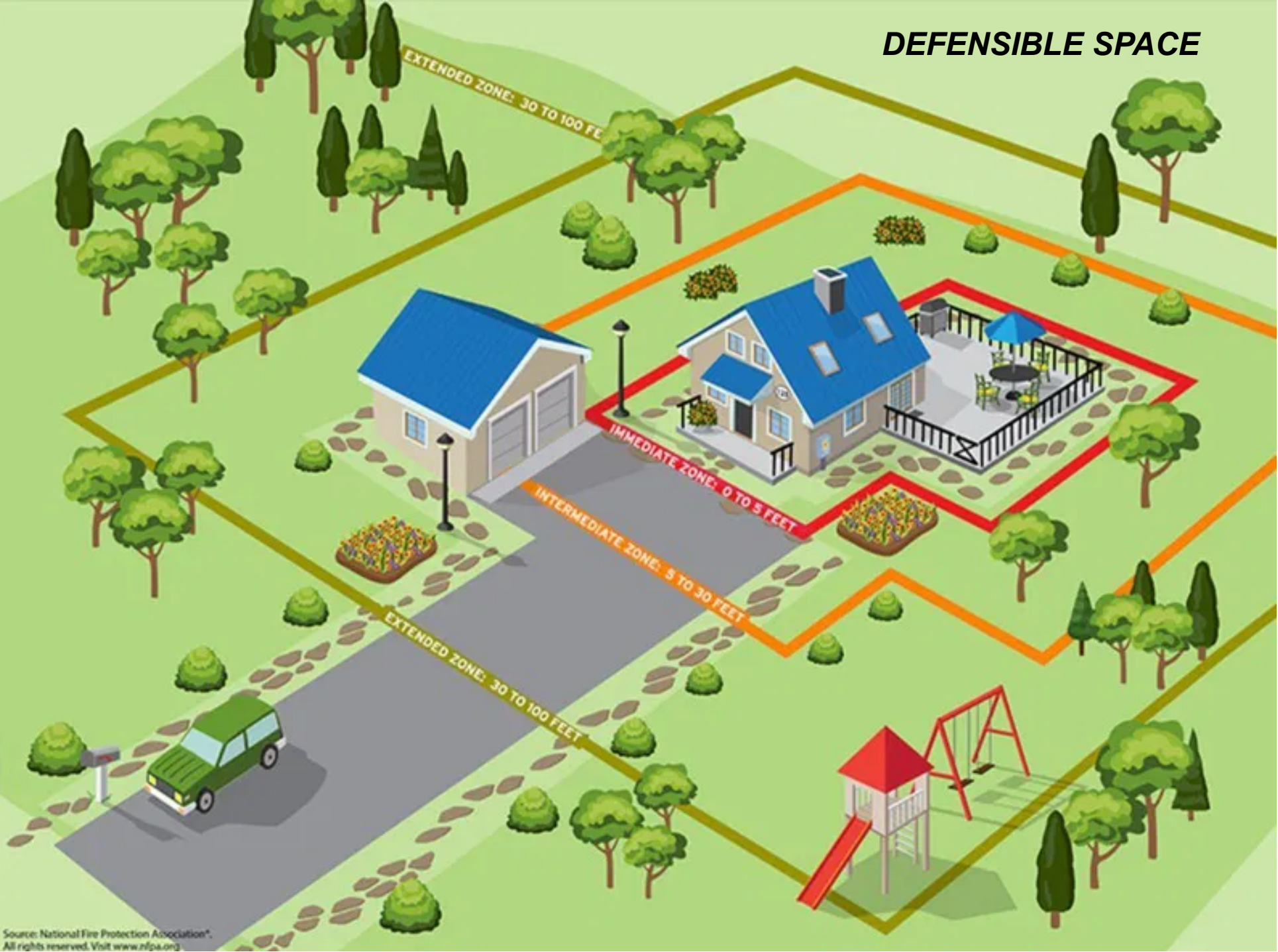


Wildland Urban Interface Code

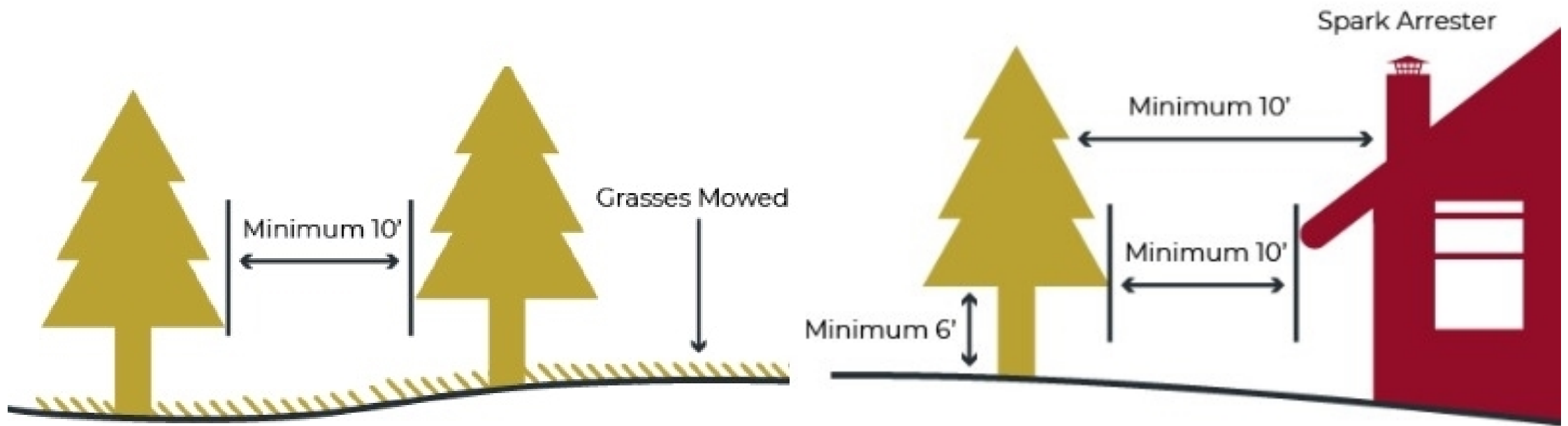
- **101.3 Objective.** The objective of this code is to establish minimum regulations consistent with nationally recognized good practice for the safeguarding of life and property. Regulations in this code are intended to mitigate the risk to life and structures
 - from intrusion of fire from wildland fire exposures and
 - fire exposures from adjacent structures and
 - to mitigate structure fires from spreading to wildland fuels. The extent of this regulation is intended to be tiered commensurate with the relative level of hazard present.



DEFENSIBLE SPACE



Source: National Fire Protection Association*. All rights reserved. Visit www.nfpa.org



Ember Storm



Homeowner's, What YOU can do

IMPORTANT

Failure to maintain Defensible Space as required by WUI may impact your insurance claim in the event of a fire incident.

As the owner, YOU are responsible for modifying, removing, and disposing of nonfire-resistive vegetation on your property.

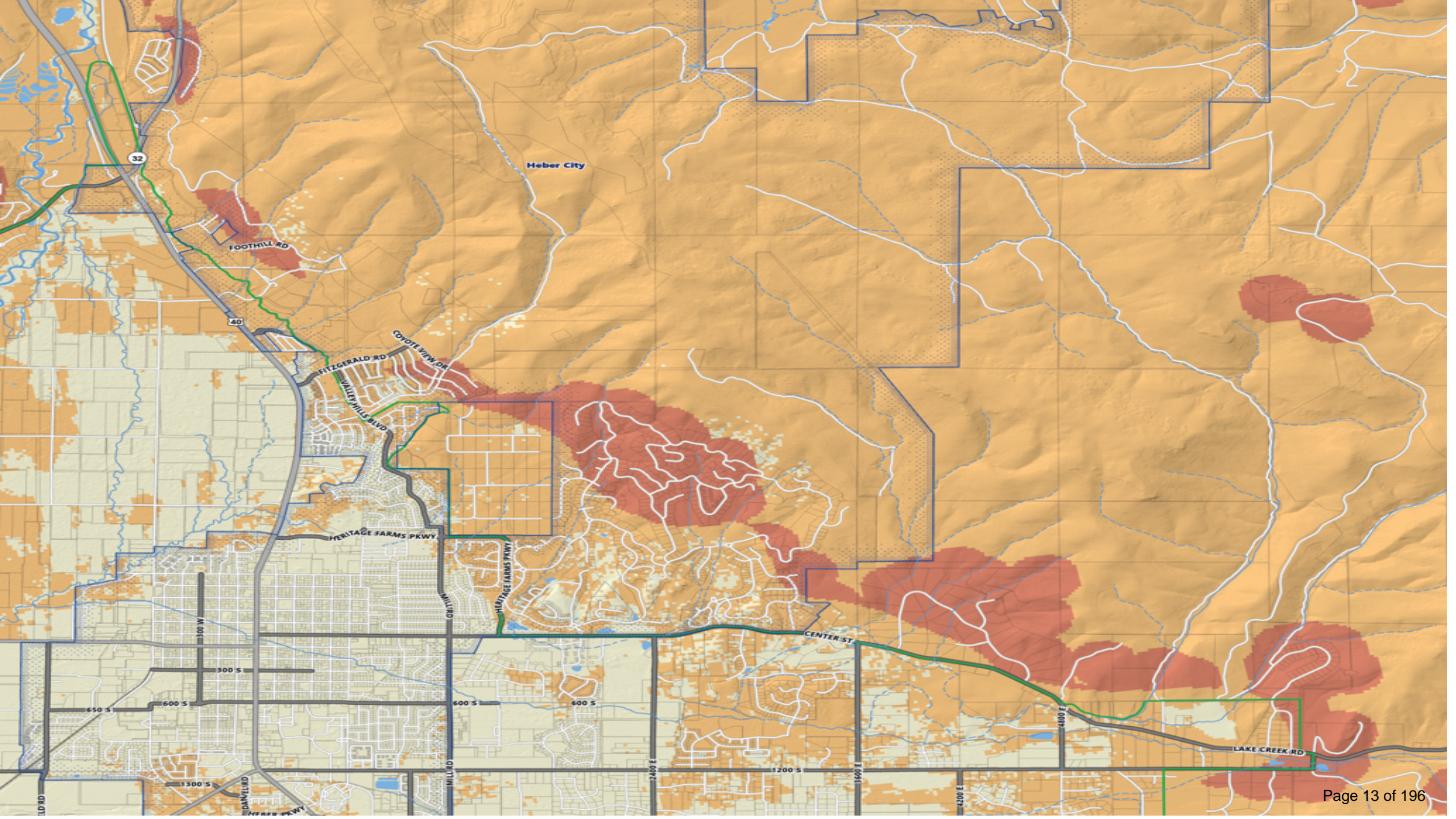
If Defensible Space was required for the construction of your building and/or structures on the property it must be maintained for the life of the building.





SECTION 302
WILDLAND-URBAN INTERFACE AREA
DESIGNATIONS

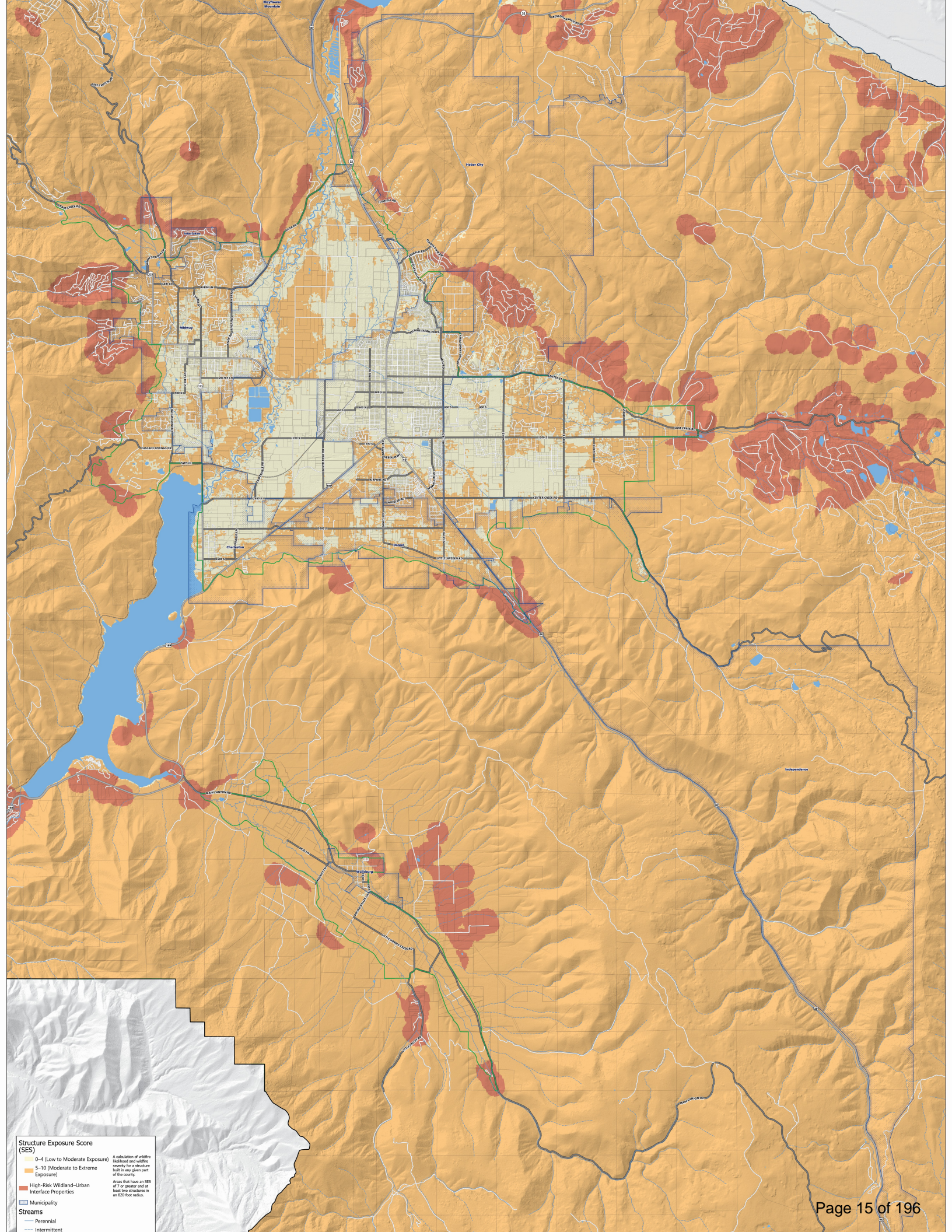
302.1 Declaration. The legislative body shall declare the wildland-urban interface areas within the jurisdiction. The wildland-urban interface areas shall be based on the findings of fact (see Appendix E). The wildland-urban interface area boundary shall correspond to natural or man-made features



Questions?

Thank you for your willingness to make our community a safer place for everyone!





Structure Exposure Score (SES)

- 0-4 (Low to Moderate Exposure)
- 5-10 (Moderate to Extreme Exposure)

High-Risk Wildland-Urban Interface Properties

Municipality

Streams

- Perennial
- Intermittent

A calculation of wildfire likelihood and wildfire severity for a structure built in any given part of the county. Areas that have an SES of 7 or greater and at least two structures in an 825-foot radius.



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Discussion Regarding Auto Body Shop at 435 W 100 S
RESPONSIBLE: Jacob Roberts
DEPARTMENT: Planning
STRATEGIC RELEVANCE:

SUMMARY

The property located at 425 W 100 South contains a long-standing auto repair shop that operates as a legal nonconforming use under current zoning regulations. The existing building is in poor condition and does not meet current code requirements, and any substantial renovation or reconstruction would require full compliance with current development standards. Following consultation with the City Attorney, staff determined that the use may only continue if the building remains unchanged. The prospective property owners are requesting City Council consideration of a development agreement that would allow continuation of the existing use while permitting reconstruction of the building.

RECOMMENDATION

At this time, Staff is seeking guidance from the Council.

BACKGROUND

Staff was approached regarding the possibility of renovating the auto repair shop located at 425 W 100 South while continuing its operation as an auto repair use. After reviewing the property and applicable zoning regulations, staff determined that both the building and the use are legal nonconformities. The prospective property owners would like to renovate the building; however, substantial improvements would require the structure to comply with current zoning standards and would extinguish the nonconforming use, as auto repair shops are no longer permitted in the C-2 Zone.

DISCUSSION

The auto body shop has operated at this location for many years. Auto body shops were a permitted use within the C-2 Zone until the municipal code was amended on April 14, 2020. At that time, the use became a legal nonconforming use and was allowed to continue provided it was not discontinued or otherwise extinguished. The business has continued to operate since that date and has maintained its legal nonconforming status. The use may continue so long as it is not discontinued for

more than twelve (12) consecutive months and no substantial modifications are made to the property that would terminate the nonconforming status.

The General Plan designates this area as the **Historic Core Neighborhood**. Primary land uses include single-family dwellings on smaller lots, townhomes, duplexes, triplexes, flexible infill housing, and small multifamily buildings, with consideration given to bonus densities for high-quality architecture. Secondary uses include small-scale retail and restaurant uses at connective and corner locations, bed and breakfasts, community gardens, public facilities, and churches. The General Plan describes the Historic Core Neighborhood as a mixed residential area emphasizing a variety of housing types, strong street connections to downtown and the tourist center, and a pedestrian- and bicycle-friendly environment.

The prospective property owners have expressed interest in continuing the auto body shop use while fully refurbishing the existing structure and demolishing the existing residential dwelling to construct an office associated with the business. Following discussions with the City Attorney, staff has determined that continuation of the legal nonconforming use requires the existing structure to remain substantially unchanged. Significant alterations to the building or expansion of its footprint would result in the extinguishment of the nonconforming use.

If the property is to continue operating as an auto body shop while allowing substantial renovation or redevelopment, approval of a development agreement or a code amendment would be required. In conjunction with this agreement or a part of it, it would very likely be necessary to conduct a Phase 1 Environmental Assessment. This would cost the applicant around \$2,000 - \$3,000 and would investigate possible contaminants at the site and what kind of mitigation would be necessary. There are potential grants for this as part of brownfield redevelopment grants with the EPA.

FISCAL IMPACT

N/A

CONCLUSION

The auto repair shop located at 425 W 100 South operates as a legal nonconforming use that may continue only so long as the use is not discontinued and the existing structure remains substantially unchanged. The prospective property owners seek to renovate and redevelop the site while continuing the auto repair use; however, substantial reconstruction would require compliance with current zoning standards and would extinguish the nonconforming status, as auto repair shops are no longer a permitted use within the C-2 Zone.

The General Plan identifies this area as part of the Historic Core Neighborhood, which emphasizes residential infill, small-scale mixed uses, and a pedestrian-oriented environment, creating a policy context that differs from the existing auto repair use. As a result, continuation of the use in conjunction with significant redevelopment would require City Council consideration of a development agreement or potential code amendment.

At this time, staff is seeking direction from the City Council regarding whether to pursue a development agreement, consider broader code amendments, or maintain the current regulatory framework governing legal nonconforming uses at this property.

ALTERNATIVES

POTENTIAL MOTIONS

ACCOUNTABILITY

Department: Planning
Staff member: Jacob Roberts, Planner

EXHIBITS

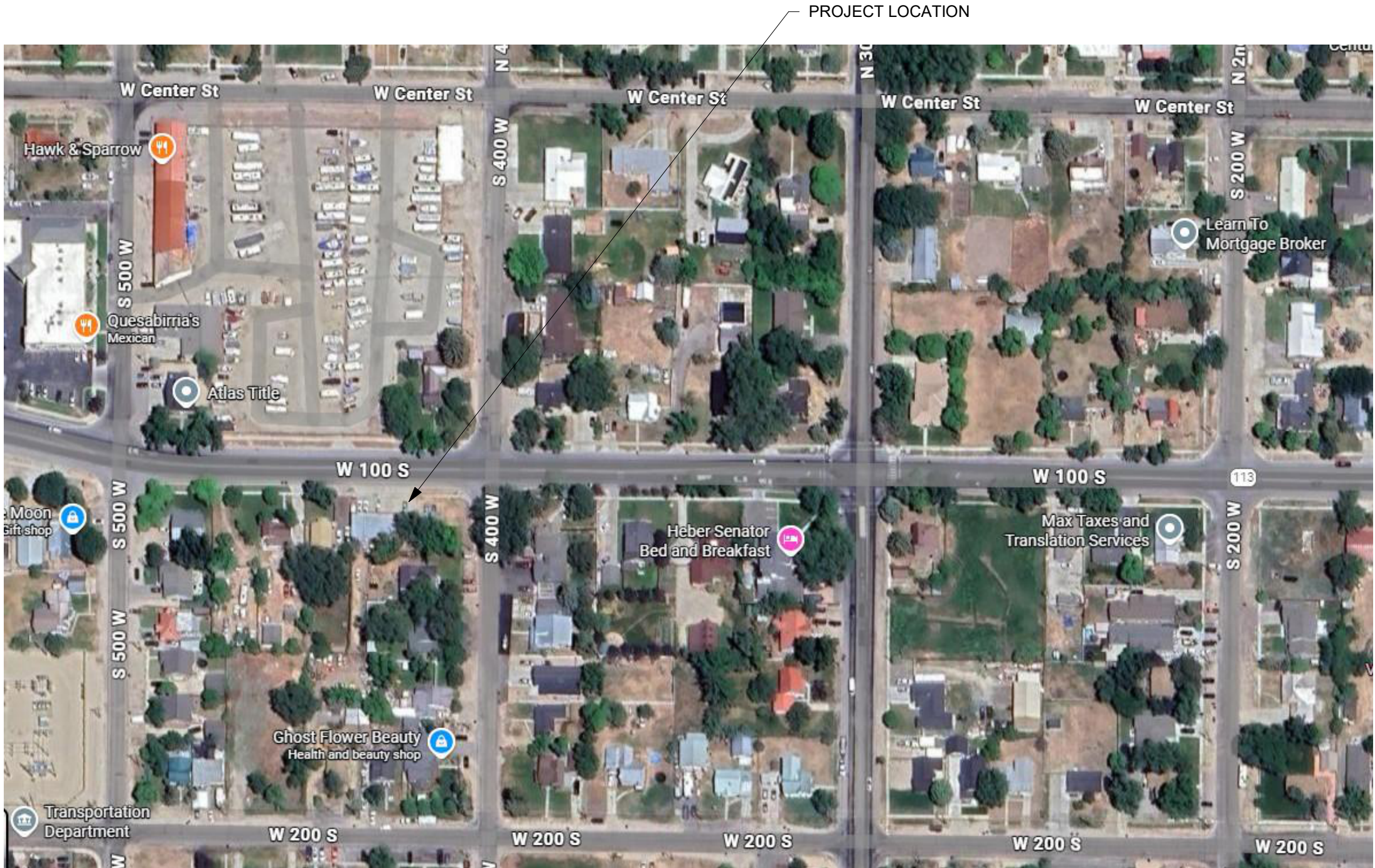
1. State Automotive 2026-02-23
2. Auto Body Shop

STATE AUTOMOTIVE

HEBER CITY, UT

SHEET INDEX

SHEET #	DESCRIPTION
GENERAL	
G0.1	COVER PAGE
G0.2	BUILDING GENERAL NOTES
G1.1	LIFE SAFETY PLAN
CIVIL	
CG0.1	SHEET LEGEND & GENERAL NOTES
CG0.2	PLAN SYMBOLS & ABBREVIATIONS
ARCHITECTURAL	
A0.1	ADA STANDARDS
A1.1	DEMOLITION PLAN - LEVEL 1
A1.2	FLOOR PLAN - LEVEL 1 NEW
A1.3	NEW ROOF PLAN
A2.2	ELEVATIONS NEW
A2.3	ADA BATHROOM ELEVATIONS
A3.1	BUILDING SECTION
A3.2	BUILDING SECTION- PIT
A5.1	ARCHITECTURAL DETAILS
STRUCTURAL	
S0.1	STRUCTURAL GENERAL NOTES
S1.1	FOUNDATION PLAN
S1.2	FRAMING PLAN - ROOF
S1.3	SHEAR WALL PLAN - LEVEL 1
S5.1	STRUCTURAL DETAILS
S5.2	STRUCTURAL DETAILS



PROJECT VICINITY MAP

NTS



CODE ANALYSIS

CODE CATEGORY	CODE REFERENCE	CODE REQUIREMENTS	ACTUAL BUILDING DESIGN
APPLICABLE BUILDING CODES		2021 INTERNATIONAL BUILDING CODE 2021 INTERNATIONAL MECHANICAL CODE 2021 INTERNATIONAL FUEL GAS CODE 2021 INTERNATIONAL PLUMBING CODE 2021 INTERNATIONAL FIRE CODE 2021 INTERNATIONAL ENERGY CONSERVATION CODE 2020 NATIONAL ELECTRICAL CODE 2021 UNIFORM CODE FOR BUILDING CONSERVATION 2021 INTERNATIONAL FIRE CODE	2021 INTERNATIONAL BUILDING CODE 2021 INTERNATIONAL MECHANICAL CODE 2021 INTERNATIONAL FUEL GAS CODE 2021 INTERNATIONAL PLUMBING CODE 2021 INTERNATIONAL FIRE CODE 2021 INTERNATIONAL ENERGY CONSERVATION CODE 2020 NATIONAL ELECTRICAL CODE 2021 UNIFORM CODE FOR BUILDING CONSERVATION 2021 INTERNATIONAL FIRE CODE
OCCUPANCY	304.1, 306.2	B, BUSINESS	B, BUSINESS
OCCUPANCY SEPARATION	TABLE 508.4	SEPARATION NOT REQUIRED	SEPARATION NOT PROVIDED
CONSTRUCTION TYPE	CHAPTER 6	TYPE VB	TYPE VB
ALLOWABLE FLOOR AREA	TABLE 506.2	B 9,000 SF ALLOWABLE NOT SPRINKLED	LEVEL 1 - 2,402 S.F.
AREA MODIFICATIONS	SECTION 506 EQUATION 5-3	Aa = [A1 x I1] + [A1 X I2]	AREA MODIFICATIONS NOT NEEDED
MAXIMUM HEIGHT	TABLE 504.3	B: 40' - 0" MAX (S)	BUILDING HEIGHT: 20' - 0"
MAXIMUM STORIES	TABLE 504.4	B: 2 STORIES MAX (S)	BUILDING: 1 STORY
OCCUPANT LOAD	TABLE 1004.5	SEE OCCUPANCY SCHEDULE ON SHEET G1.1	SEE OCCUPANCY SCHEDULE ON SHEET G1.1
ROOF COVERING	TABLE 1505.1	CLASS C FIRE-RESISTANCE	CLASS A METAL ROOF
DRAFT STOPS	SECTION 717.4	NOT REQ'D	NOT REQ'D
FIRE-PROTECTION SYSTEMS	SECTION 903.2.1.4	AUTOMATIC FIRE SPRINKLING SYSTEM NOT REQUIRED	AUTOMATIC FIRE SPRINKLING SYSTEM NOT PROVIDED
EXITS	TABLE 1006.2.1	2 MIN REQ. EXITS PER OCCUPANT LOAD 1-500	TWO ACCESSIBLE EXITS PROVIDED
MAXIMUM COMMON PATH OF EGRESS TRAVEL DISTANCE	TABLE 1006.2.1	OCCUPANT LOAD GREATER THAN 49-75' MAX. ETD WITH OUT AUTOMATIC FIRE SPRINKLING SYSTEM	COMMON PATH OF EGRESS TRAVEL DISTANCE <75'
FACILITY ACCESSIBILITY	SECTION 1104	LEVEL 1 ACCESSIBILITY REQUIRED	LEVEL 1 ACCESSIBILITY PROVIDED
PLUMBING FIXTURES	TABLE 2902.1	W.C. MALE & FEMALE; 1/50, LAVS MALE & FEMALE; 1/40 D.F.; 1 S.S. 1 SERVICE SINK 0	PROVIDED: 1 W.C. MALE & FEMALE; 1 LAVS M & F; 0 D.F.; 1 S.S.

PROJECT CONTACTS

ARCHITECTURAL
EPIC ENGINEERING
50 EAST 100 SOUTH
HEBER CITY, UTAH 84032
(435) 654-6600

CIVIL
EPIC ENGINEERING
50 EAST 100 SOUTH
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KOREY WALKER

STRUCTURAL
EPIC ENGINEERING
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(435) 654-6600
ADAM HUFF

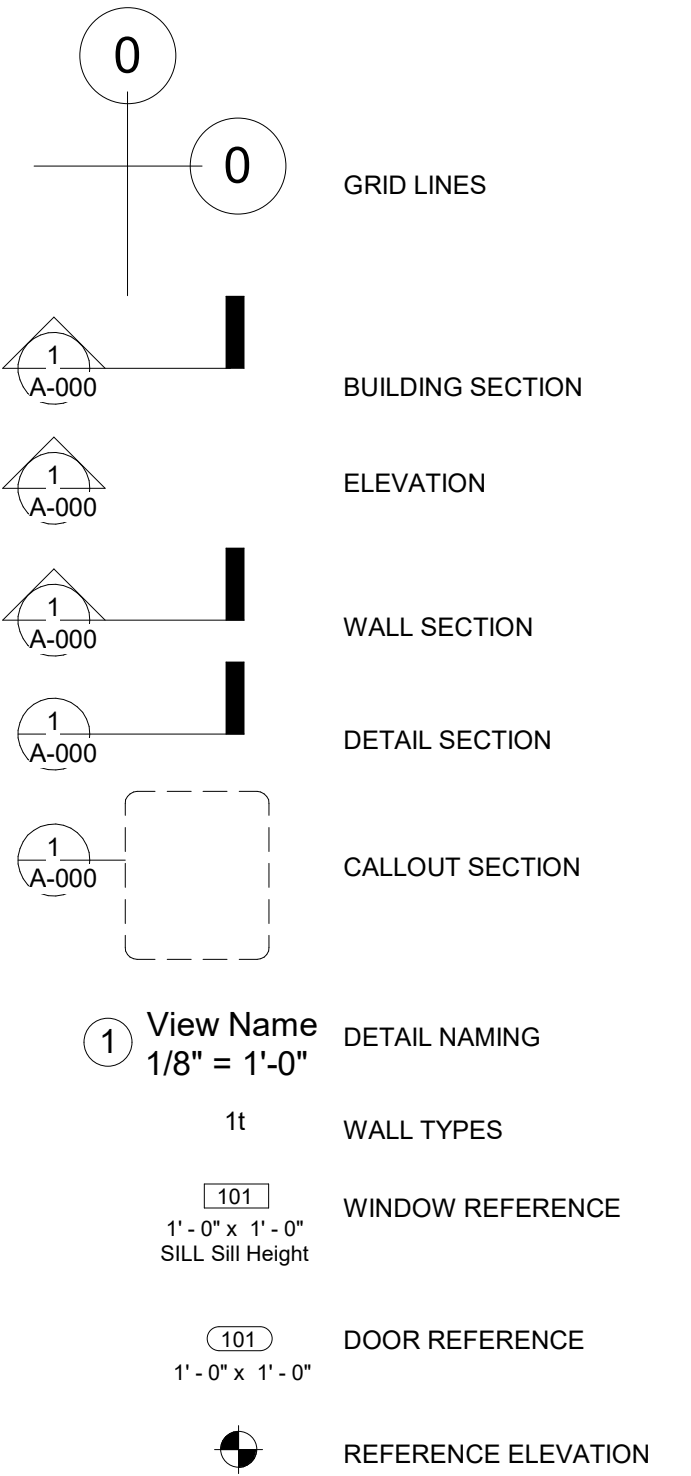
DEFERRED SUBMITTALS:

NONE

SCOPE OF WORK:

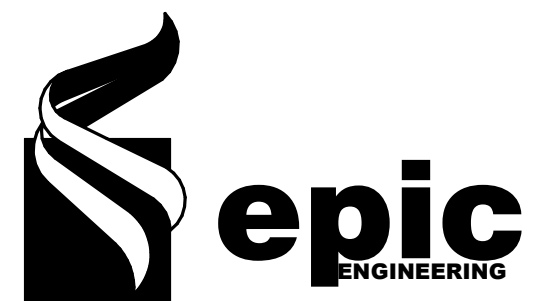
DEMO AND REBUILD WALLS OUT OF WOOD. EXISTING SHOP. REMOVE AND REPLACE ROOF TO INCREASE CEILING HEIGHT. REMOVE AND REPLACE HVAC AND ELECTRICAL THROUGHOUT BUILDING.

SYMBOL LEGEND



ABBREVIATIONS

ALUM. APPROX.	ALUMINUM APPROXIMATE	INT. INSUL.	INTERIOR INSULATION
B.U.	BUILT UP	MAX.	MAXIMUM
B.L.D.G.	BUILDING	MECH.	MECHANICAL
BLK.	BLOCK	MIN.	MINIMUM
C.J.	CONTROL JOINT	MTL.	METAL
C.M.U.	CONCRETE MASONRY UNIT	N.I.C.	NOT IN CONTRACT
CLG.	CEILING	N.T.S.	NOT TO SCALE
COL.	COLUMN	O.C.	ON CENTER
CONC.	CONCRETE	O.D.	OUTSIDE DIAMETER
CONST.	CONSTRUCTION	P	POWER
CONT.	CONTINUOUS	PLYWD.	PLYWOOD
D.F.	DRINKING FOUNTAIN	PNTD.	PAINTED
DIA.	DIAMETER	R.D.	ROOF DRAIN
DN.	DOWN	REG.	REGULAR
DWG.	DRAWING	R.S.	ROUGH SAWN
DTL.	DETAIL	REQ'D	REQUIRED
E.A.	EACH	REV.	REVISED
E.F.	EXHAUST FAN	RM.	ROOM
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	R.O.	ROUGH OPENING
E.J.	EXPANSION JOINT	S.C.	SOLID CORE
ELEC.	ELECTRIC/ELECTRICAL	SCHED.	SCHEDULE
ELEV.	ELEVATION	SHT.	SHEET
EQ.	EQUAL	SIM.	SIMILAR
EXIST.	EXISTING	SPEC.	SPECIFICATION
EXT.	EXTERIOR	STD.	STANDARD
F.D.	FLOOR DRAIN	STL.	STEEL
FDN.	FOUNDATION	STRUCT.	STRUCTURAL
FIN.	FINISH	SYS.	SYSTEM
FLR.	FLOOR	T&B	TOP AND BOTTOM
F.R.	FIRE RATED	T&G	TONGUE AND GROOVE
FTG.	FOOTING	T.O.	TOP OF
G	GAS	T.O.F.	TOP OF FOOTING
G.I.	GALVANIZED IRON	T.O.P.	TOP OF PIER
GALV.	GALVANIZED	T.O.W.	TOP OF WALL
G.W.B.	GYPNUM WALL BOARD	TYP.	TYPICAL
H.B.	GLU-LAM BEAM	T.S.	TUBULAR STEEL COLUMN
HD.	HOSE BIBB	U.N.O.	UNLESS NOTED OTHERWISE
H.M.	HEAD	U.P.	UNDER GROUND POWER
HOR.	HOLLOW METAL	VERT.	VERTICAL
HW.	HORIZONTAL HALLWAY	V.T.R.	VENT THRU ROOF
		VCT	VINYL COMPOSITE TILE
		W	WATER
		WD.	WOOD
		WC.	WATER CLOSET
		W /	WITH
		WP.	WATERPROOF
		W.R.	WELDED WIRE FABRIC
		W.W.M.	WOVEN WIRE MESH



GENERAL NOTES CONSTRUCTION:

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2021 INTERNATIONAL BUILDING CODE (IBC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL SUB CONTRACTORS TO MEET THESE REQUIREMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO FIELD VERIFY ALL EXISTING CONDITIONS, UTILITIES, MEASUREMENTS, CONNECTIONS, ETC.
- CONTRACTOR SHALL REPORT ANY DISCREPANCIES IN THE PLANS TO THE ENGINEER PRIOR TO COMMENCING RELATED WORK.
- COORDINATE WITH STRUCTURAL PLANS FOR LOCATION OF SHEAR WALLS, COLUMNS, BEAMS, STEEL FRAMES, ETC. AS REQUIRED.
- COORDINATE WITH MECHANICAL, PLUMBING AND ELECTRICAL CONTRACTORS AND / OR PLANS FOR LOCATION OF EQUIPMENT, FIXTURES, SCHEDULES, REQUIREMENTS, ETC. AS NEEDED.
- COORDINATE WITH OWNER AND / OR ENGINEER FOR INTERIOR FINISHES.
- AN APPROVED NUMBER OR ADDRESS SHALL BE PROVIDED FOR ALL NEW BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY.

- PROTECT WOOD AGAINST DECAY AS NOTED AND REQUIRED BY SECTION 2304.11 OF THE 2021 IBC. WHERE REQUIRED PROTECTION FORM DECAY SHALL BE PROVIDED BY THE USE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.
- A. JOISTS GIRDERS AND SUBFLOOR: WHERE WOOD JOISTS OR THE BOTTOM OF WOOD STRUCTURAL FLOOR WITH OUT JOISTS ARE LOCATED CLOSER THAN 18 INCHES OR WOOD GIRDERS ARE LOCATED CLOSER THAN 12 INCHES TO EXPOSED GROUND IN CRAWL SPACES OR UNEXCAVATED AREAS LOCATED WITH THE PERIMETER OF THE BUILDING FOUNDATION, THE FLOOR ASSEMBLY (INCLUDING POSTS, GIRDERS, JOISTS AND SUB FLOOR) SHALL BE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- B. WOOD SUPPORTED BY EXTERIOR FOUNDATION WALLS: WOOD FRAMING MEMBERS, INCLUDING WOOD SHEATHING, THAT REST ON EXTERIOR FOUNDATION WALLS AND ARE LESS THAN 8 INCHES FROM EXPOSED EARTH SHALL BE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- C. EXTERIOR WALLS BELOW GRADE: WOOD FRAMING MEMBERS AND FURRING STRIPS ATTACHED DIRECTLY TO THE INTERIOR OF EXTERIOR MASONRY OR CONCRETE WALLS BELOW GRADE SHALL BE OF APPROVED NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- D. SLEEPERS AND SILLS: SLEEPERS AND SILLS ON A CONCRETE OR MASONRY SLAB THAT IS IN DIRECT CONTACT WITH EARTH SHALL BE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- E. GIRDER ENDS: THE ENDS OF WOOD GIRDERS ENTERING EXTERIOR MASONRY OR CONCRETE WALLS SHALL BE PROVIDED WITH A 1/2" AIR SPACE ON TOP, SIDES AND END, UNLESS NATURALLY DURABLE OR PRESERVATIVE TREATED WOOD IS USED.

- F. WOOD SIDING: CLEARANCE BETWEEN WOOD SIDING AND EARTH ON THE EXTERIOR OF A BUILDING SHALL NOT BE LESS THAN 6" EXCEPT WHERE SIDING, SHEATHING AND WALL FRAMING ARE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- G. POSTS OR COLUMNS: POSTS OR COLUMNS SUPPORTING PERMANENT STRUCTURES AND SUPPORTED BY A CONCRETE OR MASONRY SLAB OR FOOTING THAT IS IN DIRECT CONTACT WITH THE EARTH SHALL BE OF NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD.

- EXCEPTIONS:
1. POSTS OR COLUMNS THAT ARE EITHER EXPOSED TO THE WEATHER OR LOCATED IN BASEMENTS OR CELLARS, SUPPORTED BY CONCRETE PIERS OR METAL PEDESTALS PROJECTED AT LEAST 1" ABOVE THE SLAB OR DECK AND 6" ABOVE EXPOSED EARTH, AND ARE SEPARATED THEREFROM BY AN IMPERVIOUS MOISTURE BARRIER.

2. POSTS OR COLUMNS IN ENCLOSED CRAWL SPACES OR UNEXCAVATED AREAS LOCATED WITHIN THE PERIPHERY OF THE BUILDING, SUPPORTED BY A CONCRETE PIER OR METAL PEDESTAL AT A HEIGHT GREATER THAN 8" FROM EXPOSED GROUND, AND ARE SEPARATED THEREFROM BY AN IMPERVIOUS MOISTURE BARRIER.

- H. SUPPORTING MEMBER FOR PERMANENT APPURTENANCES: NATURALLY DURABLE OR PRESERVATIVE-TREATED WOOD SHALL BE UTILIZED FOR THOSE PORTIONS OF WOOD MEMBERS THAT FORM THE STRUCTURAL SUPPORTS OF BUILDINGS, BALCONIES, PORCHES OR SIMILAR PERMANENT BUILDING APPURTENANCES WHERE SUCH MEMBERS ARE EXPOSED TO THE WEATHER WITHOUT ADEQUATE PROTECTION FROM A ROOF, EAVE, OVERHAND OR OTHER COVERING TO PREVENT MOISTURE OR WATER ACCUMULATION ON THE SURFACE OR AT JOINTS BETWEEN MEMBERS.

- I. JOISTS UNDER AND PARALLEL TO BEARING PARTITIONS SHALL BE SIZED PER DESIGNER. OR AT MINIMUM DOUBLE JOISTS. WHEN USING FLOOR TRUSSES USED 2 X 4 BLOCKING AT 24" O/C MEET REQUIREMENTS.

9. FIRE BLOCKING SHALL BE CONSTRUCTED OF 2" NOMINAL LUMBER OF (2) THICKNESS OF 1" NOMINAL LUMBER WITH BROKEN LAP JOINTS OR OTHER MATERIALS APPROVED OR TESTED PER SECTION 717.2 OF THE 2021 IBC.

10. STAIR CONSTRUCTION SHALL MEET THE FOLLOWING REQUIREMENTS PER SECTION 1009 OF THE 2021 IBC.

- A. THE MINIMUM STAIRWAY WIDTH SHALL NOT BE LESS THAN 44 INCHES CLEAR WIDTH. STAIRWAYS SERVING AN OCCUPANT LOAD OF LESS THAN 50 SHALL HAVE A WIDTH OF NOT LESS THAN 36 INCHES. HANDRAILS MAY PROJECT INTO THE REQUIRED WIDTH A DISTANCE OF 4 1/2" FROM EACH SIDE OF A STAIRWAY.

- B. HEADROOM: STAIRWAYS SHALL HAVE A MINIMUM HEADROOM CLEARANCE OF 80 INCHES MEASURED VERTICALLY FROM A LINE CONNECTING THE EDGE OF THE NOSING. SUCH HEADROOM SHALL BE CONTINUOUS ABOVE THE STAIRWAY TO THE POINT WHERE THE LINE INTERSECTS THE LANDING BELOW. ONE TREAD DEPTH BEYOND THE BOTTOM RISER. THE MINIMUM CLEARANCE SHALL BE MAINTAINED THE FULL WIDTH OF THE STAIRWAY AND LANDING.

- C. STAIR TREADS AND RISERS: STAIR RISER HEIGHTS SHALL BE 7 INCHES MAXIMUM AND 4 INCHES MINIMUM. STAIR TREAD DEPTH SHALL BE 11 INCHES MINIMUM. THE RISER HEIGHT SHALL BE MEASURED VERTICALLY BETWEEN THE LEADING EDGES OF ADJACENT TREADS. THE TREAD DEPTH SHALL BE MEASURED HORIZONTALLY BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AND AT A RIGHT ANGLE TO THE TREAD'S LEADING EDGE.

- D. STAIR TREADS AND RISERS SHALL BE OF UNIFORM SIZE AND SHAPE. THE TOLERANCE BETWEEN THE LARGEST AND SMALLEST RISER HEIGHT OR BETWEEN THE LARGEST AND SMALLEST TREAD DEPTH SHALL NOT EXCEED 0.375 INCH MEASURED AT A RIGHT ANGLE TO THE TREADS LEADING EDGE.

- E. STAIRWAY LANDINGS: THERE SHALL BE A FLOOR OR LANDING AT THE TOP AND BOTTOM OF EACH STAIRWAY. THE WIDTH OF LANDINGS SHALL NOT BE LESS THAN THE WIDTH OF STAIRWAYS THEY SERVE. EVERY LANDING SHALL HAVE A MINIMUM DIMENSION MEASURED IN THE DIRECTION OF TRAVEL EQUAL TO THE WIDTH OF THE STAIRWAY. SUCH DIMENSION NEED NOT EXCEED 48 INCHES WHERE THE STAIRWAY HAS A STRAIGHT RUN. DOORS OPENING ONTO A LANDING SHALL NOT REDUCE THE LANDING TO LESS THAN ONE-HALF THE REQUIRED WIDTH, WHEN FULLY OPEN, THE DOOR SHALL NOT PROJECT MORE THAN 7 INCHES INTO A LANDING.

- F. STAIRWAY CONSTRUCTION: ALL STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPES PERMITTED FOR THE TYPE OF CONSTRUCTION OF THE BUILDING, EXCEPT THAT WOOD HANDRAILS SHALL BE PERMITTED FOR ALL TYPES OF CONSTRUCTION.

- G. OUTDOOR CONDITIONS: OUTDOOR STAIRWAYS AND OUT DOOR APPROACHES TO STAIRWAYS SHALL BE DESIGNED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

- H. ENCLOSURES UNDER STAIRWAYS. THE WALLS AND SOFFITS WITHIN ENCLOSED USABLE SPACE UNDER ENCLOSED AND UNENCLOSED STAIRWAYS SHALL BE PROTECTED BY 1-HOUR FIRE-RESISTANCE-RATED CONSTRUCTION OR THE FIRE-RESISTANCE RATING OF THE STAIRWAYS ENCLOSURE, WHICHEVER IS GREATER. ACCESS TO THE ENCLOSED SPACE SHALL NOT BE DIRECTLY FROM WITHIN THE STAIR ENCLOSURE.

11. HANDRAILS SHALL MEET THE FOLLOWING REQUIREMENTS PER SECTION 1012 OF THE 2021 IBC

- A. HEIGHTS: HANDRAIL HEIGHT, MEASURED ABOVE STAIR TREAD NOSING, OR FINISH SURFACE OF RAMP SLOPE SHALL BE UNIFORM, NOT LESS THAN 34 INCHES AND NOT MORE THAN 38 INCHES.

- B. HANDRAIL GRASPABILITY: HANDRAILS WITH A CIRCULAR CROSS-SECTION SHALL HAVE AN OUTSIDE DIAMETER OF AT LEAST 1.25 INCHES AND NOT GREATER THAN 2 INCHES OR SHALL PROVIDE EQUIVALENT GRASPABILITY. IF THE HANDRAIL IS NOT CIRCULAR, IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4 INCHES AND NOT GREATER THAN 6.25 INCHES WITH A MAXIMUM CROSS-SECTION DIMENSION OF 2.25 INCHES. EDGE SHALL HAVE A MINIMUM RADIUS OF 0.01 INCHES.

- C. CONTINUITY: HANDRAIL GRIPPING SURFACES SHALL BE CONTINUOUS, WITHOUT INTERRUPTION BY NEWELL POSTS OR OTHER OBSTRUCTIONS.

- D. HANDRAIL EXTENSIONS: HANDRAILS SHALL RETURN TO A WALL GUARD OR THE WALKING SURFACE OR SHALL BE CONTINUOUS TO THE HAND RAIL OF AN ADJACENT STAIR FLIGHT OR RAMP RUN. AT STAIRWAYS WHERE HANDRAILS ARE NOT CONTINUOUS BETWEEN FLIGHTS, THE HANDRAILS SHALL EXTEND HORIZONTALLY AT LEAST 12 INCHES BEYOND THE TOP RISER AND CONTINUE TO SLOPE FOR THE DEPTH OF ONE TREAD BEYOND THE BOTTOM RISER. AT RAMP WHERE HANDRAILS ARE NOT CONTINUOUS BETWEEN RUNS, THE HANDRAIL SHALL EXTEND HORIZONTALLY ABOVE THE LANDING 12 INCHES MINIMUM BEYOND THE TOP AND BOTTOM RAMPS.

- E. CLEARANCE: CLEAR SPACE BETWEEN A HANDRAIL AND A WALL OR OTHER SURFACE SHALL BE A MINIMUM OF 1.5 INCHES. A HANDRAIL AND A WALL OR OTHER SURFACE ADJACENT TO THE HANDRAIL SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS.

- F. PROJECTIONS: ON RAMPS, THE CLEAR WIDTH BETWEEN HANDRAILS SHALL BE 36 INCHES MINIMUM. PROJECTIONS INTO THE REQUIRED WIDTH OF STAIRWAYS AND RAMPS AT EACH HANDRAIL SHALL NOT EXCEED 4.5 INCHES AT OR BELOW THE HANDRAIL HEIGHT. PROJECTIONS INTO THE REQUIRED WIDTH SHALL NOT BE LIMITED ABOVE THE MINIMUM HEADROOM HEIGHT REQUIRED.

- G. INTERMEDIATE HANDRAILS: STAIRWAYS SHALL HAVE INTERMEDIATE HANDRAILS LOCATED IN SUCH A MANNER SO THAT ALL PORTIONS OF THE STAIRWAY WIDTH REQUIRED FOR EGRESS CAPACITY ARE WITHIN 30 INCHES OF A HANDRAIL.

12. GUARD RAILS SHALL MEET THE FOLLOWING REQUIREMENTS PER SECTION 1013 OF THE 2021 IBC.

- A. GUARDS SHALL BE LOCATED ALONG OPEN-SIDED WALKING SURFACES, INCLUDING MEZZANINES, EQUIPMENT PLATFORMS, STAIRS, RAMPS AND LANDINGS THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. WHERE GLASS IS USED TO PROVIDE A GUARD OR AS A PORTION OF THE GUARD SYSTEM, THE GUARD SHALL ALSO COMPLY WITH SECTION 2407 OF THE 2021IBC.

- B. HEIGHT: REQUIRED GUARDS SHALL BE NOT LESS THAN 42 INCHES HIGH, MEASURED VERTICALLY ABOVE THE ADJACENT WALKING SURFACES, ADJACENT FIXED SEATING OR THE LINE CONNECTING THE LEADING EDGES OF THE TREADS.

- C. OPENING LIMITATIONS: REQUIRED GUARDS SHALL NOT HAVE OPENINGS WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT.

- D. MECHANICAL EQUIPMENT: GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER COMPONENTS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN OR COMPONENT.

- E. ROOF ACCESS: GUARDS SHALL BE PROVIDED WHERE THE ROOF HATCH OPENING IS LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER.

13. SAFETY GLAZING SHALL BE INSTALLED IN HAZARDOUS LOCATIONS IDENTIFIED IN SECTION 2406.3 AND SHALL MEET THE REQUIREMENTS PER SECTION 2406 OF THE 2021 IBC.

14. COORDINATE WITH MECHANICAL AND PLUMBING ON PLANS FOR ALL EQUIPMENT AND FIXTURE LOCATION. COORDINATE WITH MECHANICAL AND PLUMBING FIXTURE SCHEDULES. COORDINATE WITH MECHANICAL AND PLUMBING KEY NOTES, IBC AND IPC CODES FOR INSTALLATION REQUIREMENTS.

15. COORDINATE WITH ELECTRICAL PLANS FOR ALL ELECTRICAL SWITCHES, SCHEMATIC WIRING, EQUIPMENT AND FIXTURE LOCATIONS. COORDINATE WITH ELECTRICAL KEY NOTES, INTERNATIONAL BUILDING CODE AND RELATED CODES FOR INSTALLATION REQUIREMENTS.

16. PROVIDE CAULKING AT INTERIOR AND EXTERIOR AT ALL JOINTS BETWEEN DISSIMILAR MATERIALS WITH A CONTINUOUS BEAD OF SILICON BASE CAULK APPROVED BY ENGINEER.

17. APPROVED CORROSION RESISTANT FLASHING SHALL BE PROVIDED IN THE EXTERIOR WALL ENVELOPE IN SUCH A MANNER AS TO PREVENT ENTRY OF WATER INTO THE WALL CAVITY OR PENETRATION OF WATER TO THE BUILDING STRUCTURAL FRAMING COMPONENTS. APPROVED FLASHING SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS.

ARCHITECTURAL:

1. GRADING SHALL SLOPE A MINIMUM OF 6 INCHES IN THE FIRST 10'-0" AWAY FROM BUILDING.

2. PATIO TO BE 4" CONCRETE SLAB OVER MINIMUM 4" COMPACTED GRAVEL. SLOPE MINIMUM OF 1/8" PER FOOT TO DRAIN AWAY FROM BUILDING. PROVIDE TURNED DOWN GRADE BEAM AT EDGES. DOWEL SLAB INTO FOUNDATION WALLS WITH #4 @ 24" O/C.

3. GYPSUM BOARD TO BE 1/2" THICK (UNLESS NOTED OTHERWISE ON PLANS) ATTACHED TO FRAMING W/ APPROVED SCREWS AS PER MFG. PROVIDE A LEVEL 4 FINISH AS PER INDUSTRY STANDARDS. PROVIDE SQUARE CORNER BEAD / TRIM FINISH. WALLS TO HAVE SMOOTH FINISH TYPICAL, CEILING TO HAVE SMOOTH FINISH TYPICAL.

4. PROVIDE WATER RESISTANT GYPSUM BOARD IN ALL WET LOCATIONS.

5. BATHTUB AND SHOWER FLOORS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND TO A HEIGHT OF NOT LESS THAN 72" ABOVE THE FLOOR PROVIDE TEMPERED OR LAMINATED SAFETY GLASS DOORS AND ENCLOSURES WHERE INDICATED ON PLANS.

ELECTRICAL NOTES:

1. THE ELECTRICAL SYSTEM TO BE INSTALLED IN STRICT ACCORDANCE WITH LOCAL, STATE, AND NATIONAL CODES. THE CONTRACTOR SHALL PERFORM ALL WORK IN CONFORMITY WITH THESE REGULATIONS WHETHER OR NOT SUCH WORK IS SPECIFICALLY SHOWN ON DRAWINGS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE TO FURNISH AND INSTALL FEEDERS, PANELS BOARDS, RELAY BRANCH CIRCUIT WIRING, CONDUITS, WIRE, METER BASES, COMPLETE WIRING FOR MOTORS, EXHAUST FANS, LINE VOLTAGE CONNECTIONS FOR HVAC EQUIPMENT SPECIALTY LIGHTING FIXTURES, OUTLET BOXES, COVER PLATES, WALL SWITCHES, FIXTURES RECEPTACLES, ETC.

3. ALL DRAWINGS INDICATE LOCATIONS AS DIAGRAMMATIC. LOCATIONS SHALL BE PER APPROPRIATE CODES AND OWNER. CONTRACTOR TO COORDINATE WITH MECHANICAL CONTRACTOR FOR ALL POWER REQUIREMENTS.

4. ELECTRICAL SERVICE CAPACITY AND SIZE SHALL BE COMPUTED BY METHOD INDICATED IN THE IBC AND NATIONAL ELECTRICAL CODE. PANELS OR CABINETS ENCLOSING FUSES, CIRCUIT BREAKERS, SWITCHES OR OTHER ELECTRICAL SERVICE EQUIPMENT SHALL BE IN AN INCONSPICUOUS ACCESSIBLE AND PROTECTED LOCATION. ELECTRICAL PANEL CLEARANCES TO BE A MINIMUM 30" WIDE 36" DEPTH AND 6'-6" FROM FLOOR TOP. ELECTRICAL METER BASE SHALL BE LOCATED IN AN AREA THAT IS PROTECTED FROM OUTSIDE WEATHER.

5. ALL STRUCTURED WIRING TO HAVE A MINIMUM SEPARATION OF 12" BETWEEN HIGH VOLTAGE WIRING.

MECHANICAL NOTES:

1. THE MECHANICAL SYSTEM TO BE INSTALLED IN STRICT ACCORDANCE WITH LOCAL, STATE, AND NATIONAL CODES. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL ITEMS, RELATED TO THE PROJECT, AS PER INDUSTRY STANDARDS.

2. THE MECHANICAL CONTRACTOR TO BE RESPONSIBLE FOR THE COMPLETE MECHANICAL INSTALLATION AND PROVIDE A ONE YEAR WARRANTY AFTER OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL SUPPLY THE OWNER WITH OPERATION AND MAINTENANCE MANUALS.

3. LINE VOLTAGE AND LOW VOLTAGE CONTROL WIRING IS BY THE MECHANICAL CONTRACTOR. COORDINATE WITH THE ELECTRICAL CONTRACTOR.

4. SUBMIT SPECIFICATION SHEETS ON ALL EQUIPMENT TO BE REVIEWED BY ENGINEER.

5. EXHAUST FANS SHALL BE SIZED FOR A MINIMAL RATE OF 50 CFM, DUCTED TO OUTSIDE. FANS TO BE DIRECT DRIVE CENTRIFUGAL UNITS WITH SLOW SPEED MOTOR PROVIDE ACOUSTICAL INSULATION GRILLS, CAPS, ETC.

6. THE CONTRACTOR SHALL LAYOUT AND REFERENCE ALL MECHANICAL DRAWINGS. THESE DRAWINGS SHALL BE FOR THE PURPOSE TO SHOW INTENT. CONTRACTOR SHALL PROVIDE ALL ENGINEERING REQUIRED TO SIZE DUCTS, GRILL, REGISTERS, ETC. REVIEW ALL LOCATIONS AND PLACEMENT FOR GRILLS, ETC. WITH OWNER PRIOR TO PLACEMENT.

7. REMOVE DEBRIS AND TRASH FROM DUCT WORK AND VACUUM CLEAN DUCTS. RETURN SUPPLY AND EXHAUST FANS BEFORE GRILLES AND REGISTERS ARE INSTALLED AND BEFORE CEILINGS AND WALLS ARE PAINTED. THE ADJUSTMENT OF THE AIR SYSTEMS SHALL BE DONE BY THE MECHANICAL CONTRACTOR SYSTEMS SHALL BE ADJUSTED TO WITHIN PLUS OR MINUS 5% OF THE AIR CAPACITY.

8. INSULATE ALL HEATING TRUNK AND BRANCH SUPPLY DUCTS IN UNFINISHED AREAS, CRAWL SPACES, ATTICS AND GARAGES.

9. PROVIDE COMBUSTION AIR TO BOTH THE FURNACE AND WATER HEATER.

GENERAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS AT THE SITE BEFORE SUBMITTING A BID OR PROCEEDING WITH ANY PORTION OF THE WORK

2. WHENEVER QUESTIONS ARISE OR CONDITIONS ARE ENCOUNTERED WHICH ARE NOT COVERED BY OR ARE IN CONFLICT WITH THE CONTRACT DOCUMENTS, CONTACT PROJECT CONSULTANTS PRIOR TO TAKING ANY FURTHER ACTION.

3. ALL DIMENSIONS ARE TO FACE OF CONCRETE OR FACE OF STUD, U.N.O.

4. DO NOT SCALE DRAWING FOR DIMENSIONS.

5. DIMENSIONS NOTED AS N.T.S. ARE TO BE VERIFIED.

6. ALL WOOD IN CONTACT WITH A WITHIN 8" OF SOILS IS TO BE FIELD TREATED FOR MOISTURE, RODENT AND INSECT PROTECTION

7. THE CONTRACTOR SHALL COORDINATE THE SEQUENCING OF WORK WITH THE OWNER AND ARCHITECT TO MEET THE OWNERS SCHEDULE.

8. CONTRACTOR SHALL LEAVE WORK AREAS BROOM CLEAN AND FREE OF TOOLS, EQUIPMENT, ECT... AT THE END OF EACH SHIFT. ALL CONSTRUCTION ACTIVITY SHALL BE CONTAINED WITHIN CONSTRUCTION BARRICADES OR FENCES. CONTRACTOR SHALL PROTECT OWNERS EXISTING CONSTRUCTION AND EQUIPMENT ADJACENT TO NEW CONSTRUCTION. CONTRACTOR SHALL CLEAN ALL SURFACES TO "LIKE NEW" CONDITION AT THE COMPLETION OF WORK.

9. PROVIDE WATER SUPPLY ROUGH-IN AND ELECTRICAL SUPPLY TO IRRIGATION CONTROLS. PROVIDE PVC SLEEVE UNDER PAVEMENTS AND WALKS.

ENERGY NOTES

- ENERGY NOTES
1. ALL WORK SHALL COMPLY WITH IECC 2021 REQUIREMENTS.
2. PROVIDE R-VALUES TO MEET OR EXCEED THOSE FOUND IN TABLE C402.2.
ROOF: R-49 CAVITY INSULATION
2x6 WALLS: R-21 CAVITY INSULATION
2x4 WALLS: R-13 CAVITY INSULATION
SLAB: R-10 FOR 36" UN-HEATED SLAB
3. BUILDING ENVELOPE REQUIREMENTS TO MEET OR EXCEED THOSE FOUND IN TABLE 402.4. ALL FENESTRATION TO BE LABELED BY MANUFACTURER AS PER IECC C303.1.3.

- OPERABLE WINDOWS U-FACTOR 0.43
FIXED WINDOWS U-FACTOR 0.36
ENTRANCE DOORS U-FACTOR 0.77
GLAZING SHGC 0.40

PLUMBING NOTES:

1. THE PLUMBING SYSTEM TO BE INSTALLED IN STRICT ACCORDANCE WITH LOCAL, STATE AND NATIONAL CODES. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL ITEMS, RELATED TO THE PROJECT, AS PER INDUSTRY STANDARDS.

2. THE PLUMBING CONTRACTOR TO BE RESPONSIBLE FOR THE COMPLETE PLUMBING INSTALLATION AND PROVIDE A ONE YEAR WARRANTY AFTER OWNERS ACCEPTANCE.

3. VISIT THE JOB SITE PRIOR TO BIDDING THE PROJECT TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS.

4. ALL VENTS SHALL BE VENTED TO THE FEWEST NUMBER POSSIBLE TO PENETRATE ROOF AND SHOULD BE A MINIMUM OF 10'-0" FROM EAVES. ALL VENTS TO BE SIZED AS PER IBC REQUIREMENTS AND OR NOT LESS THAN 3" DIAMETER PIPE. PROVIDE FLASHING AS REQUIRED.

5. SHOWER HEADS SHALL HAVE A FLOW RATE OF 2.5 GPM OR LESS.

6. WATER CLOSET TO HAVE 1.6 GAL. MAX. FLUSH TANK.

7. ALL HOSE BIBS SHALL BE NON FREEZE TYPE WITH BACK FLOW PREVENTER.

8. WATER HEATER SHALL BE ANCHORED OR STRAPPED IN THE UPPER AND LOWER THIRD OF THE APPLIANCE TO RESIST A HORIZONTAL FORCE EQUAL TO ONE THIRD THE OVERTURNING WEIGHT OF THE WATER HEATER, ACTING IN ANY HORIZONTAL DIRECTION, OR IN ACCORDANCE WITH THE APPLIANCE MANUFACTURERS RECOMMENDATIONS.

9. PROVIDE FLOOR DRAIN AND OR DRIP PAN UNDER WATER HEATER, SPA, HOT TUB, WASHING MACHINE, STEAM SHOWER EQUIPMENT, ETC. IF LOCATED ON WOOD FLOOR STRUCTURE.

10. THE CONTRACTOR SHALL INSTALL ALL PLUMBING FIXTURES IN STRICT ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS. TAKE CARE DURING BUILDING CONSTRUCTION TO SEE THAT PROVISIONS ARE MADE FOR PROPER FIXTURE SUPPORT AND THAT ROUGH IN PIPING IS ACCURATELY SET AND PROTECTED FROM MOVEMENT OR DAMAGE.

11. THE CONTRACTOR SHALL TEST ALL PIPING INCLUDING DRAINAGE WASTE LINES, WATER PIPING, NATURAL GAS PIPING, ETC. TEST IN ACCORDANCE WITH UNIFORM PLUMBING CODE AND LOCAL CODES AND AUTHORITIES. WATER LINES TO BE DISINFECTED IN ACCORDANCE WITH LOCAL HEALTH DEPARTMENT REGULATIONS.

12. CAULK AROUND ALL PLUMBING FIXTURES AT FLOORS AND WALLS WITH FLEXIBLE CAULKING COMPOUND. COLOR TO MATCH FIXTURE.

13. AFTER FIXTURES HAVE BEEN SET THE CONTRACTOR SHALL CAREFULLY PROTECT THEM FROM DAMAGE UNTIL THE BUILDING IS OCCUPIED BY THE OWNER. JUST PRIOR TO ACCEPTANCE OF THE JOB BY THE OWNER, THE CONTRACTOR SHALL CLEAN ALL PLUMBING FIXTURES AND REMOVE LABELS.

14. PROVIDE ANTI-SCALD SHOWER VALVE ON ALL TUBS, SHOWERS, ETC.

15. WASTE LINES SHALL BE PROVIDED WITH A CLEAN OUT AS REQUIRED. EXTEND CLEAN OUTS TO ACCESSIBLE SURFACE. DO NOT PLACE CLEAN OUTS IN FLOOR UNLESS APPROVED.

16. PLUMBING CONTRACTOR SHALL PROVIDE A TURN OFF VALVE AND DRAIN AT THE LOWEST LEVEL OF THE FACILITY. ALL FIXTURES SHALL BE ABLE TO DRAIN AT THIS POINT. PROVIDE FLOOR DRAIN AT LOCATION OF PLUMBING SYSTEM DRAIN.

17. PLUMBING CONTRACTOR TO ASSESS WATER PRESSURE AND ENSURE ADEQUATE PRESSURE IS AVAILABLE, FOR MULTIPLE FIXTURE USED SIMULTANEOUSLY WITH OUT PRESSURE DECREASE OR TEMPERATURE FLUCTUATION.

18. AN EXPANSION TANK IS TO BE INSTALLED ON THE SUPPLY LINE TO THE WATER HEATER

CONSTRUCTION NOTES**DATE**

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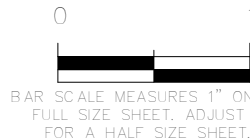
**REVISIONS**

MARK	DATE	DESCRIPTION

DRAWN: RED
DESIGNER: EPIC
REVIEWED: AJ

PROJECT #

25SM5601.01

SCALES**PROJECT NAME:**

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:BUILDING GENERAL
NOTES**PLAN SET:**

PERMIT

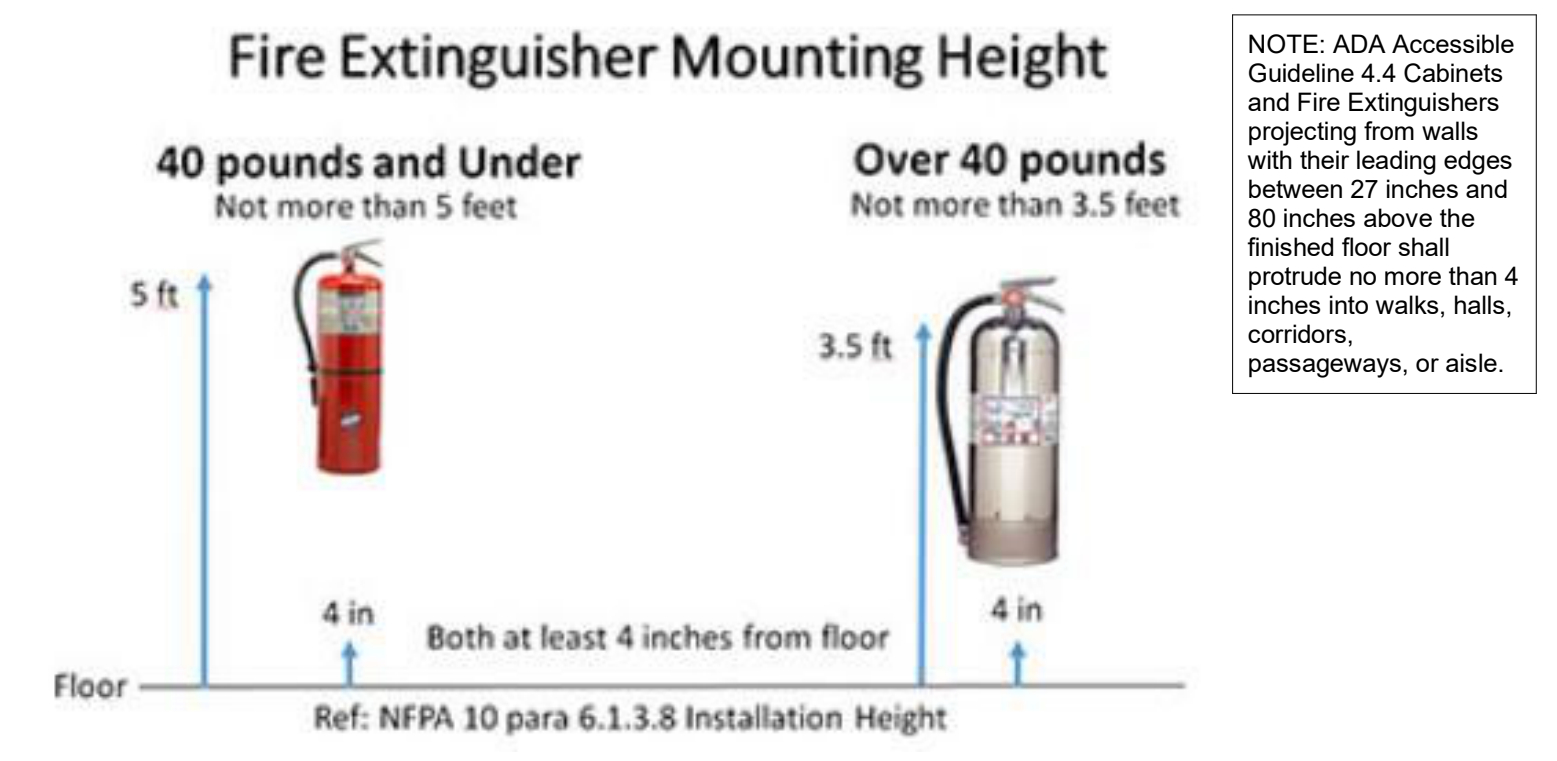
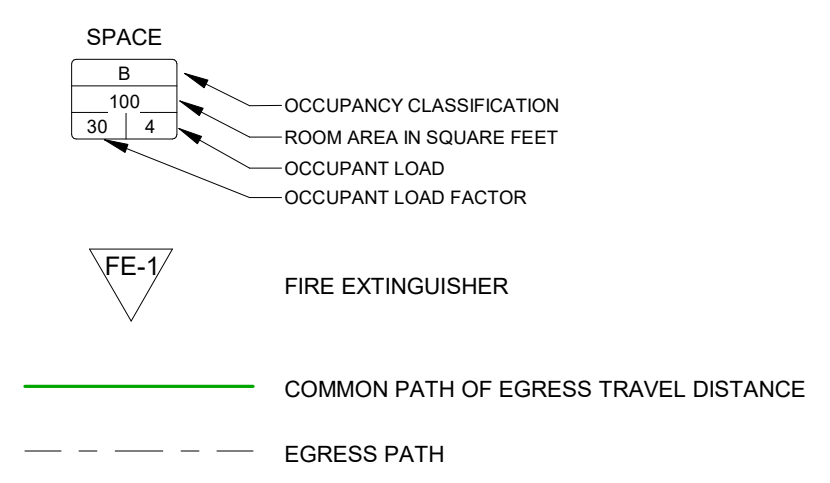
SHEET

G0.2

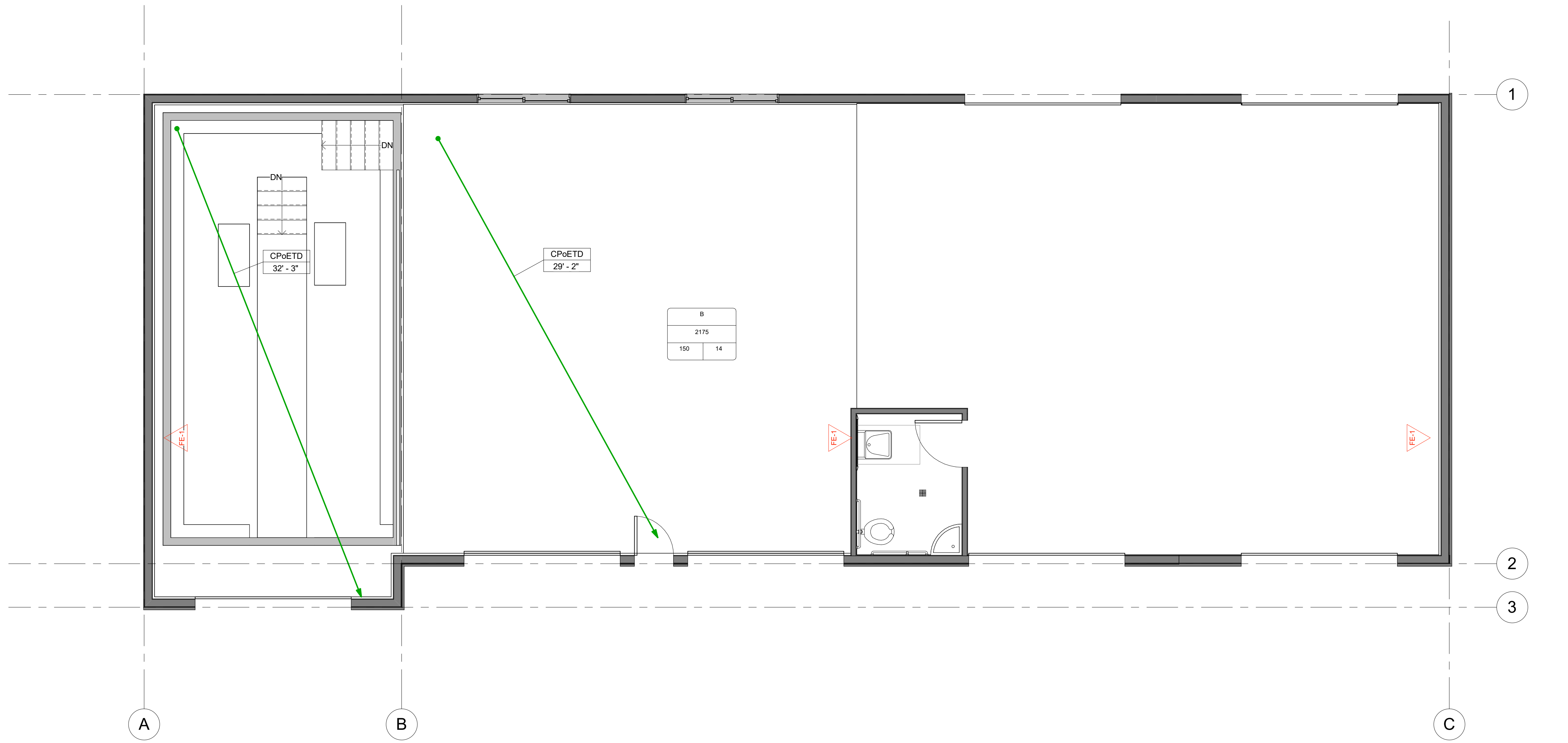
OCCUPANCY SCHEDULE							
LEVEL	FUNCTION OF SPACE	ROOM NUMBER	ROOM NAME	AREA	OCCUPANCY CLASSIFICATION	OCCUPANT LOAD FACTOR	OCCUPANT LOAD
Not Placed	BUSINESS AREAS	2	EXIST. OFFICE	Not Placed		150	0
Not Placed	BUSINESS AREAS	3	EXISTING BAY 1	Not Placed		150	2
				0 SF			2
LEVEL 1	BUSINESS AREAS	1	EXISTING SHOP	2351 SF		150	12
LEVEL 1	BUSINESS AREAS	4	NEW ADA RESTROOM	60 SF		150	0
				2411 SF			12
				2411 SF			14

FIRE EXTINGUISHER SCHEDULE				
MARK	COUNT	MINIMUM RATING	MOUNT METHOD	REMARKS
FE-1	4	2-A	WALL HOOK	
FE-2	1	5-B	WALL HOOK	

EGRESS PLAN LEGEND



① FIRE EXTINGUISHER CABINET MOUNTING HEIGHT
N.T.S.



② FLOOR PLAN - LEVEL 1 EGRESS
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:55:33 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: RED
 DESIGNER: EPIC
 REVIEWED: AJ

PROJECT #
 25SM5601.01

SCALES

As indicated

BAR SCALE MEASURED IN ON A FULL SIZE SHEET. ADJUST

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

LIFE SAFETY PLAN

PLAN SET:

PERMIT **G1.1**

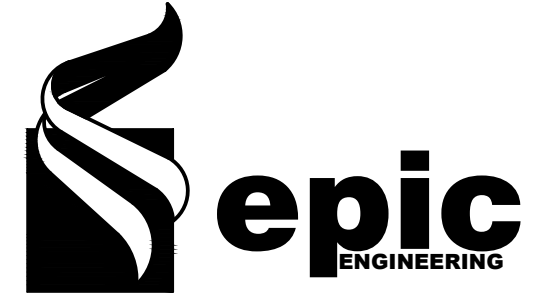
GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
2. UNLESS DETAILED, SPECIFIED, OR OTHERWISE INDICATED ON THE DRAWINGS, CONSTRUCTION SHALL BE AS INDICATED IN THE APPLICABLE DETAILS AND GENERAL NOTES. DETAILS ARE MEANT TO APPLY EVEN THOUGH NOT REFERENCED AT SPECIFIC LOCATIONS ON DRAWINGS.
3. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF WORK, DETAILS SHALL BE THE SAME AS FOR OTHER SIMILAR WORK.
4. ALL UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING BLUE STAKES FOR LOCATION OF ALL UTILITIES. 48 HOURS BEFORE DIGGING.
5. CONTRACTOR IS RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS.
6. PRESERVE OR RESTORE ALL EXISTING FENCES, ROADS, UTILITIES AND DITCHES.
7. ALL TRACER WIRE TO BE INSTALLED PER DETAIL 1 ON PAGE D1.0.
8. MAINTAIN A 10 FT. MINIMUM HORIZONTAL DISTANCE FROM SEWER FOR ALL CULINARY WATER LINES.
9. MAINTAIN 18 INCHES VERTICAL DISTANCE ABOVE SEWER FOR ALL CULINARY WATER LINES.
10. MINIMUM COVER FROM TOP OF PIPE SHALL BE 4 FEET FOR CULINARY UNLESS SHOWN OTHERWISE.
11. EXISTING PIPES TO BE POT-HOLED PRIOR TO INSTALLATION OF PIPE WITH SUFFICIENT DISTANCE TO ADJUST GRADE OF PIPE BEING INSTALLED.
12. CONTRACTOR SHALL TAKE PICTURES/VIDEO EXISTING CONDITIONS PRIOR TO BEGINNING WORK.
13. CONTRACTOR SHALL NOTIFY THE RESIDENTS A MINIMUM OF 48 HOURS IN ADVANCE OF ALL PLANNED WATER OR ROAD SHUT DOWNS/INTERRUPTIONS OF SERVICE.
14. CONTRACTOR SHALL NOTIFY PLEASANT GROVE PUBLIC WORKS 4 BUSINESS DAYS IN ADVANCE OF PLANNED WATER SHUTOFFS FOR A LIST OF ADDRESSES THAT WILL BE IMPACTED. ONLY CITY EMPLOYEES MAY OPERATE WATER VALVES.
15. MECHANICAL JOINTS RESTRAINTS (I.E. MEGALUG OR EQ.) AND THRUST BLOCKS WILL BE REQUIRED AT ALL BENDS, TEES, FITTINGS, APPURTENANCES, OR WHERE NEEDED UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
16. LATERAL LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE FIELD DETERMINED.
17. CONTRACTOR SHALL PROVIDE A MAINTENANCE OF TRAFFIC (MOT) SHEET FOR TRAFFIC CONTROL DURING CONSTRUCTION.
18. CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH UTAH DOT 2024 STANDARD DRAWINGS AND SPECIFICATIONS AND MUTCD STANDARDS.
19. MECHANICAL FLAGGING WILL NOT BE ACCEPTABLE.
20. DURING CONSTRUCTION ON NATHANIEL DRIVE, CONTRACTOR SHALL PROVIDE ONE LANE FOR EASTBOUND TRAFFIC AND ONE LANE FOR WESTBOUND TRAFFIC.
21. DURING CONSTRUCTION ON **100 SOUTH AND 400 WEST**, CONTRACTOR WILL BE ABLE TO CLOSE THE ROAD ENTIRELY WITHIN THE VICINITY OF THE WORK TAKING PLACE. LONG STRETCHES OR LONG DURATIONS OF ROAD CLOSURES WILL NOT BE ACCEPTABLE. CONTRACTOR MUST TAKE NECESSARY MEASURES TO ENSURE THE RESIDENTS HAVE ACCESS TO THEIR DRIVEWAYS.
22. DURING CONSTRUCTION ON **100 SOUTH AND 400 WEST**, THE ROAD WILL BE CLOSED. THE CONTRACTOR DOES NOT NEED TO PROVIDE ANY TRAFFIC CONTROL FOR LARGE VOLUMES OF TRAFFIC. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING THE TRENCH FROM LOCAL TRAFFIC AND PROVIDING SAFE PASSAGE FOR RESIDENTS TO THEIR HOMES ON **100 S. AND 400 W.**
23. INSTALL MANHOLE RIMS, GRATES, AND VALVE BOXES 1/8" BELOW PAVEMENT OR ADJUST AS REQUIRED IN FIELD.
24. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
25. NO PRODUCTS WILL BE FURNISHED BY THE OWNER UNLESS SPECIFICALLY STATED OTHERWISE.
26. CHIPS AND/OR PEA GRAVEL WILL NOT BE ALLOWED AS A PIPE ZONE MATERIAL OR AS AN IMPORT BACKFILL MATERIAL.
27. GRADES ARE STEEP. AS SUCH, ADDITIONAL MAINTENANCE OF CROSS TRENCHES MAY BE NECESSARY AND SHALL BE THE RESPONSIBILITY OF CONTRACTOR.
28. NO MORE THAN 5 DAYS CAN THE PRESSURIZED IRRIGATION LINE BE TURNED OFF FOR ANY SECTION.
29. SAFE CONSTRUCTION PROCEDURES AND WORKING CLEARANCE ARE TO BE MAINTAINED AT ALL TIMES WHILE WORKING NEAR POWER LINES. CONTRACTOR TO FOLLOW ALL APPLICABLE OSHA STANDARDS.
30. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS: THE MOST CURRENT EDITION OF HEBER CITY STANDARD SPECIFICATIONS AND DRAWINGS, AND THE MOST CURRENT EDITION OF THE AMERICAN PUBLIC WORKS ASSOCIATION MANUAL OF STANDARD SPECIFICATION AND PLANS.
31. MARK ALL SAW CUT LINES, CONCRETE REMOVAL, AND TRENCH PATCHING LIMITS WITH ENGINEER PRIOR TO REMOVAL.
32. COORDINATE ANY SOFT SPOT REPAIR WITH ENGINEER PRIOR TO REMOVAL.
33. CONTRACTOR RESPONSIBLE TO SURVEY ALL EXISTING VALVES/MANHOLES, ETC. AND VERIFY WITH ENGINEER PRIOR TO RAISING EXISTING VALVES/MANHOLES TO GRADE.
34. CONTRACTOR SHALL PROVIDE A STORMWATER POLLUTION PREVENTION BMP PLAN. NO SWPPP OR NOI IS REQUIRED.
35. TRENCH BACKFILL SHOULD BE PLACED IN 4 TO 6 INCH LIFTS IF HAND COMPACTED OR NO MORE THAN 8 INCH LIFTS IF POWER COMPACTED.
36. CLOSE TRENCHES DURING NIGHTTIME CONDITIONS THROUGH THE USE OF BACKFILL, TRENCH PLATES, BARRICADES AND/ OR OTHER APPROVED PROTECTION METHODS.
37. CONTRACTOR PROGRESS CLEANING PROGRAM WILL INCLUDE USING SWEEPER OR VACUUM TRUCK DAILY TO KEEP THE STREETS CLEAN. THE OWNER OR ENGINEER RESERVES THE RIGHT TO SHUT DOWN THE CONTRACTOR WITH NO EXTENSION OF TIME OR COST TO THE CONTRACT IF THE PROJECT PROGRESS CLEANING IS NOT BEING DONE
38. CONTRACTOR MAY PLACE AND TEMPORARILY STOCKPILE EXCAVATED MATERIAL OR IMPORTED MATERIAL ON PAVED ROADWAYS, WHEN THE ASPHALT IS TO BE REMOVED, PROVIDED THE CONTRACTOR PREVENTS MIGRATION OF THE
39. STOCKPILED MATERIAL FROM THE WORK SITE, PROVIDED THE CONTRACTOR FOLLOWS THE REQUIREMENTS OF THEIR STORM WATER POLLUTION PREVENTION PLAN, AND PROVIDED THE CONTRACTOR PREVENTS DAMAGE TO THE EXISTING ASPHALT PAVEMENT FROM EQUIPMENT SCRAPING OR CONSTRUCTION PROCEDURES. CITY MAY IMPOSE RESTRICTIONS ON TEMPORARY STOCKPILES OR REQUIRE RESTITUTION BY CONTRACTOR IF THESE REQUIREMENTS ARE NOT FOLLOWED. ANY DAMAGES INCURRED MUST BE REPAIRED TO EXISTING OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.
40. PARTS OF ABANDONED GAS LINE CONTAIN ASBESTOS WRAPPED LINES. IF ENCOUNTERED AND REMOVAL IS REQUIRED CONTACT DOMINION ENERGY FOR PROPER REMOVAL OF ASBESTOS WARPED LINES.
41. GROUND WATER IS EXPECTED AND DE-WATERING WILL BE NECESSARY. ALL DE-WATERING WILL BE INCIDENTAL TO THE BASE BID LINE ITEMS.
42. CONTRACTOR SHALL PROVIDE A MINIMUM 18 INCHES HORIZONTAL SEPARATION BETWEEN SERVICES (I.E. WATERS SERVICE AND IRRIGATION SERVICE).
43. AERIAL UTILITIES ARE NOT ILLUSTRATED IN THE DRAWINGS. ELECTRICAL, CATV, AND TELEPHONE LINES ARE AERIAL. CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE RESPECTIVE UTILITIES IF NECESSARY.
44. ANY ABANDONED INFRASTRUCTURE THAT OBSTRUCTS WATER PIPE ALIGNMENT SHALL BE REMOVED AND DISPOSED OF AT NO EXPENSE TO THE GOVERNMENT. ANY VOIDS CAUSED BY REMOVAL OF INFRASTRUCTURE MUST BE BACKFILLED.

CONSTRUCTION NOTES

DATE

12/18/2025 7:13:16 AM



DRAWN: MS
DESIGNER: AH
REVIEWED: AH

PROJECT #
25SM5601.01

NOT FOR
CONSTRUCTION

SCALES

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

100 SOUTH 400 WEST
HEBER CITY, UTAH
84032

SHEET TITLE:

SHEET LEGEND &
GENERAL NOTES

PLAN SET:

REVIEW

SHEET

G0.1

ABBREVIATIONS

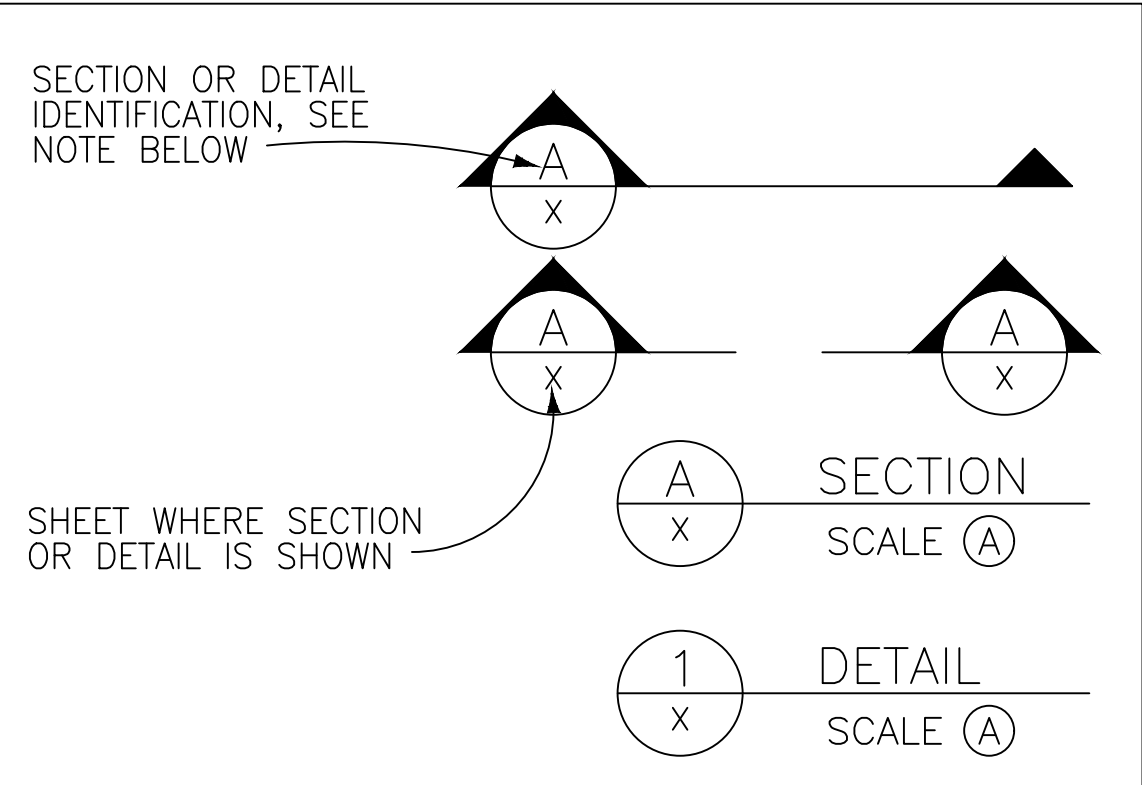
⊙	AT	EA	EACH
AC	ASBESTOS CEMENT	ECC	ECCENTRIC
ADA	AMERICANS WITH DISABILITIES ACT	EL, ELEV	ELEVATION
ADJ	ADJUSTABLE, ADJACENT	ENGR	ENGINEER
AGGR	AGGREGATE	ELB	ELBOW
AP	AERIAL POWER	ELEC	ELECTRIC, ELECTRICAL
APPROX	APPROXIMATE, APPROXIMATELY	EOP, EP	EDGE OF PAVEMENT
APVD	APPROVED	EQ	EQUIVALENT, EQUATION
ARCH	ARCHITECT, ARCHITECTURAL	EQPT	EQUIPMENT
ARV	AIR RELEASE VALVE	EX	EXISTING
AT	AERIAL TELEPHONE	EXT	EXTERIOR
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS		
AUTO	AUTOMATIC	FC	FLEXIBLE COUPLING
AUX	AUXILIARY	FCA	FLANGED COUPLING ADAPTER
AVRV	AIR & VACUUM RELEASE VALVE	FH	FIRE HYDRANT
		FHA	FIRE HYDRANT ASSEMBLY
		FIG	FIGURE
BF	BLIND FLANGE, BOTTOM FACE	FLG	FLANGE
BLDG	BUILDING	FRP	FIBERGLASS REINFORCED PLASTIC
BLK	BLOCK	FT	FOOT, FEET
BLKG	BLOCKING	FTG	FOOTING
BM	BENCH MARK, BEAM	F	DEGREE FAHRENHEIT
BWVN	BETWEEN		
		G	GAS, GRILLE
°C	DEGREE CELSIUS	GA	GAUGE
C TO C	CENTER TO CENTER	GAL	GALLON
CATV	CABLE TELEVISION	GALV	GALVANIZED
C&G	CURB AND GUTTER	GND	GROUND
CB	CATCH BASIN	GP	GUARD POST
CFM	CUBIC FEET PER MINUTE	GPD	GALLONS PER DAY
CFS	CUBIC FEET PER SECOND	GPH	GALLONS PER HOUR
CI	CAST IRON PIPE	GPM	GALLONS PER MINUTE
CLR	CLEAR	GSP	GALVANIZED STEEL PIPE
⊕	CENTERLINE	GV	GATE VALVE
CMP	CORRUGATED METAL PIPE	GVL	GRAVEL
CO	CLEANOUT	HAS	HEADED ANCHOR STUD
CONC	CONCRETE	HB	HOSE BIB
CONN	CONNECTION	HC	HOLLOW CORE
CONST	CONSTRUCTION	HGT, HT	HEIGHT
CONT	CONTINUOUS	HORIZ, HOR.	HORIZONTAL
COORD	COORDINATE	HP	HORSEPOWER
CORR	CORRIDOR	HWL	HIGH WATER LEVEL
CPLG	COUPLING	HWY	HIGHWAY
CTR	CENTER		
CU	COPPER	I&C	INSTRUMENTATION & CONTROL
CU FT	CUBIC FEET	ID	INSIDE DIAMETER
CU IN	CUBIC INCH	IE	INVERT ELEVATION
		IN	INCH
DBL	DOUBLE	K	RATE OF VERTICAL CURVATURE
DET	DETAIL	KW	KILOWATT
DI	DUCTILE IRON PIPE, DROP INLET		
DI	DUCTILE IRON PIPE	L	LENGTH, LONG
DIA, Ø	DIAMETER	LBS	POUNDS
DIAG	DIAGONAL	LB/CU FT	POUNDS PER CUBIC FOOT
DIM	DIMENSION	LF	LINEAR FEET
DIST	DISTANCE	LH	LEFT HAND
DN	DOWN	LOC	LOCATION
DWG	DRAWING	LONG	LONGITUDINAL

MATL, MAT	MATERIAL	RND	ROUND
MAX	MAXIMUM	ROW, R/W	RIGHT OF WAY
MECH	MECHANICAL	RPP	REINFORCING STEEL
MFR	MANUFACTURER		
MGD	MILLION GALLONS PER DAY	S	SEWER, SLOPE
MG/L	MILLIGRAMS PER LITER	SL	SLOPE
MH	MANHOLE	SL	SCHEDULE
MIN	MINIMUM	SH, SHT	SHEET
MISC	MISCELLANEOUS	SIM	SIMILAR
MJ	MECHANICAL JOINT	SLC	SALT LAKE CITY SPECIFICATIONS SPECIFIED
MTL	METAL	SPEC	SPECIFICATIONS SPECIFIED
		SPEC'D	SPECIFICATIONS SPECIFIED
(N)	NEW	SQ	SQUARE
NIC	NOT IN CONTRACT	SQ FT, SF	SQUARE FOOT
NOM	NOMINAL	SQ IN	SQUARE INCH
NTS	NOT TO SCALE	SSD	STAINLESS STEEL
		SS	STATION
OC	ON CENTER	STA	STANDARD
OD	OUTSIDE DIAMETER	STD	STEEL
OF	OUTSIDE FACE	STRUCT	STRUCTURE, STRUCTURAL
OHE	OVERHEAD ELECTRIC	SYMM	SYMMETRICAL
OPNG, OPG	OPENING		
OPP	OPPOSITE	T	TREAD, TOP, TELEPHONE THRUST BLOCK
PB	PULL BOX	TB	TOP AND BOTTOM
PC	POINT OF CURVE	T&B	TANGENT
PCF	POUNDS PER CUBIC FOOT	TAN	TEMPORARY BENCH MARK
PE	PLAIN END	TBM	TECHNICAL TELEPHONE
PEP	POLYETHYLENE PIPE	TECH	TECHNICAL TELEPHONE
PEPP	POLYETHYLENE PRESSURE PIPE	TEL	TEMPERATURE
PERF	PERFORATED	TEMP	TEMPERATURE THICK (NESS)
PERIM	PERIMETER	THK	THICK (NESS)
PI	POINT OF INTERSECTION	TOC	TOP OF CURB, CONCRETE
PLF	POUNDS PER LINEAL FOOT	TOP	TOP OF PIPE
PLYWD	PLYWOOD	TOPO	TOPOGRAPHY
PP	POWER POLE	TW	TRACER WIRE
PRCST	PRECAST	TYP	TYPICAL
PRESS	PRESSURE	UBC	UNIFORM BUILDING CODE
PRI	PROPERTY	UD	UNDERDRAIN
PROP	PRESSURE REDUCING VALVE	UE, UGE	UNDERGROUND ELECTRIC
PRV	PRESSURE REDUCING VALVE	UNK	UNKNOWN
PSF	POUNDS PER SQUARE FOOT	UNO	UNLESS NOTED OTHERWISE
PSI	POUNDS PER SQUARE INCH	UP	UNDERGROUND POWER
PSIG	POUNDS PER SQUARE INCH, GAUGE	UT	UNDERGROUND TELEPHONE
PSV	PRESSURE SUSTAINING VALVE		
PTD	PAINTED	VC	VERTICAL CURVE
PVC	POLYVINYL CHLORIDE	VCP	VITRIFIED CLAY PIPE
PVMT	PAVEMENT	VERT	VERTICAL
		VIF	VERIFY IN FIELD
R&R, R/R	REMOVE AND REPLACE	W/	WITH
R, RAD	RADIUS, RISER, REGISTER	W/O	WITHOUT
RCP	REINFORCED CONCRETE PIPE	W	WIDE, WATER
RD	ROOF DRAIN, ROAD	WS	WATER STOP
REBAR	REINFORCING BAR	WT	WEIGHT
RED	REDUCER	YD	YARD
REF, RE	REFER, REFERENCE		
REINF	REINFORCING, REINFORCE		
REQD	REQUIRED		
RH	RIGHT HAND		

LEGEND

	MONUMENT
	GRADING POINT MARKER
	REACH FLOW LINE
	BASE LINE
	LIMITS OF CONSTRUCTION
	TOP OF SLOPE
	EDGE OF ROAD
	PROPERTY LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	MAJOR CONTOUR
	MINOR CONTOUR
	PROPOSED FENCE
	EXISTING FENCE
	FENCE DEMO
	CHAINLINK FENCE
	EROSION CONTROL SILT FENCE
	SEDIMENT BARRIER
	GRADE CHANGE
	EXISTING RAILROAD TRACK
	NATURAL GAS
	EXISTING NATURAL GAS
	NATURAL GAS ABANDON
	SANITARY SEWER
	EXISTING SANITARY SEWER
	SANITARY SEWER DEMO
	SANITARY FORCE MAIN
	EXISTING SANITARY FORCE MAIN
	SANITARY FORCE MAIN DEMO
	STORM SEWER
	EXISTING STORM SEWER
	STORM SEWER DEMO
	UNDERDRAIN
	EXISTING UNDERDRAIN
	UNDERDRAIN DEMO
	WATER
	EXISTING WATER
	WATER DEMO
	IRRIGATION
	EXISTING IRRIGATION
	IRRIGATION DEMO
	FIRE WATER
	EXISTING FIRE WATER
	FIRE WATER DEMO
	ELECTRICAL
	EXISTING ELECTRICAL
	ELECTRICAL DEMO
	OVERHEAD POWER
	EXISTING OVERHEAD POWER
	OVERHEAD POWER DEMO
	UNDERGROUND POWER
	EXISTING UNDERGROUND POWER
	UNDERGROUND POWER DEMO
	COMMUNICATIONS LINE
	EXISTING COMMUNICATIONS LINE
	COMMUNICATIONS LINE DEMO
	TELEPHONE
	EXISTING TELEPHONE
	TELEPHONE DEMO
	UNDERGROUND TELEPHONE
	EXISTING UNDERGROUND TELEPHONE
	UNDERGROUND TELEPHONE DEMO
	OVERHEAD TELEPHONE
	EXISTING OVERHEAD TELEPHONE
	OVERHEAD TELEPHONE DEMO
	OVERHEAD CABLE
	EXISTING OVERHEAD CABLE
	OVERHEAD CABLE DEMO
	UNDERGROUND CABLE
	EXISTING UNDERGROUND CABLE
	UNDERGROUND CABLE ABANDON
	ROAD ROCK
	ASPHALT PAVEMENT
	YARD ROCK
	AGGREGATE BASE COURSE
	STRUCTURAL FILL
	EARTH
	RIPRAP
	CONCRETE

SECTION OR DETAIL IDENTIFICATION SYMBOLS



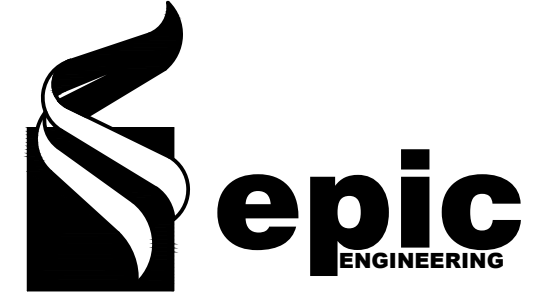
UTILITY SYMBOLS

	GUY WIRE		EXISTING WATER VALVE
	LIGHT POLE		NEW WATER VALVE
	POWER METER		FIRE HYDRANT
	OH LIGHT POLE		AIR CONDITIONING
	POWER POLE		ELECTRICAL MAIN
	UTILITY POLE		ELECTRICAL SHUT OFF
	POWER STRUCTURE		FIRE DEPT ACCESS POINT
	VAULT		FIRE DEPT ACCESS
	PED-ELECTRICAL		FIRE DEPT CONNECTION
	JUNCTION BOX		GAS SHUTOFF
	GENERATOR		NATURAL GAS SHUTOFF
	JUNCTION		WATER SHUTOFF
	ENCLOSURE		WATER METER
	MANHOLE (ATTRIBUTE)		PIPE IN SECTION
	CATCH BASIN		POT HOLE
	TELEPHONE SYMBOL		
	TELEPHONE PEDESTAL		
	PIPE BREAK IN SECTION		

NOTE:
THIS IS A STANDARD SHEET. THEREFORE, SOME ABBREVIATIONS APPEARING ON THIS SHEET MAY NOT BE USED. ABBREVIATIONS ON INDIVIDUAL DRAWINGS TAKE PRECEDENCE OVER THIS SHEET.

CONSTRUCTION NOTES

DATE
12/18/2025 7:13:16 AM



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DESIGNER: AH
REVIEWED: AH
PROJECT #
25SM5601.01

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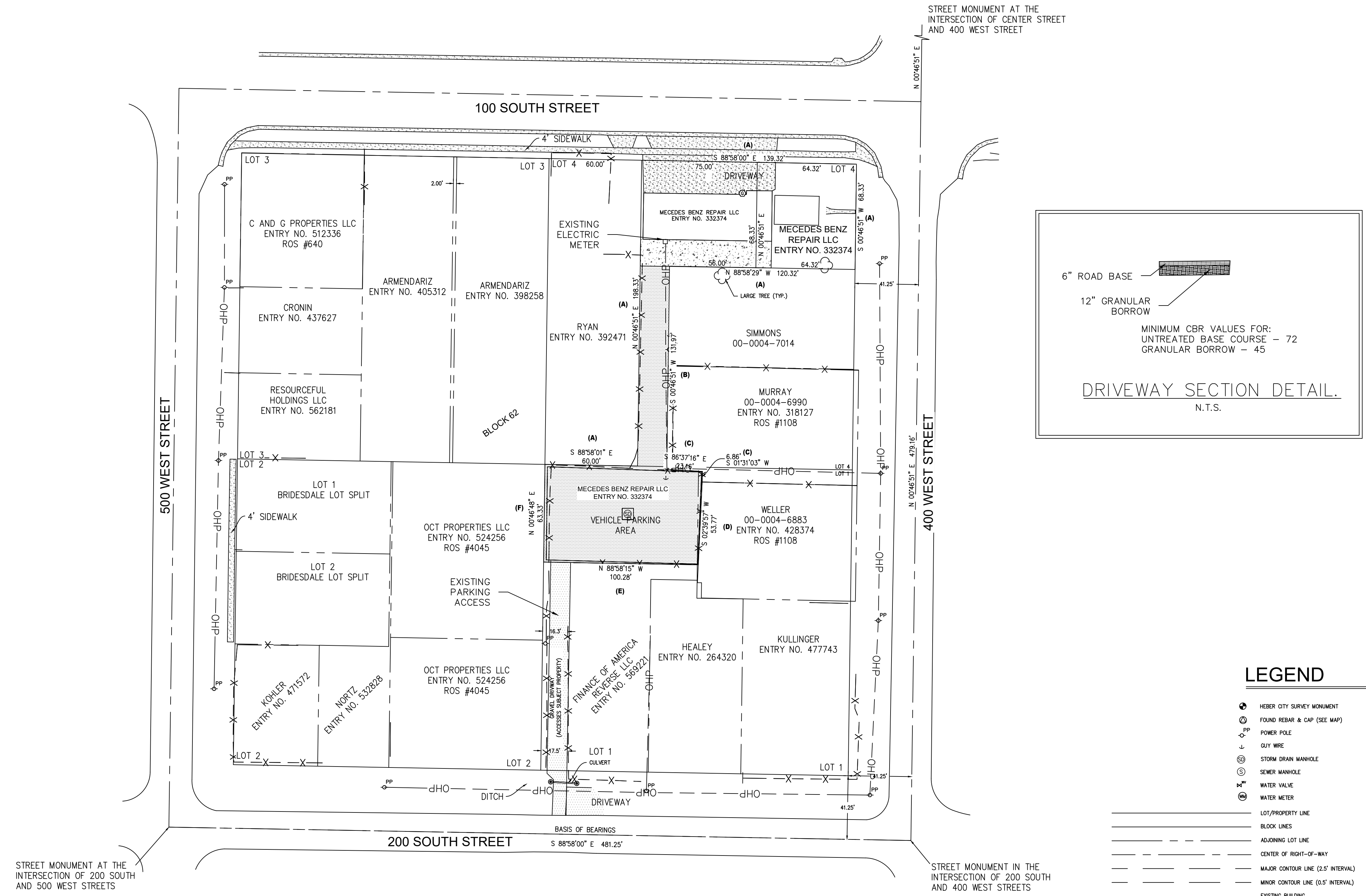
SCALES

PROJECT NAME:
STATE AUTOMOTIVE

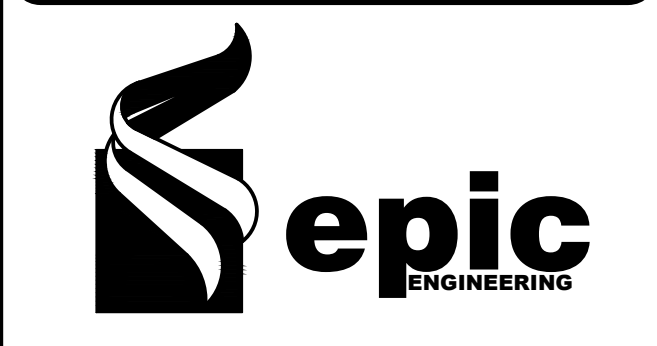
PROJECT LOCATION:
**100 SOUTH 400 WEST
HEBER CITY, UTAH
84032**

SHEET TITLE:
**PLAN SYMBOLS AND
ABBREVIATIONS**

PLAN SET: REVIEW SHEET
G0.2



DATE
12/18/2025 7:13:16 AM



REVISIONS		
MARK	DATE	DESCRIPTION

DRAWN: MS
DESIGNER: AH
REVIEWED: AH

PROJECT #
25SM5601.01

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SCALES	

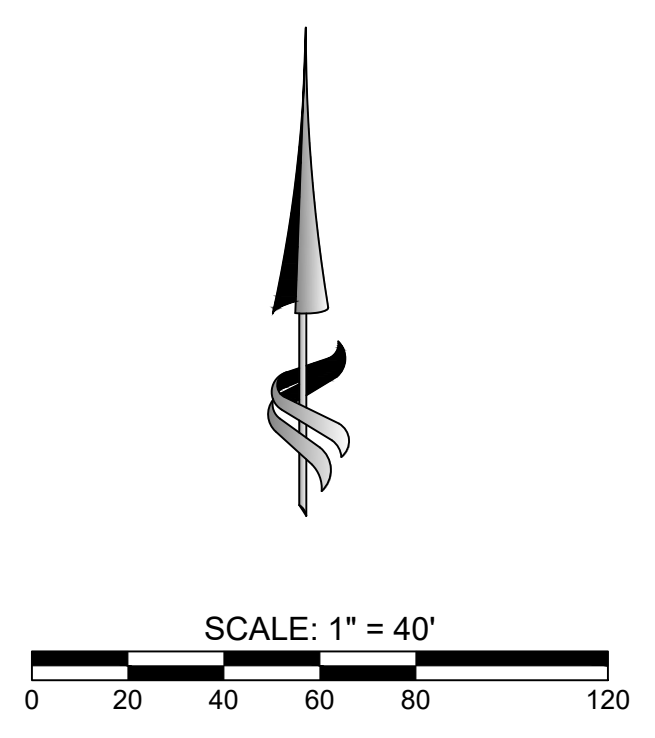
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STATE AUTOMOTIVE

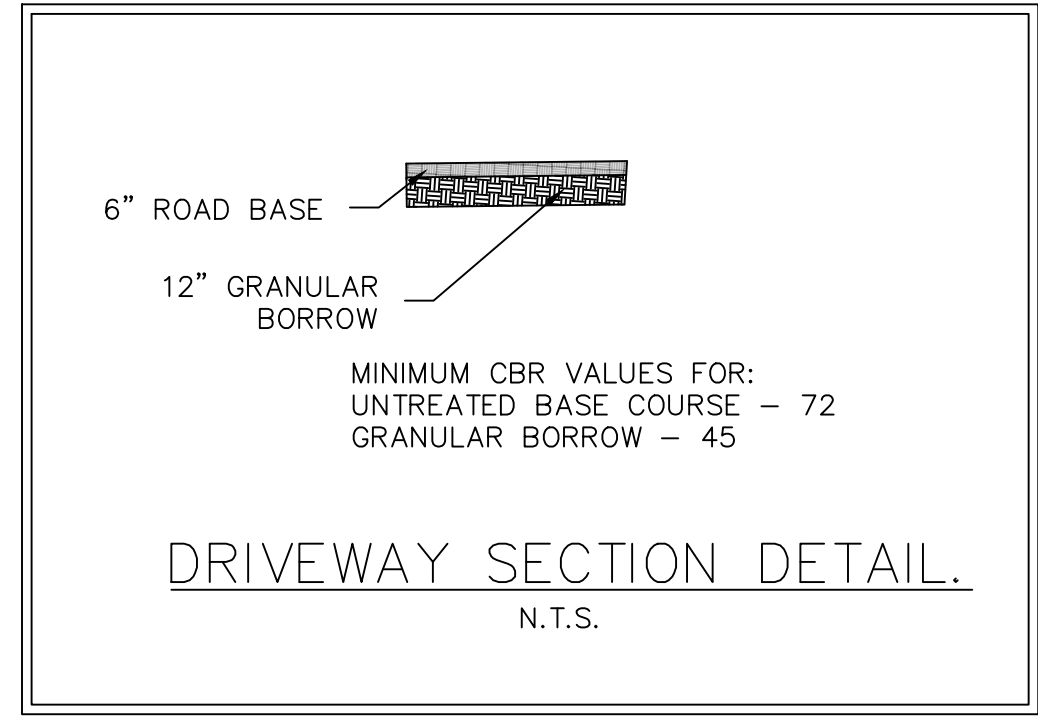
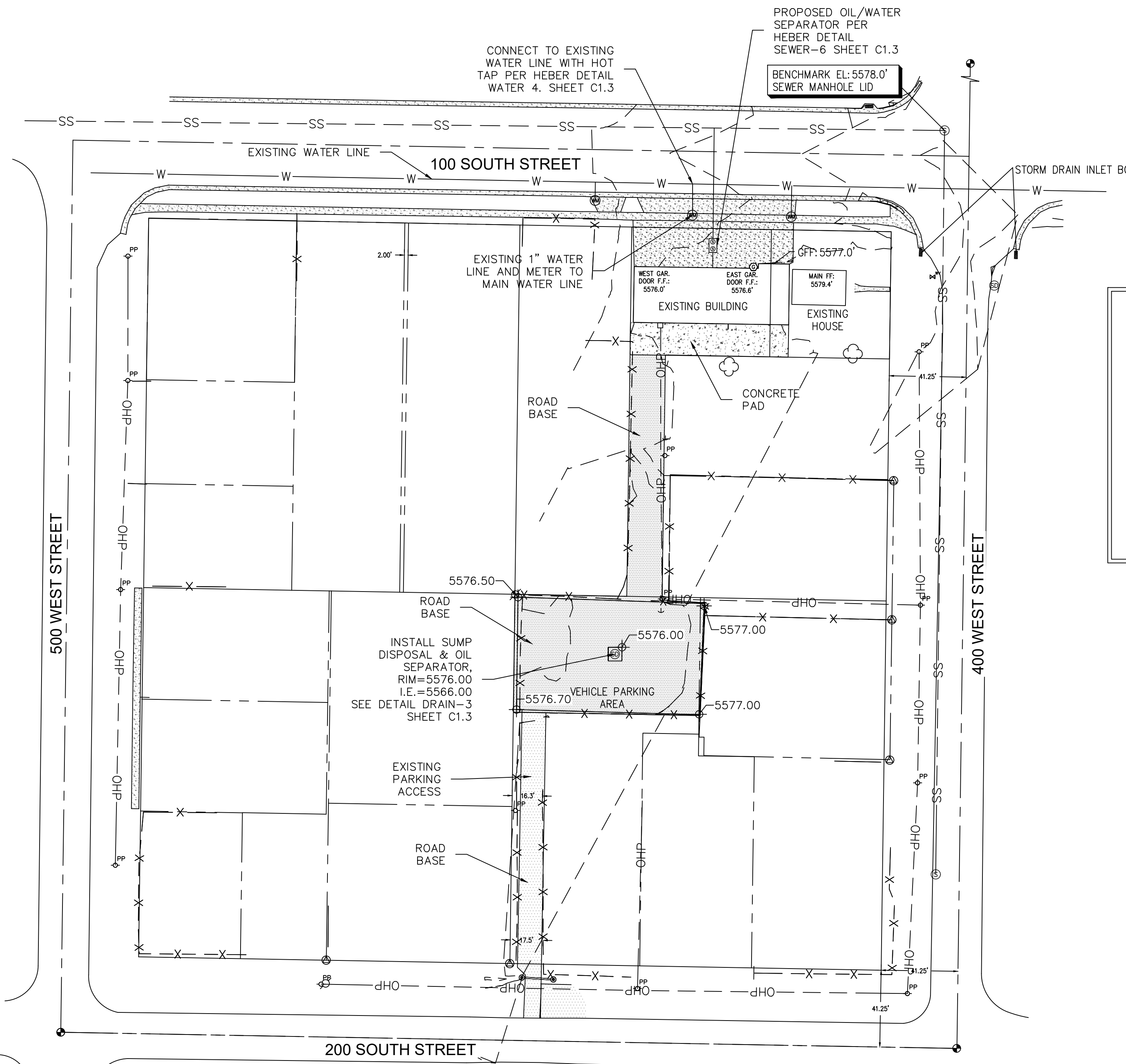
PROJECT LOCATION:
**100 SOUTH 400 WEST
HEBER CITY, UTAH
84032**

SHEET TITLE:
SITE PLAN

PLAN SET: REVIEW SHEET
C1.1

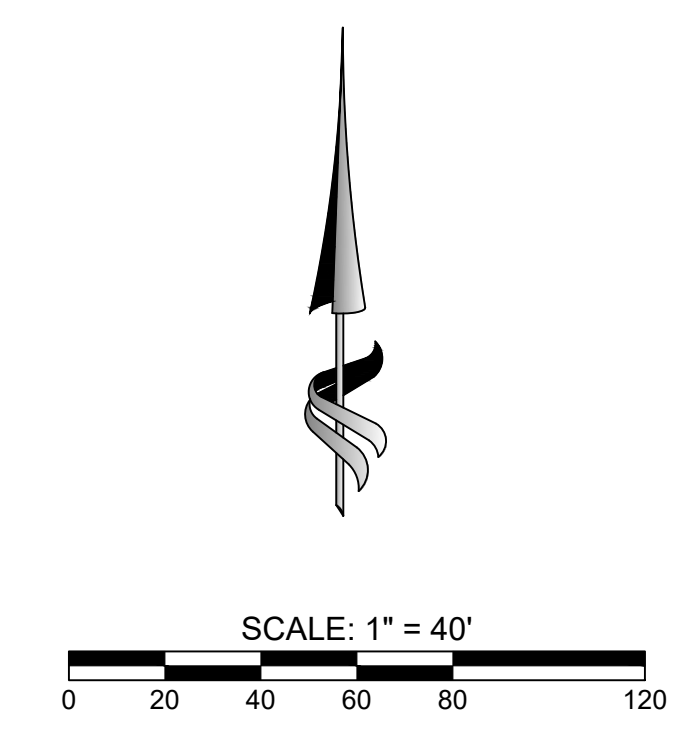
- LEGEND**
- HEBER CITY SURVEY MONUMENT
 - FOUND REBAR & CAP (SEE MAP)
 - POWER POLE
 - GUY WIRE
 - STORM DRAIN MANHOLE
 - SEWER MANHOLE
 - WATER VALVE
 - WATER METER
 - LOT/PROPERTY LINE
 - BLOCK LINES
 - ADJOINING LOT LINE
 - CENTER OF RIGHT-OF-WAY
 - MAJOR CONTOUR LINE (2.5' INTERVAL)
 - MINOR CONTOUR LINE (0.5' INTERVAL)
 - EXISTING BUILDING
 - EXISTING FENCE LINE



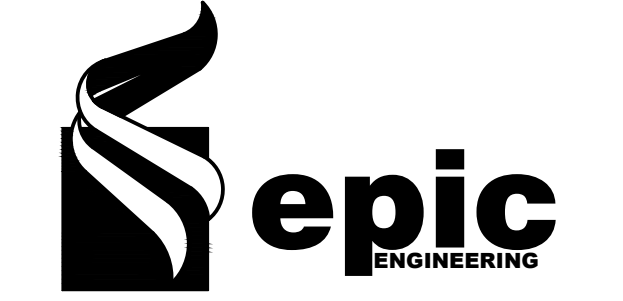


LEGEND

- HEBER CITY SURVEY MONUMENT
- ⊗ FOUND REBAR & CAP (SEE MAP)
- ⊕ POWER POLE
- ⊖ GUY WIRE
- ⊙ STORM DRAIN MANHOLE
- ⊙ SEWER MANHOLE
- ⊕ WATER VALVE
- ⊕ WATER METER
- LOT/PROPERTY LINE
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REVISIONS		
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25SM5601.01

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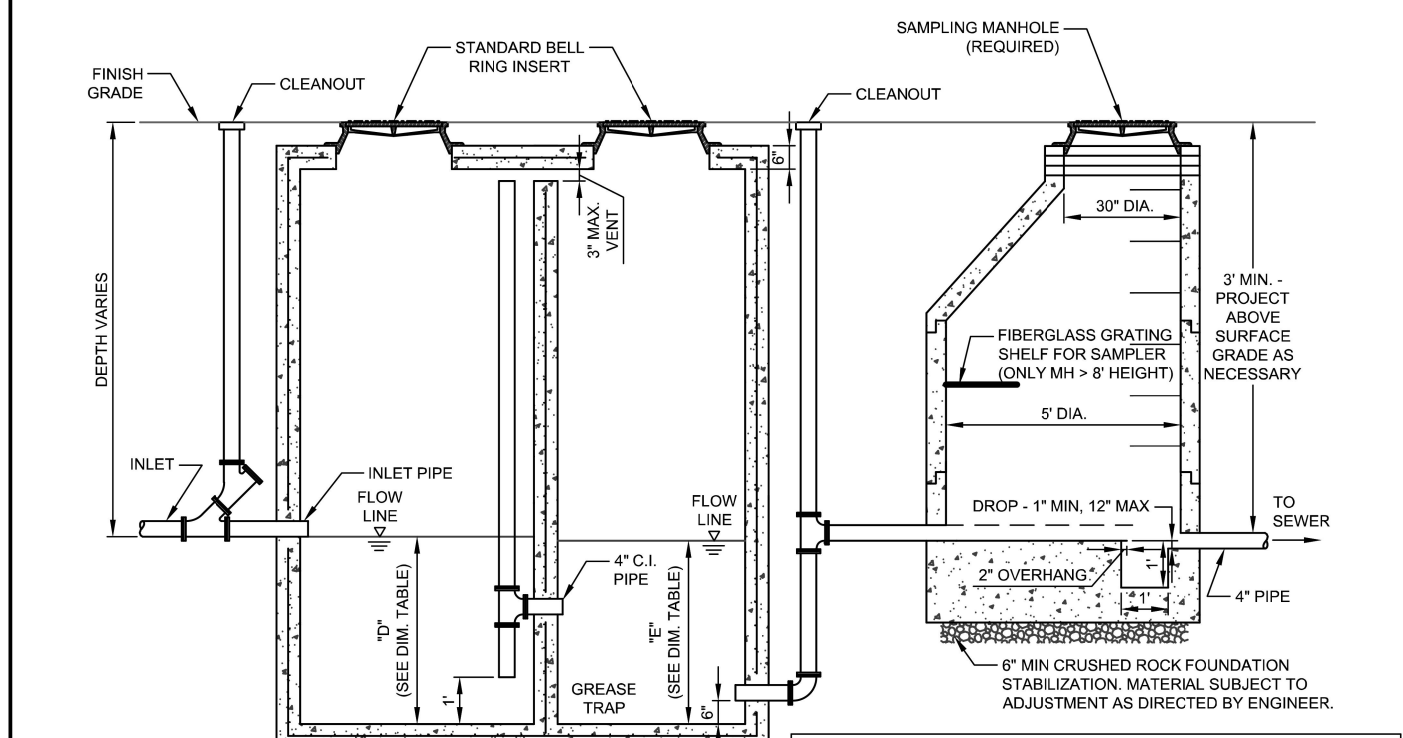
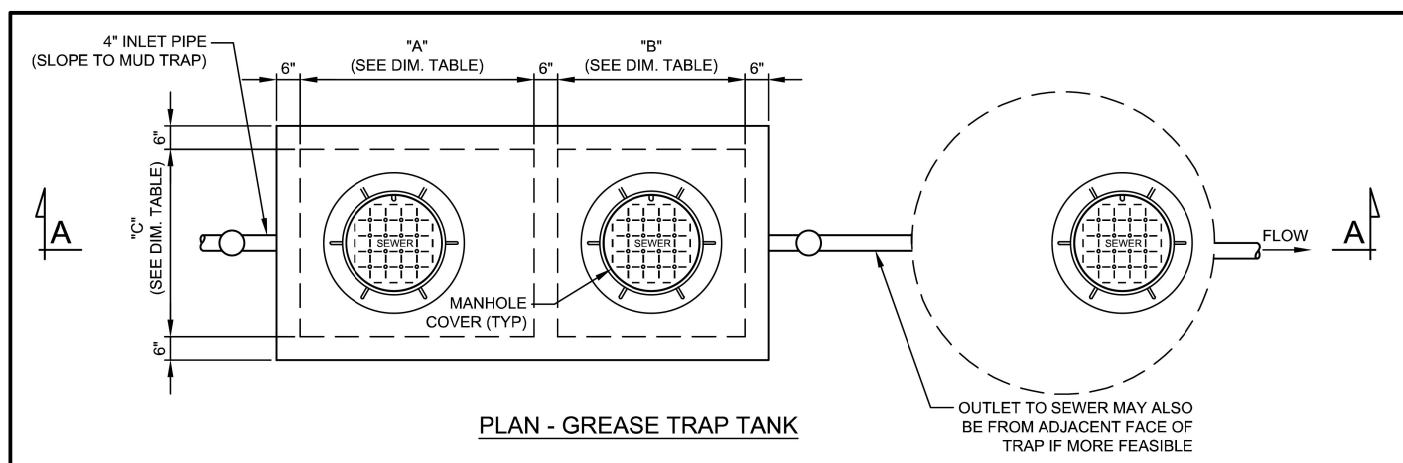
SCALES

PROJECT NAME:
STATE AUTOMOTIVE

PROJECT LOCATION:
**100 SOUTH 400 WEST
HEBER CITY, UTAH
84032**

SHEET TITLE:
**GRADING / UTILITY
PLAN**

PLAN SET: REVIEW SHEET
C1.2



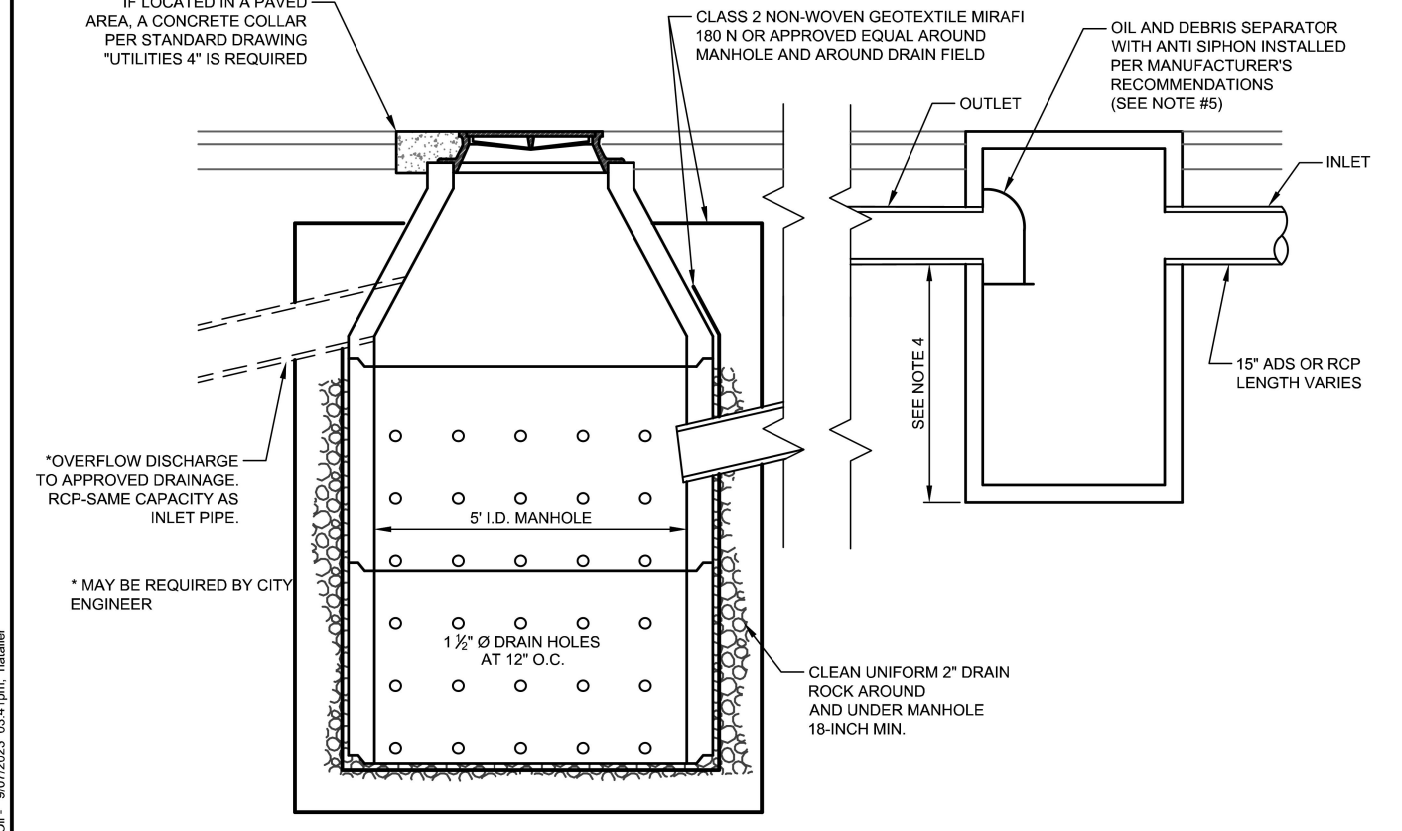
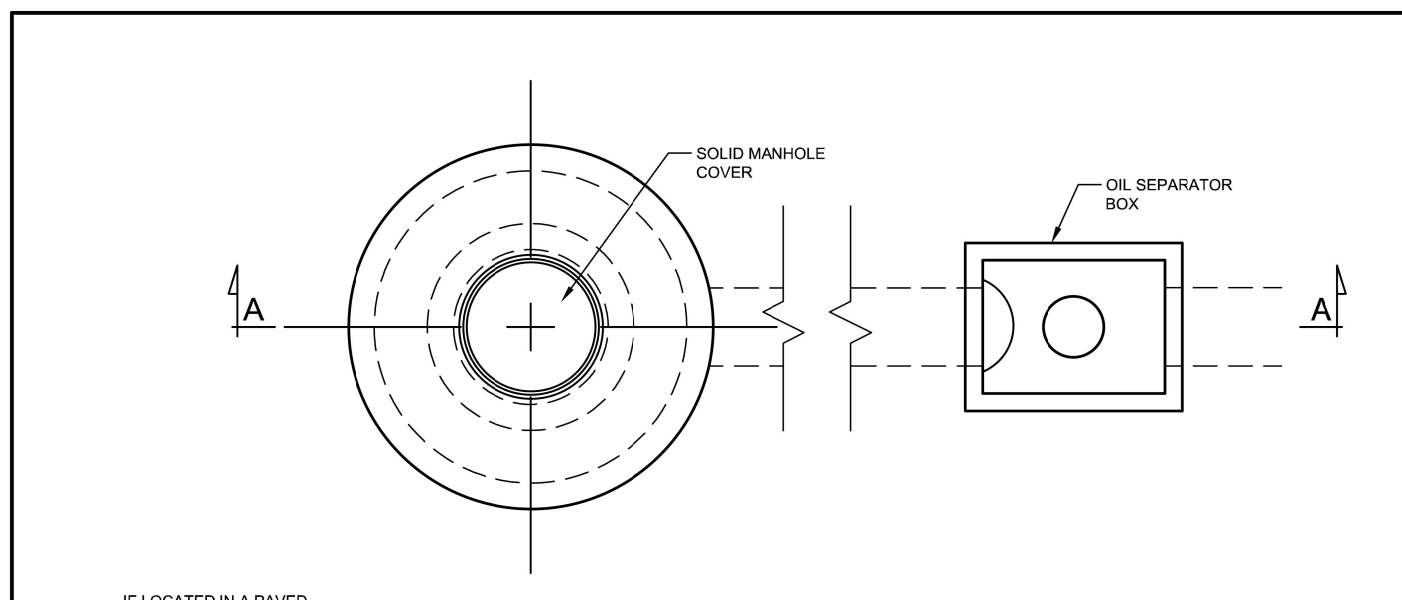
GREASE TRAP SIZE IN GALLONS	A	B	C	D	E
1500	5'-8"	4'-8"	5'-0"	4'-4"	4'-0"
1000	5'-0"	4'-0"	4'-2"	4'-0"	3'-11"
750	3'-1"	3'-1"	4'-0"	4'-2"	3'-10"

- NOTES:
1. CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
 2. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60.
 3. THE CONCRETE COVER OVER THE REINFORCING STEEL SHALL BE A MINIMUM OF 1/2 INCHES.
 4. THE STRUCTURE SHALL BE DESIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF UTAH.
 5. THE STRUCTURE SHALL BE DESIGNED FOR THE FOLLOWING LOADING CRITERIA:
 - A. WALLS DESIGNED FOR A SATURATED EQUAL FLUID AT REST SOIL PRESSURE OF 120 PCF PLUS TRUCK SURCHARGE.
 - B. TRUCK LOADING USING AN ASHTRIO H-20 TRUCK LOAD.
 - C. THE MANWAY FRAME AND COVER SHALL BE A TRAFFIC TYPE CASTING FOR H-20 TRUCK LOAD.
 6. WHERE THE SEWER LINE ALREADY EXISTS, THE SEWER INVERT INTO AND OUT OF THE TANK SHALL BE 4'-0" ABOVE THE TANK FLOOR.
 7. PLUMBING OUTSIDE OF THE GREASE INTERCEPTOR WILL BE IN ACCORDANCE TO LOCAL REGULATIONS.
 8. THE Baffle INSIDE THE INTERCEPTOR SHALL BE WITHIN 3 INCHES OF THE CEILING.
 9. COVERS SHALL BE CIRCULAR AND SHALL BE SOLID WITH PICK HOLES FOR REMOVAL.
 10. THE INLET PIPE SHALL BE AT AN ELEVATION OF 1 INCH OR HIGHER THAN THE OUTLET PIPE.
 11. SANITARY WASTES FROM TOILETS SHALL NOT BE PLUMBED TO GREASE INTERCEPTORS.
 12. PIPING AS PER CITY OR SANITARY DISTRICT REQUIREMENTS.
 13. PROVIDE A SEPARATE VENT LINE AS REQUIRED BY THE INTERNATIONAL PLUMBING CODE.

HEBER CITY
READY OF THE WASTEWATER BACK

DATE: 02/19
SCALE: N.T.S.
73 NORTH MAIN STREET
HEBER CITY, UTAH 84032
400-864-0751

GREASE INTERCEPTOR
SEWER-6

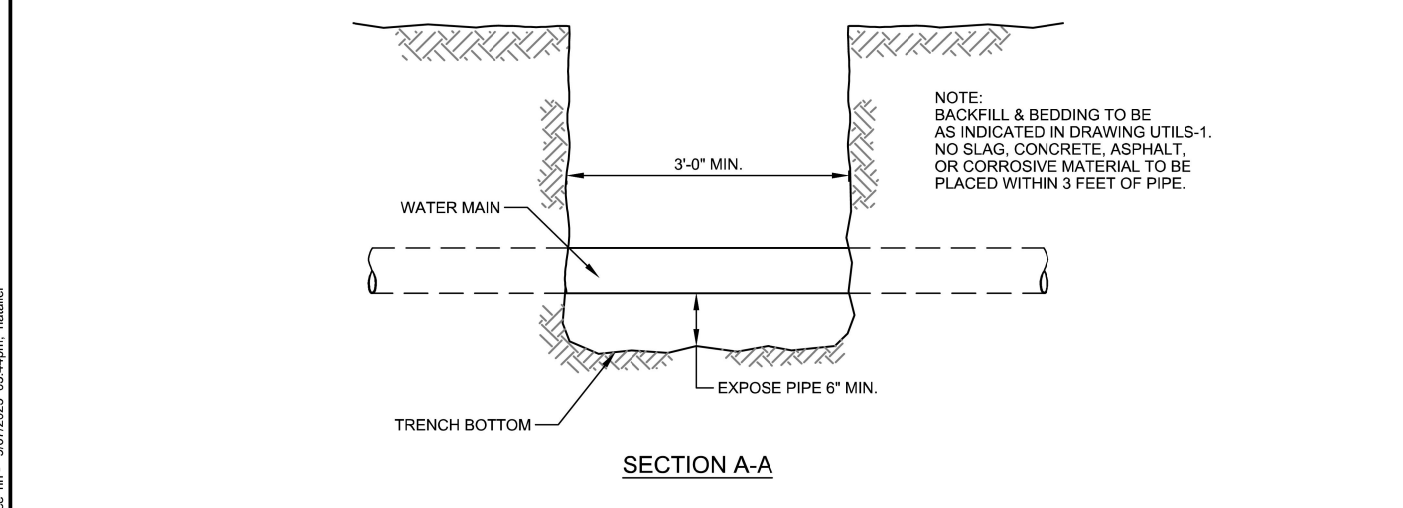
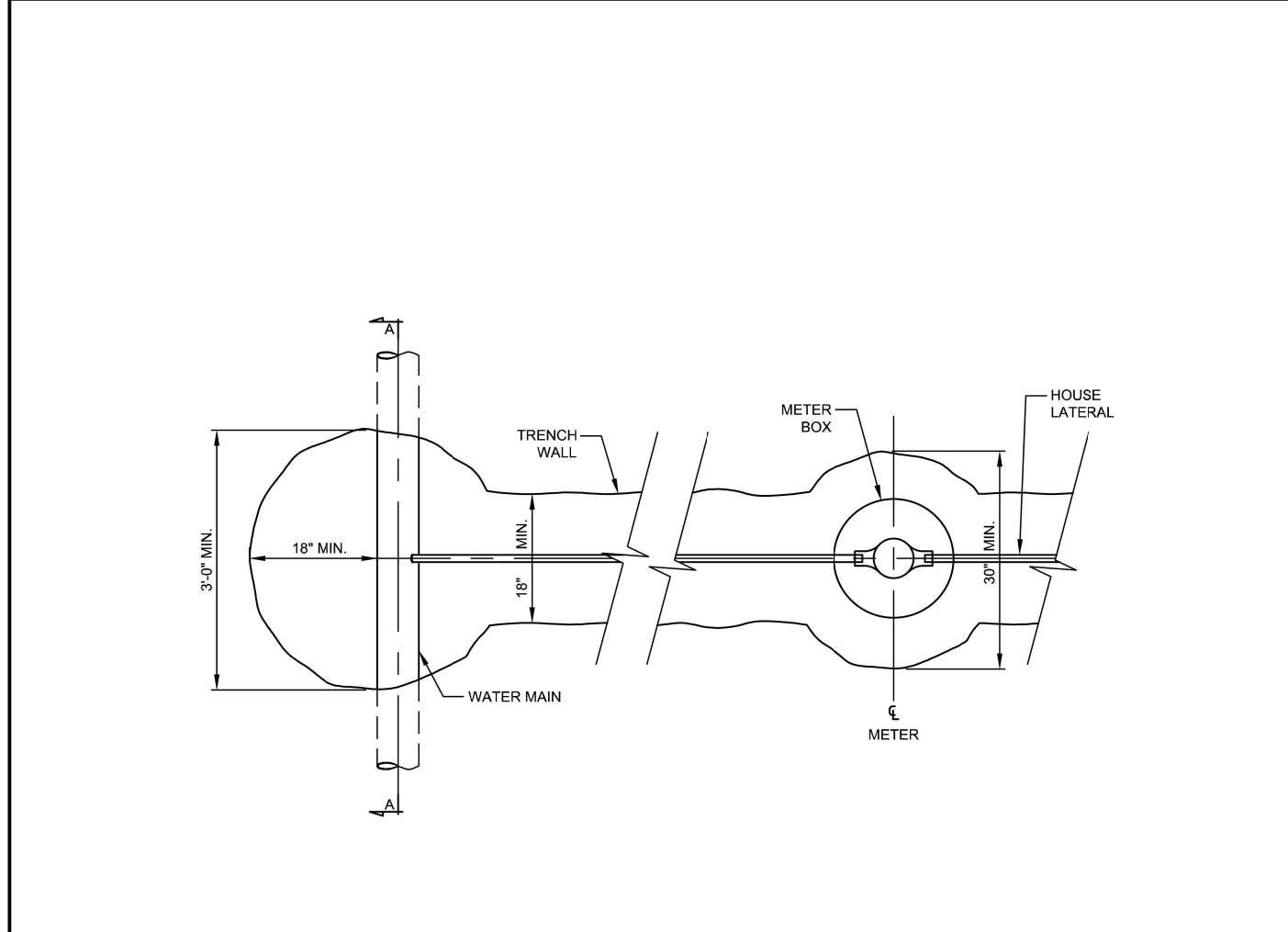


- NOTES:
1. CONSTRUCT DROP INLET BOX TO MATCH WIDTH OF CURB & GUTTER. MATCH INSIDE LENGTH OF BOX TO INSIDE LENGTH OF FRAME.
 2. O.B.L. 1/2" WITH ADJUSTABLE CURB BOX.
 3. STANDARD CAST IRON MANHOLE RING & LID.
 4. BUMP DEPTH = 3/8" MIN. FOR 12" DIAMETER OUTLET AND SMALLER, FOR OUTLET DIAMETER 15" AND LARGER, DEPTH = 2.5 TO 3 TIMES THE DIAMETER.
 5. SEE STANDARD SPECIFICATION 02772 PONDS.

HEBER CITY
READY OF THE WASTEWATER BACK

DATE: 02/23
SCALE: N.T.S.
73 NORTH MAIN STREET
HEBER CITY, UTAH 84032
400-864-0751

SUMP DISPOSAL & OIL SEPARATOR
DRAIN-3



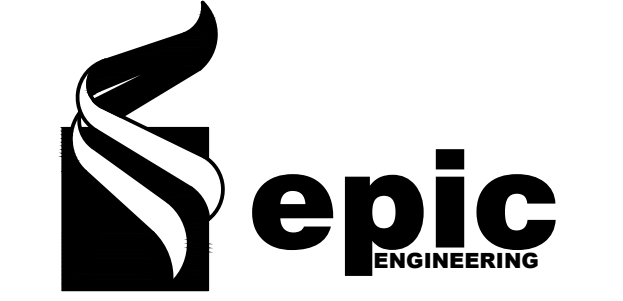
HEBER CITY
READY OF THE WASTEWATER BACK

DATE: 03/17
SCALE: N.T.S.
73 NORTH MAIN STREET
HEBER CITY, UTAH 84032
400-864-0751

1" SERVICE TRENCH
WATER-4

CONSTRUCTION NOTES

DATE
12/18/2025 7:13:16 AM



REVISIONS		
MARK	DATE	DESCRIPTION

DRAWN: MS
DESIGNER: AH
REVIEWED: AH

PROJECT #
25SM5601.01

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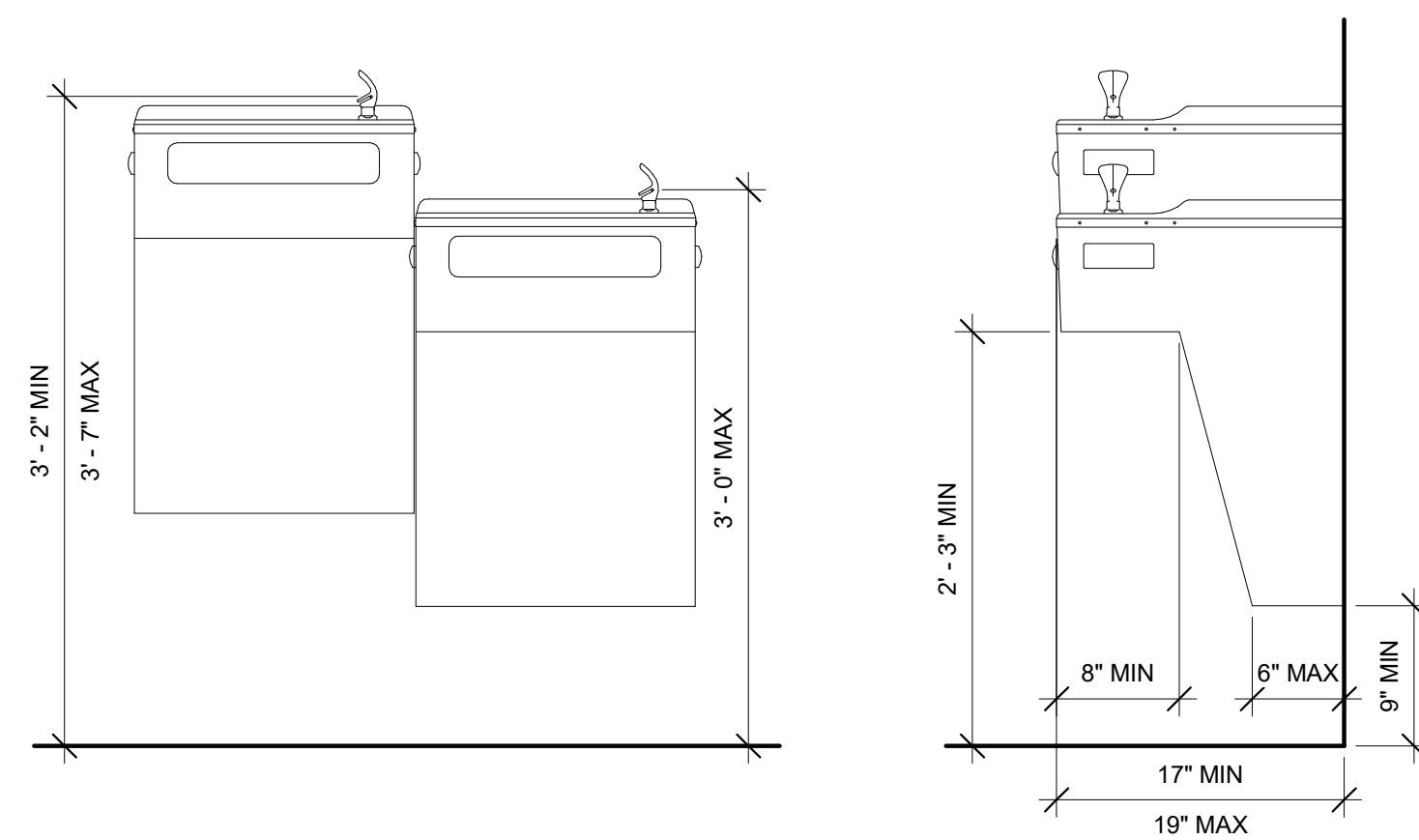
SCALES

PROJECT NAME:
STATE AUTOMOTIVE

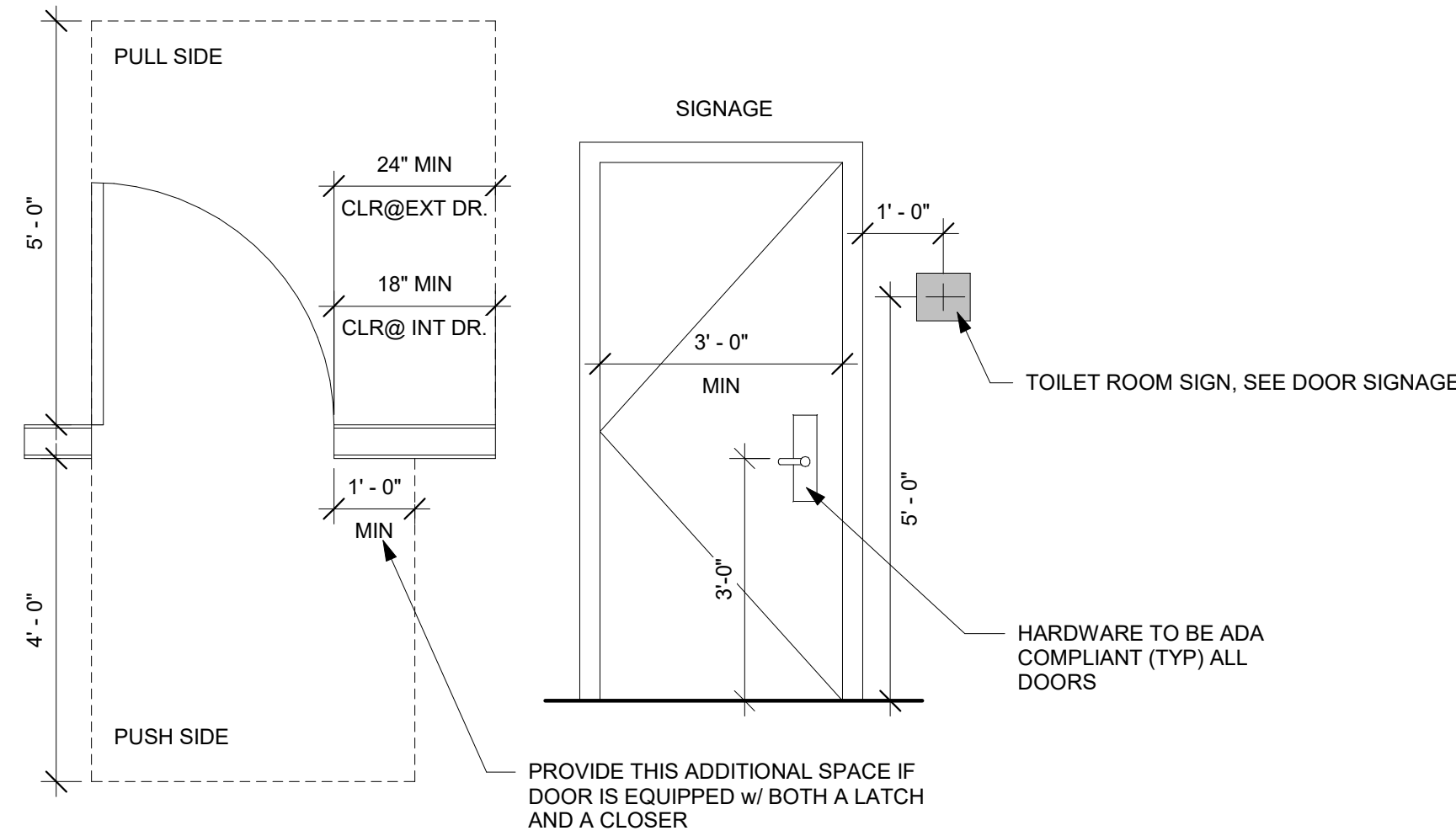
PROJECT LOCATION:
100 SOUTH 400 WEST
HEBER CITY, UTAH
84032

SHEET TITLE:
DETAILS

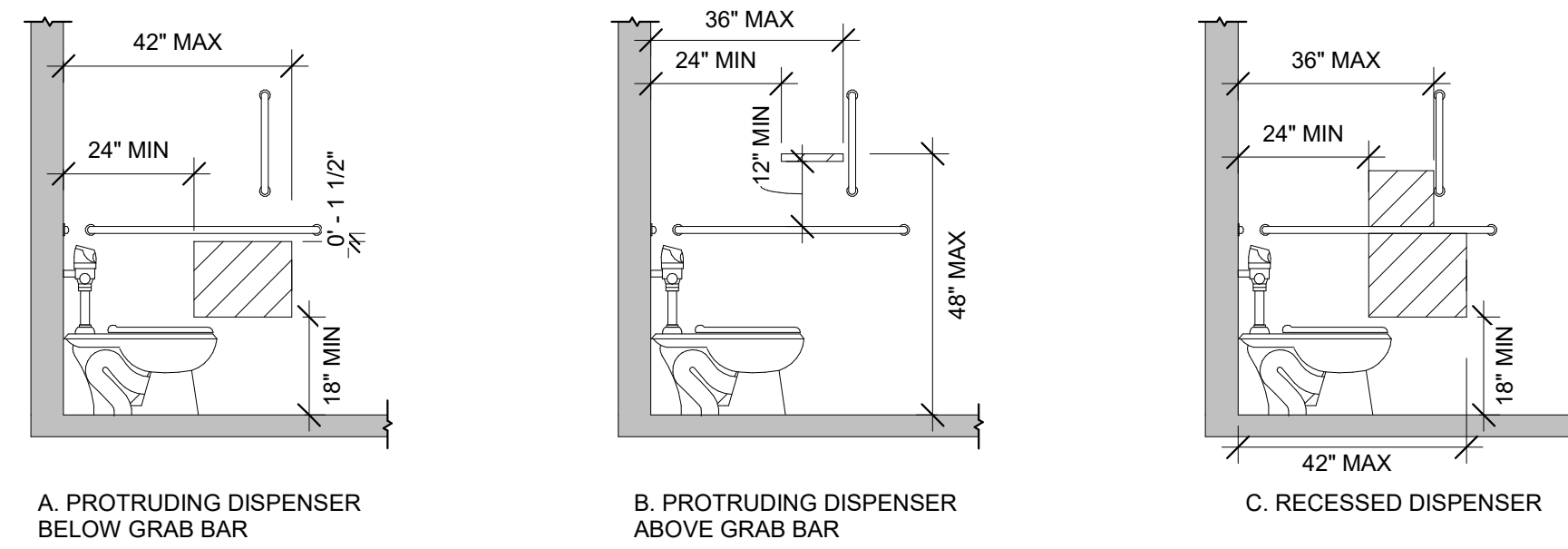
PLAN SET: REVIEW
SHEET C1.3



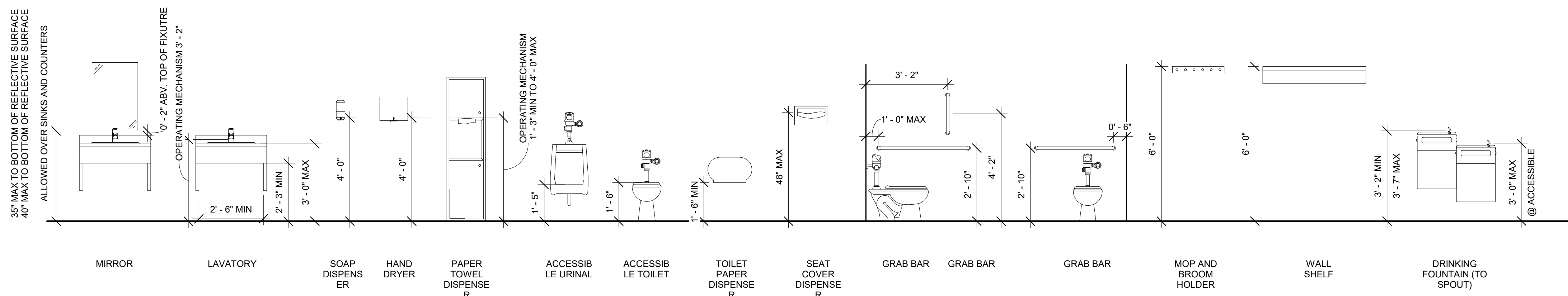
1 DRINKING FOUNTAIN
N.T.S.



2 ADA DOOR AND ACCESSORIES MOUNTING HEIGHTS
N.T.S.



3 MOUNTING HEIGHTS
3/8" = 1'-0"



4 MOUNTING HEIGHTS
N.T.S.

GENERAL ADA NOTES:

MIRRORS-
BOTTOM EDGE OF REFLECTIVE SURFACE SHOULD BE MOUNTED NO HIGHER THAN 40" (1015MM) ABOVE THE FINISH FLOOR. A SINGLE FULL-LENGTH MIRROR IS RECOMMENDED IN EACH WASHROOM BECAUSE IT IS UNIVERSALLY USABLE.
TOILET PAPER HOLDERS-
FOR UNIVERSAL ACCESS ROLL DISPENSERS WITHOUT CONTROLLED DELIVERY ARE PREFERRED. FOLDED-TISSUE DISPENSERS ARE NOT RECOMMENDED BECAUSE THEY REQUIRE A FINGER PINCHING ACTION. STANDARD TOILET TISSUE ROLLS SHOULD BE MOUNTED WITH THEIR FORWARD EDGE NO MORE THAN 36" (915MM) FROM THE BACK WALL AND THEIR HORIZONTAL CENTERLINE AT LEAST 19" (485MM) ABOVE THE FINISH FLOOR.
SOAP DISPENSERS-
PUSH BUTTONS AND PISTONS SHOULD BE OPERABLE WITH ONE HAND AND WITHOUT TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST. ACTIVATION OF SOAP VALVES SHOULD NOT REQUIRE MORE THAN 5 POUNDS OF FORCE (22.2 N). IF WALL-MOUNTED UNITS ARE PLACED OVER LAVATORIES OR COUNTERTOPS, THEN THEIR PUSH BUTTONS SHOULD BE LOCATED 44" (1120MM) MAXIMUM ABOVE THE FINISH FLOOR.
PAPER TOWEL DISPENSERS-
ACCESS TO PAPER TOWELS SHOULD BE 15" TO 48" (380-1220MM) ABOVE THE FINISH FLOOR TO ALLOW FORWARD AND SIDE REACH BY PEOPLE IN WHEELCHAIRS.
WASTE RECEPTACLES-
ACCESS TO RECEPTACLE OPENINGS SHOULD BE 15" TO 48" (380-1220MM) ABOVE THE FINISH FLOOR TO ALLOW FORWARD AND SIDE REACH BY PEOPLE IN WHEELCHAIRS. HINGED PANELS COVERING WASTE RECEPTACLE OPENINGS SHOULD NOT REQUIRE MORE THAN 5 POUNDS OF FORCE (22.2N) TO OPEN. IT IS RECOMMENDED THAT UNITS PROJECTING MORE THAN 4" (100MM) FROM THE WALL BE LOCATED IN CORNERS, ALCOVES, OR BETWEEN OTHER PROTRUDING STRUCTURAL ELEMENTS SO AS NOT TO BE A HAZARD TO BLIND PEOPLE OR INTERFERE WITH REQUIRED ACCESS AISLES AND THE 60" (1525MM) MINIMUM DIAMETER TURNING SPACES FOR WHEELCHAIRS.
GRAB BARS-
ALL ACCESSIBLE BATHING FACILITIES REQUIRE GRAB BARS INSTALLED TO MEET ADA SPECIFICATIONS. DIAMETER OF GRAB BARS SHOULD BE 1 1/4" TO 1 1/2" (30-40MM) WITH 1 1/2" (40MM) CLEARANCE FROM THE WALL. GRAB BARS SHOULD NOT ROTATE IN THEIR FITTINGS. THE REQUIRED MOUNTING HEIGHT IS UNIVERSALLY 33" TO 38" (840-915MM) FROM THE CENTERLINE OF THE GRAB BAR TO THE FINISH FLOOR. STRUCTURAL STRENGTH OF GRAB BARS AND THEIR MOUNTING DEVICES SHOULD WITHSTAND MORE THAN 250 POUNDS OF FORCE (1112 N).
SIGNAGE-
ADA SIGNAGE TO CONFORM TO IBC 2982.5

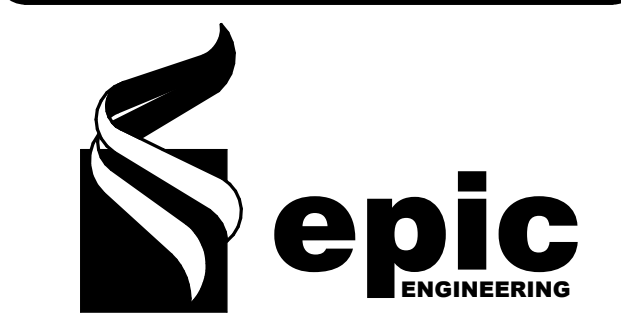
ACCESSIBILITY REQUIREMENTS

- ALL WORK SHALL CONFORM TO ANSI A 117.1 -2009 REQUIREMENTS
- ALL DOORWAYS LEADING TO SANITARY FACILITIES SHALL HAVE 32 INCH CLEAR, UNOBSTRUCTED OPENINGS
- ALL SINKS, FAUCET CONTROLS, AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST. THE FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 LBS. LEVEL-OPERATED, PUSH TYPE, AND ELECTRONICALLY CONTROL MECHANISMS ARE EXAMPLE OF ACCEPTABLE DESIGNS. SELF-CLOSING VALVES ARE ALLOWED IF THE FAUCET REMAINS OPEN FOR AT LEAST 10 SECONDS
- LAVATORIES SHALL BE MOUNTED WITH A MINIMUM DISTANCE OF 16 INCHES FROM A WALL OR PARTITION TO THE CENTER OF THE FIXTURE ACCESSIBLE LAVATORIES SHALL BE MOUNTED WITH THE RIM OR COUNTER SURFACE NO HIGHER THAN 34 INCHES ABOVE THE FLOOR.
- THE HEIGHT OF ACCESSIBLE WATER CLOSET SHALL BE A MINIMUM 17 INCHES AND MAXIMUM OF 19 INCHES MEASURED TO THE TOP THE RIM.
- PROVIDE 16 INCHES FOR THE CENTERLINE OF THE WATER CLOSET TO THE ADJACENT WALL.
- TOILET AND URINAL FLUSH CONTROLS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING ON THE WRIST. CONTROLS FOR THE FLUSH VALVES SHALL BE MOUNTED ON THE OPEN (WIDE) SIDE OF THE TOILET STALL, NO MORE THAN 44 INCHES ABOVE THE FLOOR THE FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 LBS.
- WHERE URINALS ARE PROVIDED AT LEAST ONE SHALL HAVE A CLEAR SPACE 30 INCHES WIDE BY 48 INCHES LONG IN FRONT OF THE URINAL AT LEAST ONE URINAL WITH RIM WITH PROJECTING A MINIMUM OF 14 INCHES FOR THE WALL (CALIFORNIA ONLY) AND A MINIMUM OF 17 INCHES ABOVE THE FLOOR SHALL BE INSTALLED.
- AMBULATORY ACCESSIBLE COMPARTMENTS SHALL BE 60 INCHES DEEP MIN. AND 36 INCHES WIDE. COMPARTMENT DOOR SHALL NOT SWING INTO THE MINIMUM REQUIRED COMPARTMENT AREA.
- A CLEAR FLOOR SPACE 30 INCHES WIDE BY 48 INCHES LONG SHALL BE PROVIDED IN FRONT OF A LAVATORY TO ALLOW FORWARD APPROACH SUCH CLEAR SPACE SHALL ADJOIN OR OVER LAP AND ACCESSIBLE ROUTE AND SHALL EXTEND INTO KNEE AND TOE SPACE UNDERNEATH LAVATORY.
- LAVATORIES SHALL BE MOUNTED WITH A CLEARANCE OF AT LEAST 29 INCHES FOR THE FLOOR TO THE BOTTOM OF THE APRON WITH KNEE CLEARANCE UNDER THE FRONT LIP EXTENDING A MINIMUM OF 30 INCHES IN WIDTH WITH 8 INCHES MINIMUM OF 9 INCHES HIGH FOR THE FLOOR AND MINIMUM OF 17 INCHES DEEP FROM THE FRONT OF THE LAVATORY.
- HOT WATER AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED OR OTHERWISE COVERED. THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER LAVATORIES
- MIRRORS SHALL BE MOUNTED WITH BOTTOM EDGE OF THE REFLECTIVE SURFACE NOT MORE THEN 40 INCHES FROM THE FLOOR.
- LOCATE PAPER TOWEL DISPENSERS, SANITARY NAPKIN DISPENSERS, AND WATER RECEPTACLES WITH ALL OPERABLE PARTS NOT MORE THAN 40 INCHES FROM THE FLOOR.
- LOCATE TOILET TISSUES DISPENSERS ON THE WALL WITHIN 7 INCHES TO 9 INCHES THE FRONT EDGE OF THE TOILET SEAT
- A CLEAR SPACE, MEASURED FROM THE FLOOR TO A HEIGHT OF 27 INCHES ABOVE THE FLOOR, WITHIN THE SANITARY FACILITY ROOM OF SUFFICIENT SIZE INSCRIBE A CIRCLE OF A DIAMETER NOT LESS THAN 60 INCHES, OR A CLEAR SPACE NOT LESS THAN 56 INCHES BY 63 INCHES IN SIZE SHALL BE PROVIDED.
- AN ACCESSIBLE INDIVIDUAL TOILET STALL SHALL PROVIDE AT LEAST 28 INCHES CLEAR SPACE FROM A FIXTURE OR 32 INCHES CLEAR SPACE FOR A WALL AT ONE SIDE OF THE WATER CLOSET SHALL BE PROVIDED IF THE COMPARTMENT HAS AN END OPENING DOOR (FACING THE WATER CLOSET). A 60 INCHES LONG CLEAR SPACE SHALL BE PROVIDED IN COMPARTMENT WHEN DOOR IS LOCATED AT THE SIDE. GRAB BARS SHALL NOT PROJECT MORE THAN 3 INCHES INTO CLEAR SPACE SPECIFIED ABOVE.
- WATER CLOSET COMPARTMENT SHALL BE EQUIPPED WITH A DOOR THAT HAS AN AUTOMATIC CLOSING DEVICE, AND A CLEAR UNOBSTRUCTED OPENING WIDTH OF 32 INCHES WHEN LOCATED AT THE END, AND 34 INCHES (CALIFORNIA ONLY) WHEN LOCATED AT SIDE. WHEN THE DOOR IS POSITIONED AT AN ANGLE OF 90 DEGREES FROM ITS CLOSED POSITION.
- EXCEPT FOR DOOR OPENINGS, A CLEAR UNOBSTRUCTED ACCESS NOT LESS THAN 44 INCHES SHALL BE PROVIDED TO ALL WATER CLOSET COMPARTMENTS DESIGNED FOR USE BY THE DISABLED. THE SPACE IMMEDIATELY IN FRONT OF WATER CLOSET COMPARTMENT SHALL BE NOT LESS THAN 48 INCHES AS MEASURED AT RIGHT ANGLES TO THE COMPARTMENT DOOR IN ITS CLOSED POSITION.
- GRAB BARS SHALL BE LOCATED ON ONE SIDE AND THE BACK OF THE PHYSICALLY DISABLE TOILET STALL OR COMPARTMENT AND SHALL BE SECURELY ATTACHED 33 INCHES TO 36 INCHES ABOVE AND PARALLEL TO THE FLOOR.
- GRAB BARS AT THE SIDE SHALL BE AT LEAST 42 INCHES LONG WITH THE FRONT END POSITIONED 54 INCHES FROM THE BACK OF THE STALL GRAB BARS AT THE BACK SHALL NOT BE LESS THAN 36 INCHES LONG.
- THE DIAMETER OR WIDTH OF THE GRIPPING SURFACES OF A GRAB BAR SHALL BE 1-1/4 INCHES MIN. AND 2 INCHES MAXIMUM, OR THE SHAPE SHALL PROVIDE AN EQUIVALENT GRIPPING SURFACE. IF THE GRAB BARS ARE MOUNTED ADJACENT TO A WALL, THE SPACE BETWEEN THE WALL AND THE GRAB BARS SHALL BE 1-1/2 INCHES.
- GRAB BARS, AND ANY WALL OR OTHER SURFACE ADJACENT TO IT, SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. GRAB BAR EDGES SHALL HAVE A MINIMUM RADIUS OF 1/8 INCHES
- GRAB BARS SHALL NOT ROTATE WITHIN THEIR FITTINGS
- GRAB BARS SHALL BE DESIGNED TO SUPPORT A 250 POUND FORCE.
- AREA OF REFUGE TO HAVE TWO-WAY COMMUNICATION SYSTEM.

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:12 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: RED
DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

PROJECT NAME:
STATE AUTOMOTIVE

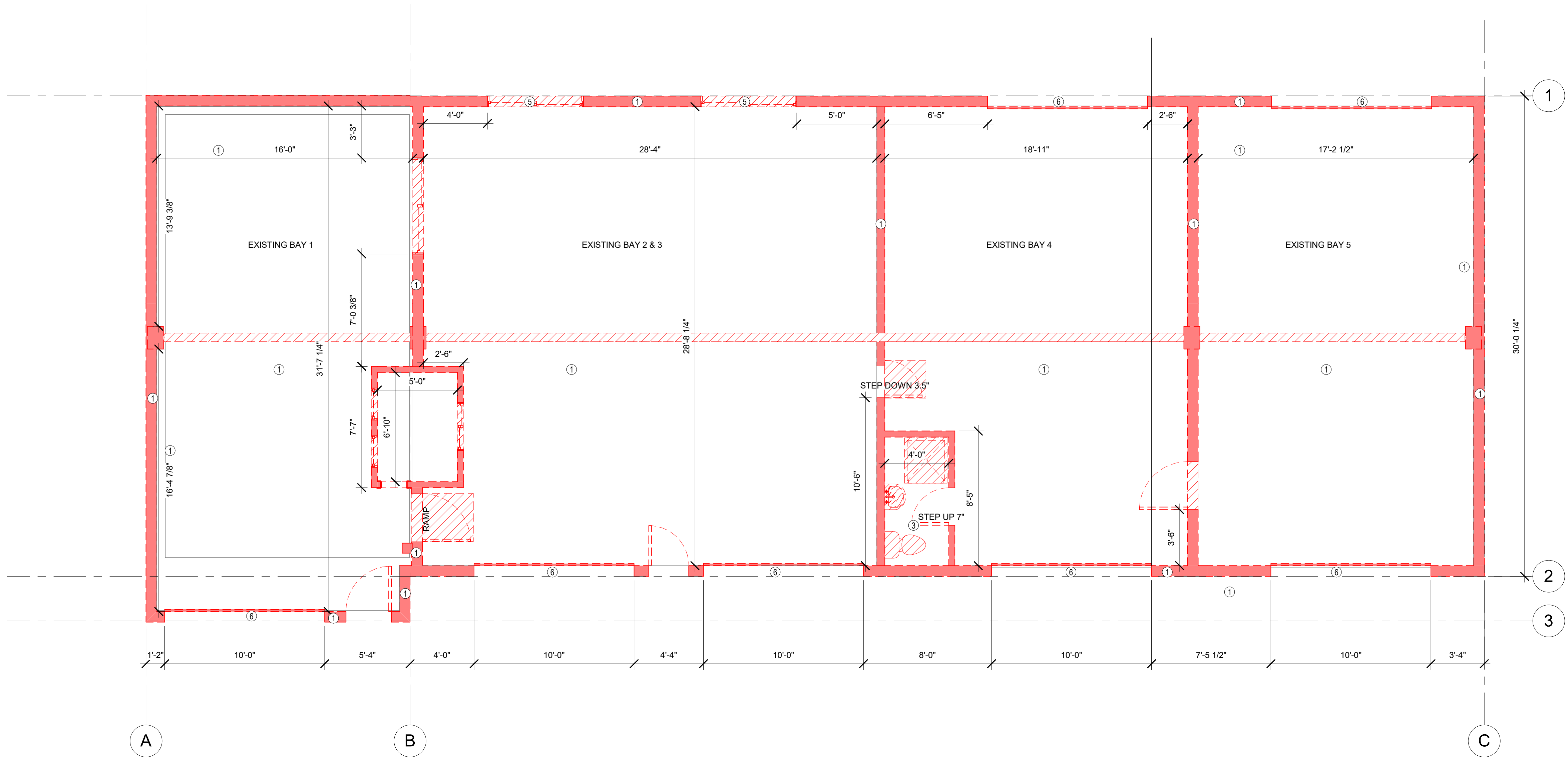
PROJECT LOCATION:
HEBER CITY, UT

SHEET TITLE:
ADA STANDARDS

PLAN SET:
PERMIT

SHEET
A0.1

DEMOLITION SCHEDULE	
MARK	DESCRIPTION OF WORK
1	DEMOLISH ROOF & MASONRY WALLS
3	REMOVE BATHROOM WALL, S DOOR, AND PLUMBING FIXTURES
5	REPLACE WITH NEW WINDOW.
6	REPLACE ROLL UP DOOR.

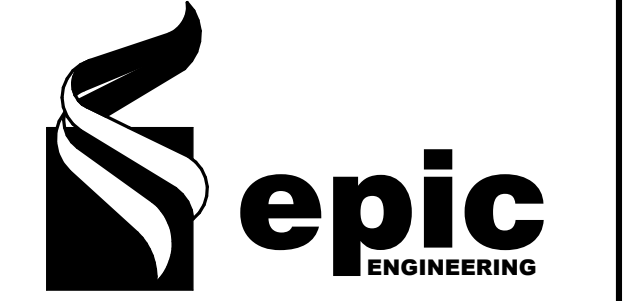


1 FLOOR PLAN - LEVEL 1 AS-BUILT/DEMO
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:12 AM



REVISIONS

MARK	DATE	DESCRIPTION

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DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

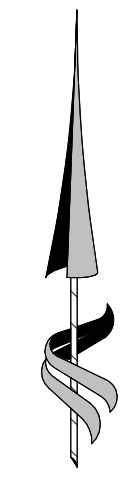
DEMOLITION PLAN -
LEVEL 1

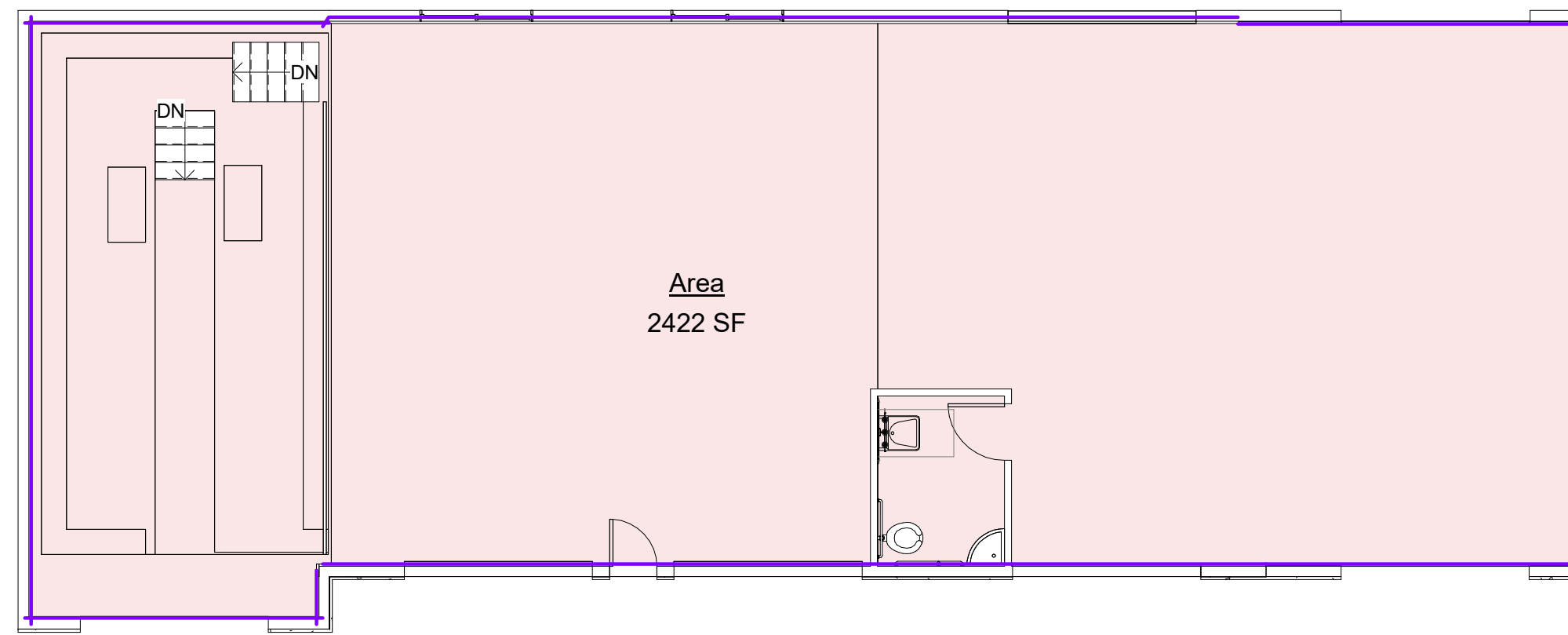
PLAN SET:

PERMIT

SHEET

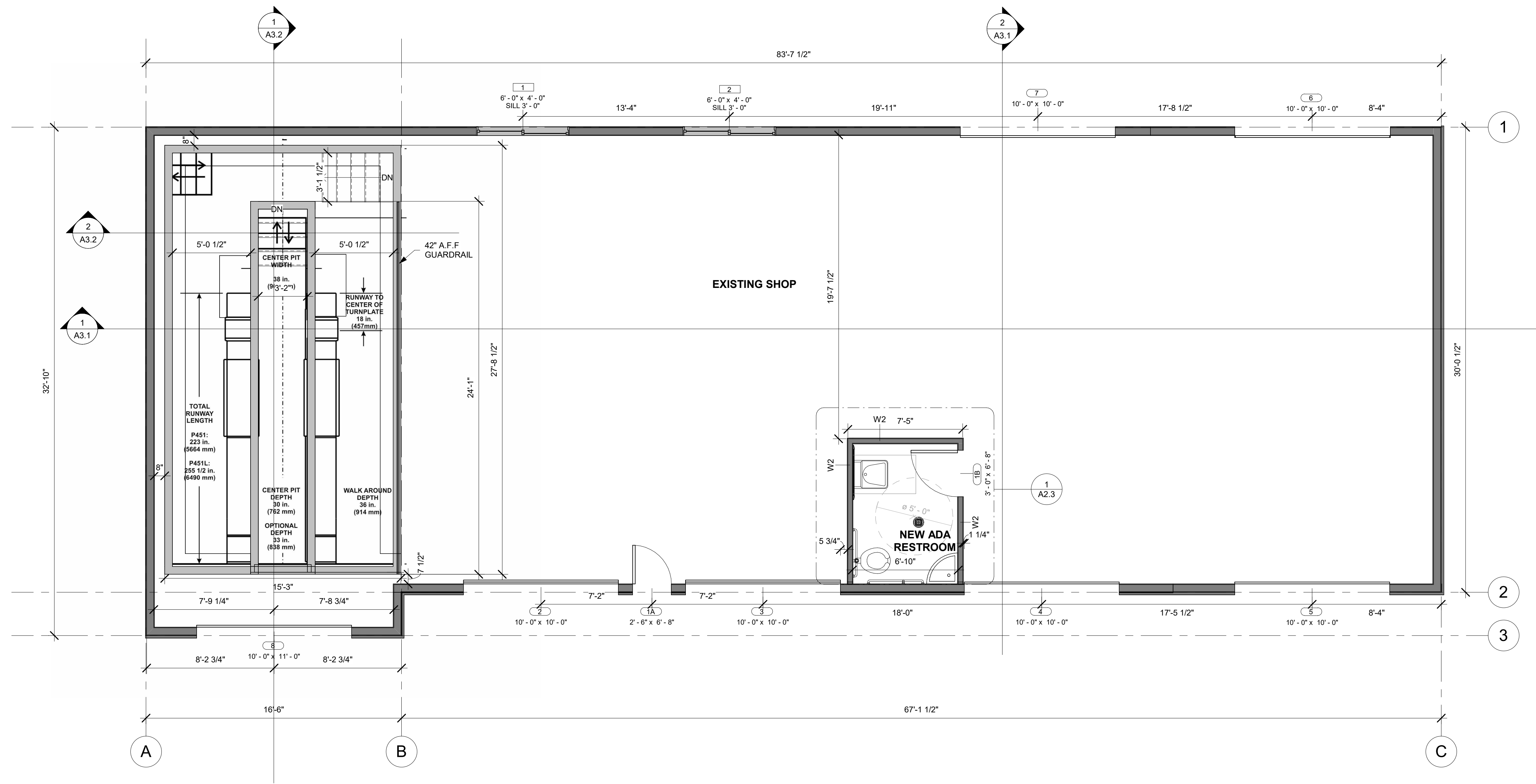
A1.1





② LEVEL 1 AREA PLAN
1/8" = 1'-0"

LEVEL 1 ROOM SCHEDULE	
NAME	AREA
EXISTING SHOP	2351 SF
NEW ADA RESTROOM	60 SF



① FLOOR PLAN - LEVEL 1 NEW
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:13 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: RED
DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated



PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

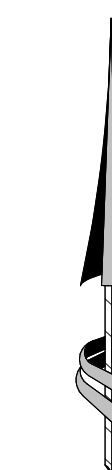
FLOOR PLAN - LEVEL 1
NEW

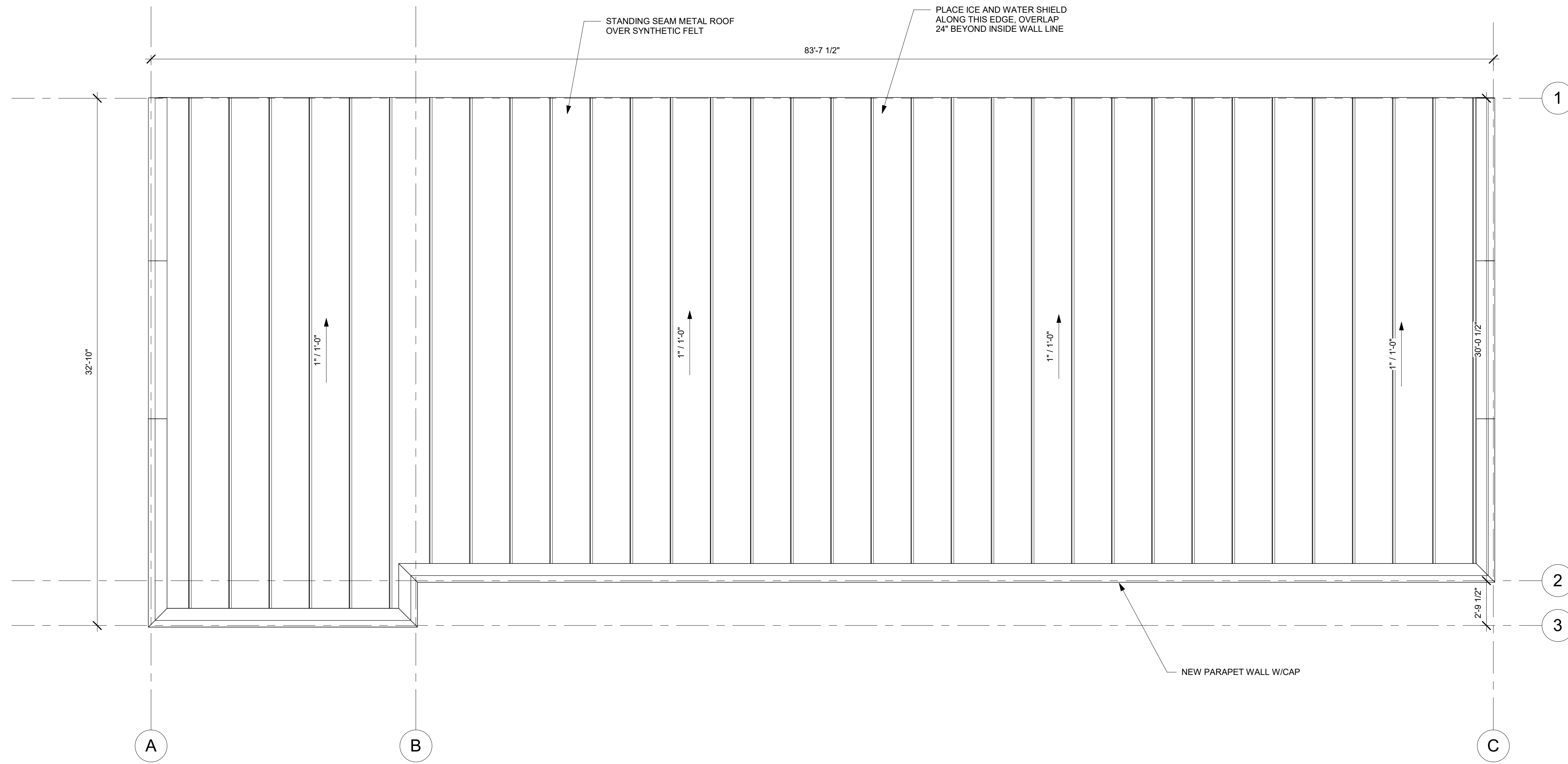
PLAN SET:

PERMIT

SHEET

A1.2





1 ROOF PLAN NEW
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:14 AM



REVISIONS

MARK	DATE	DESCRIPTION

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DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

BAR SCALE MEASURED IN ON A FULL SIZE SHEET. ADJUST

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

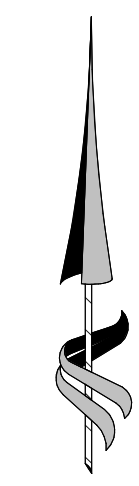
NEW ROOF PLAN

PLAN SET:

PERMIT

SHEET

A1.3



CONSTRUCTION NOTES

DATE

2/23/2026 10:52:14 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: RED
 DESIGNER: EPIC
 REVIEWED: AJ

PROJECT #
 25SM5601.01

SCALES

1/4" = 1'-0"
 BAR SCALE MEASURED IN ON A FULL SIZE SHEET MUST

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

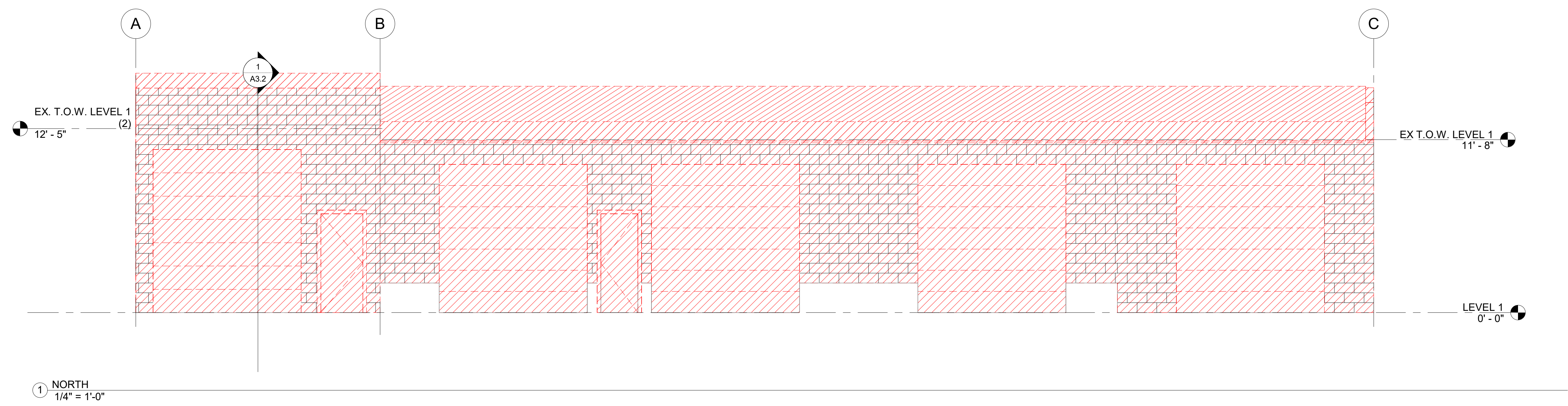
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SHEET TITLE:

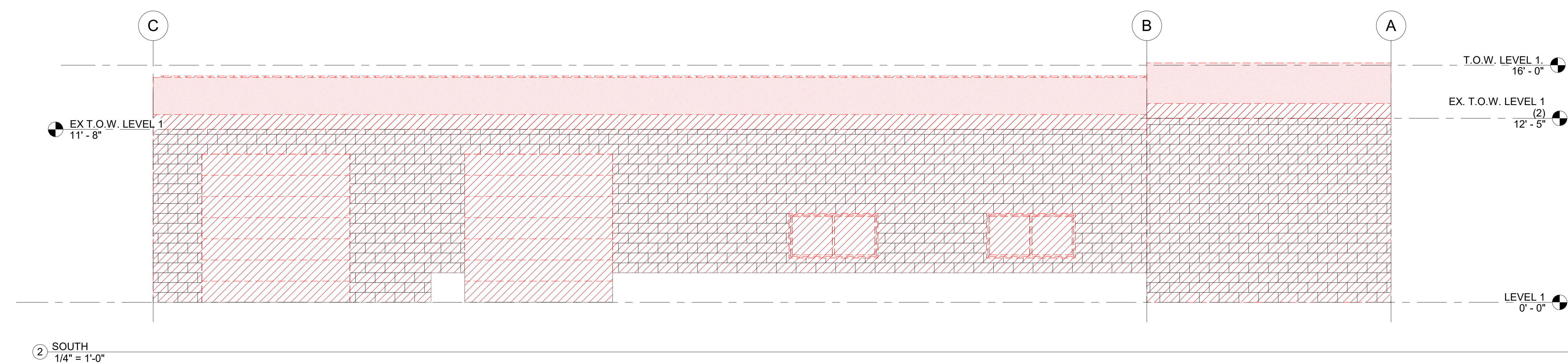
AS-BUILT ELEVATIONS

PLAN SET:

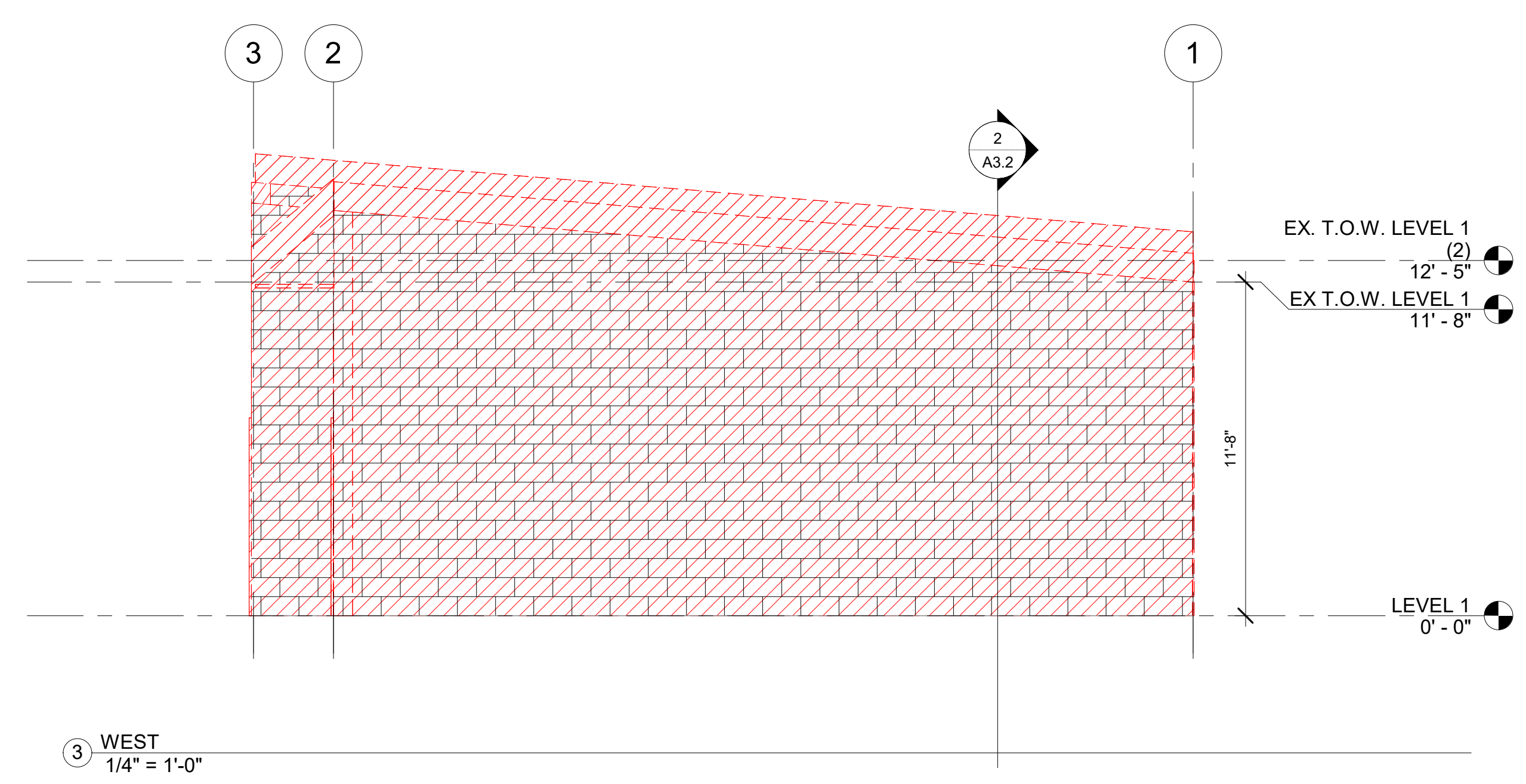
PERMIT A2.1



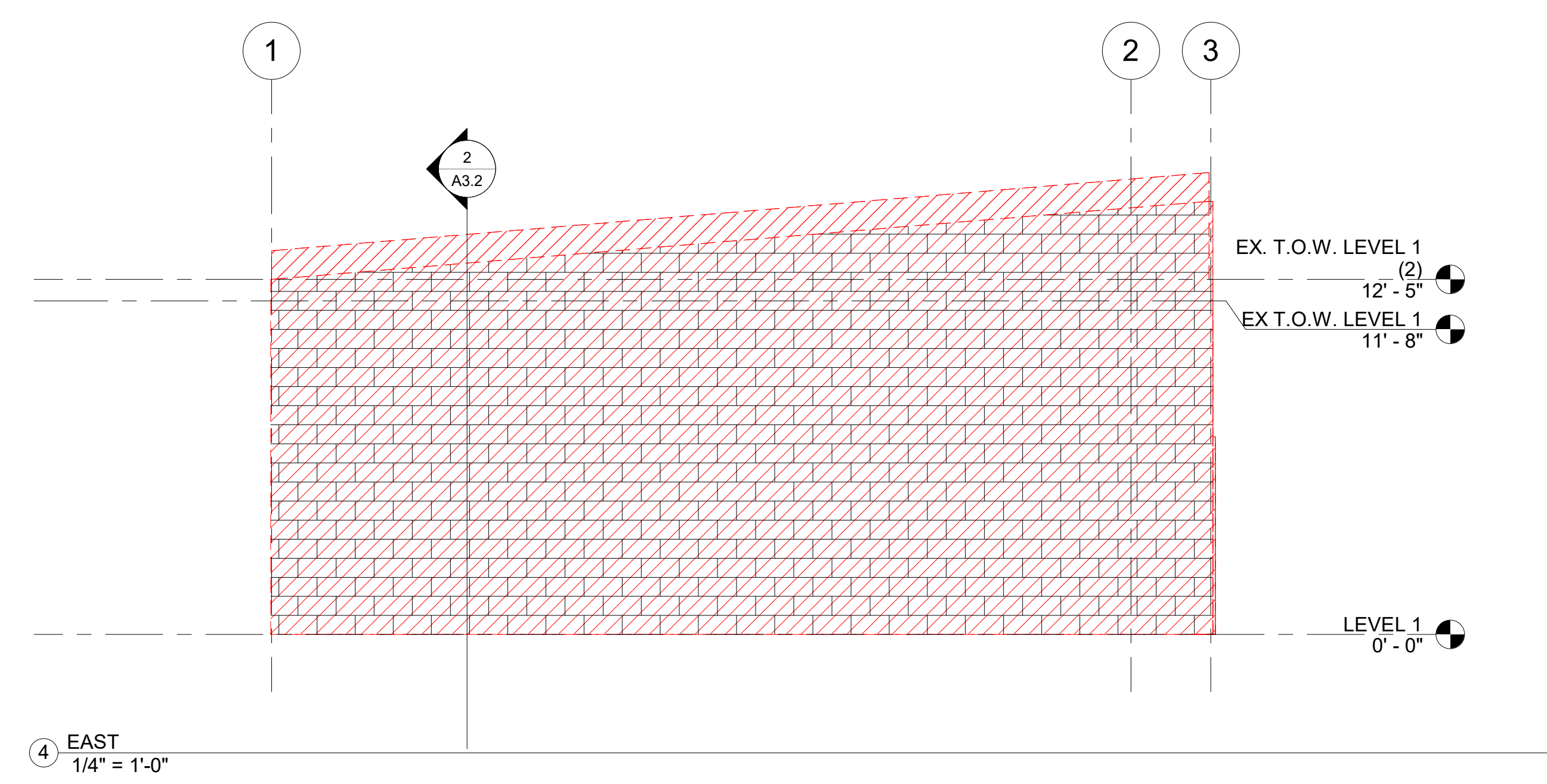
1 NORTH
 1/4" = 1'-0"



2 SOUTH
 1/4" = 1'-0"

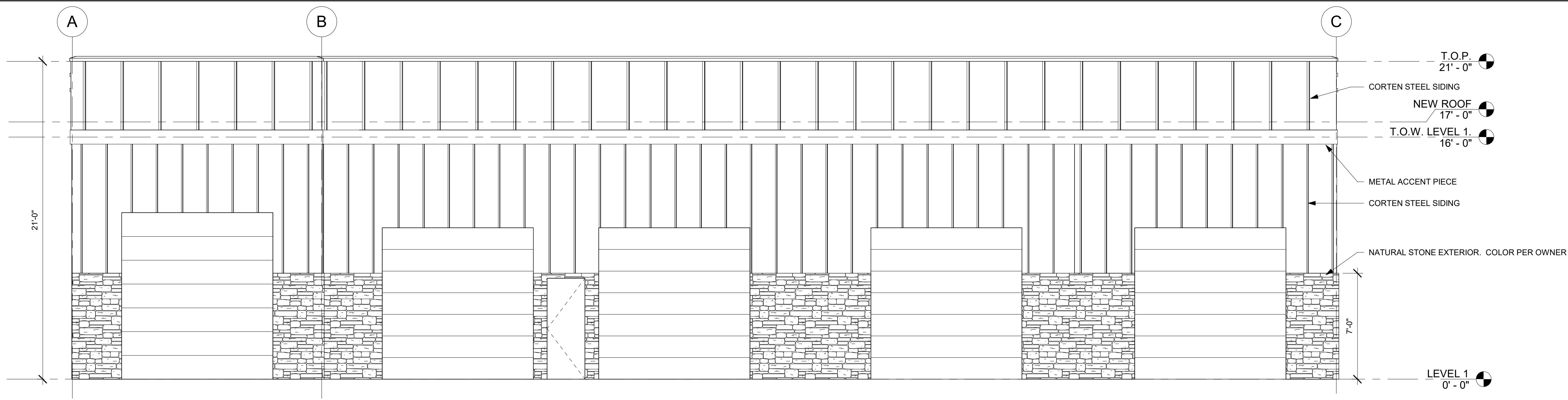


3 WEST
 1/4" = 1'-0"

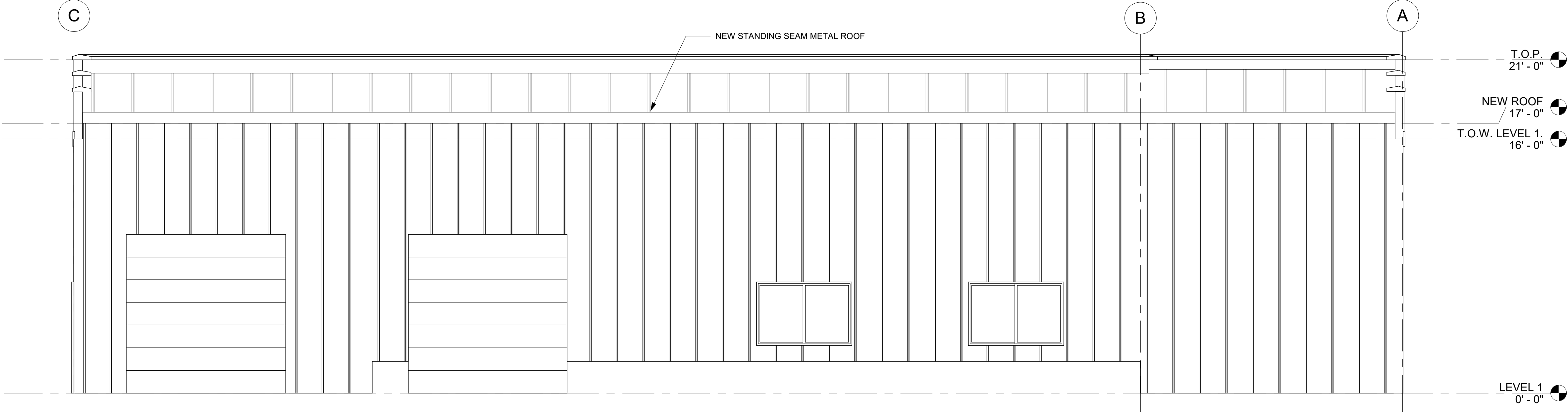


4 EAST
 1/4" = 1'-0"

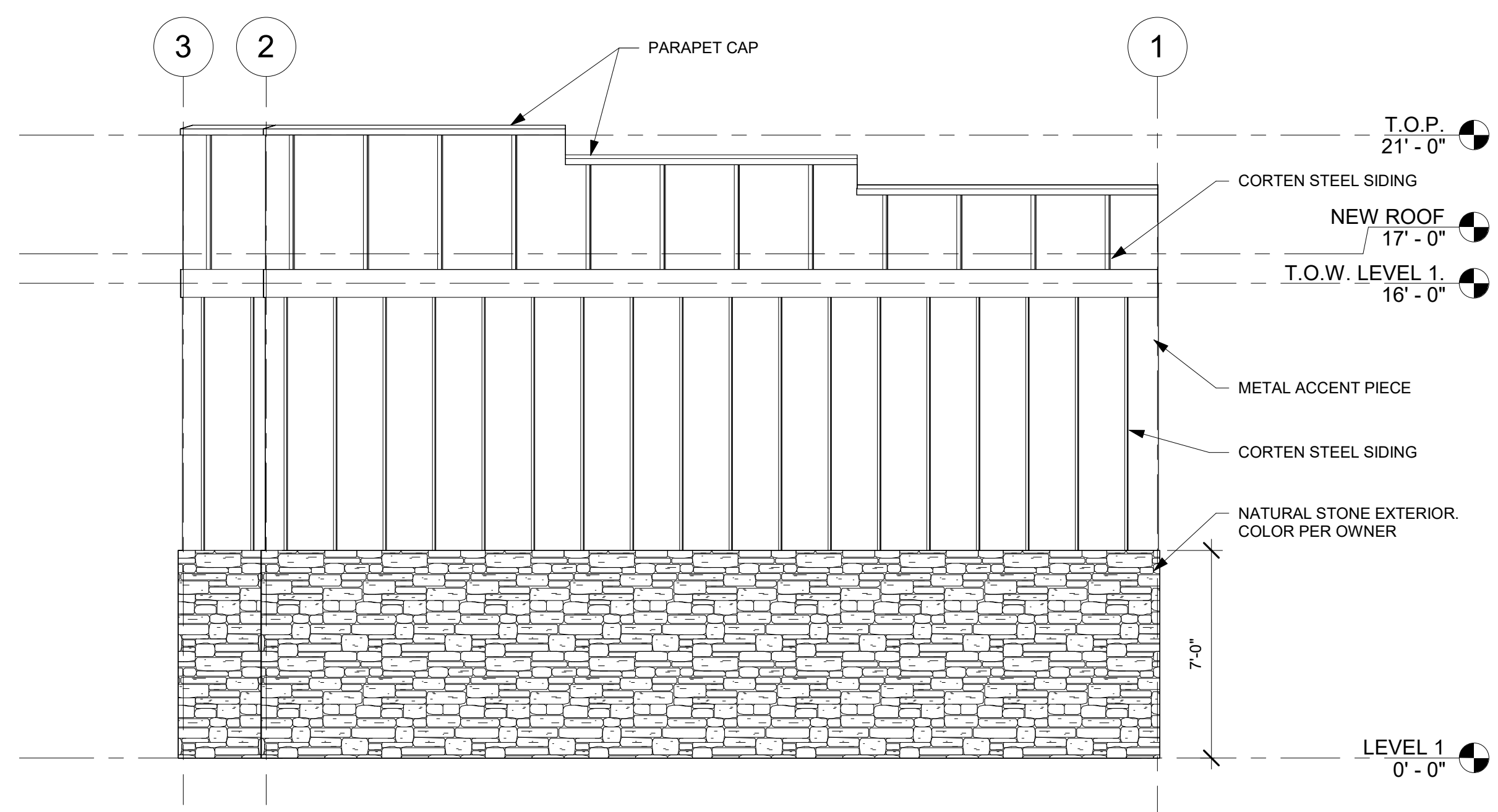
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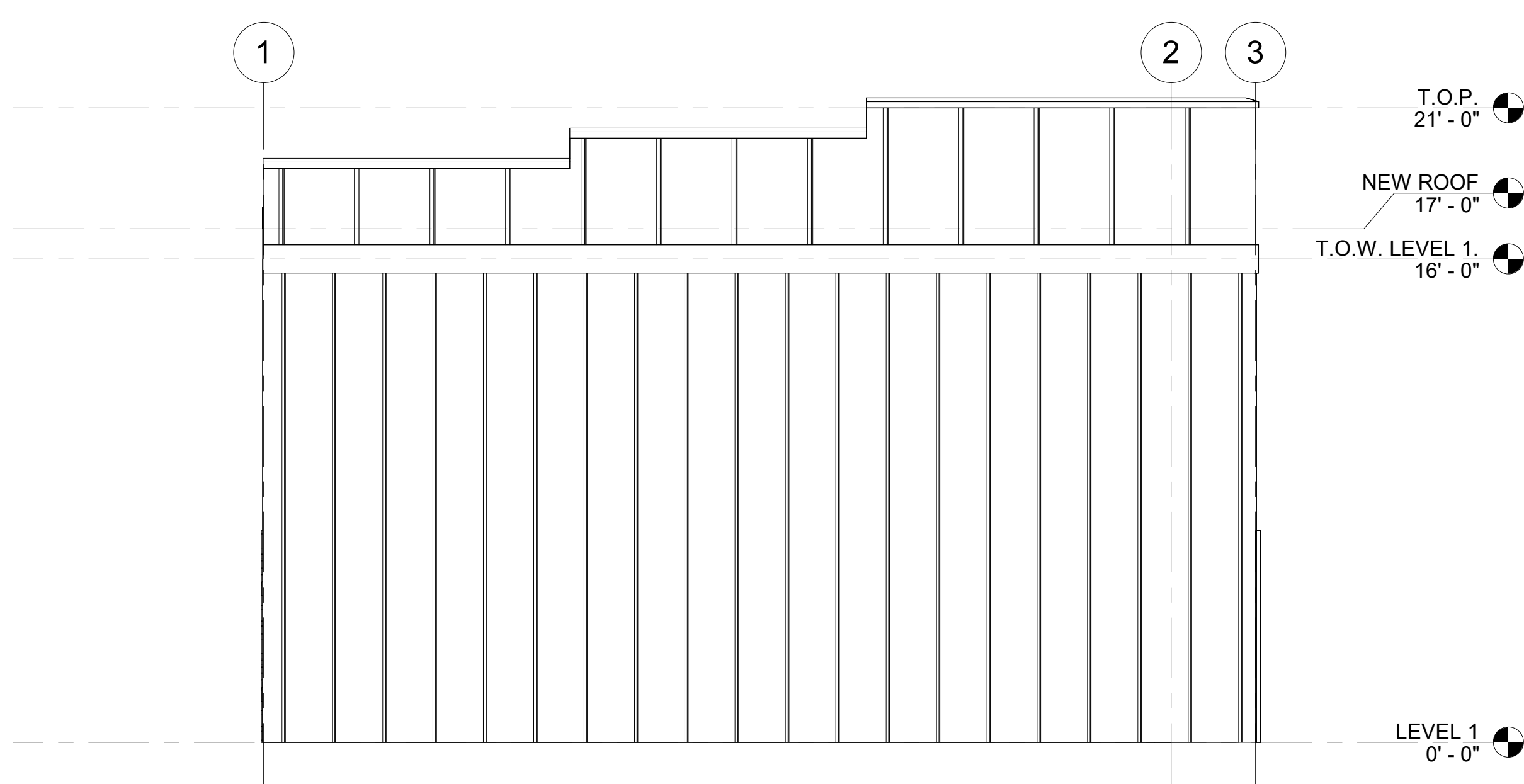
1 NORTH NEW
1/4" = 1'-0"



2 SOUTH NEW
1/4" = 1'-0"



3 WEST NEW
1/4" = 1'-0"



4 EAST NEW
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:14 AM



REVISIONS

MARK	DATE	DESCRIPTION

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DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

1/4" = 1'-0"
BAR SCALE MEASURED IN ON A FULL SIZE SHEET ADJUST

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

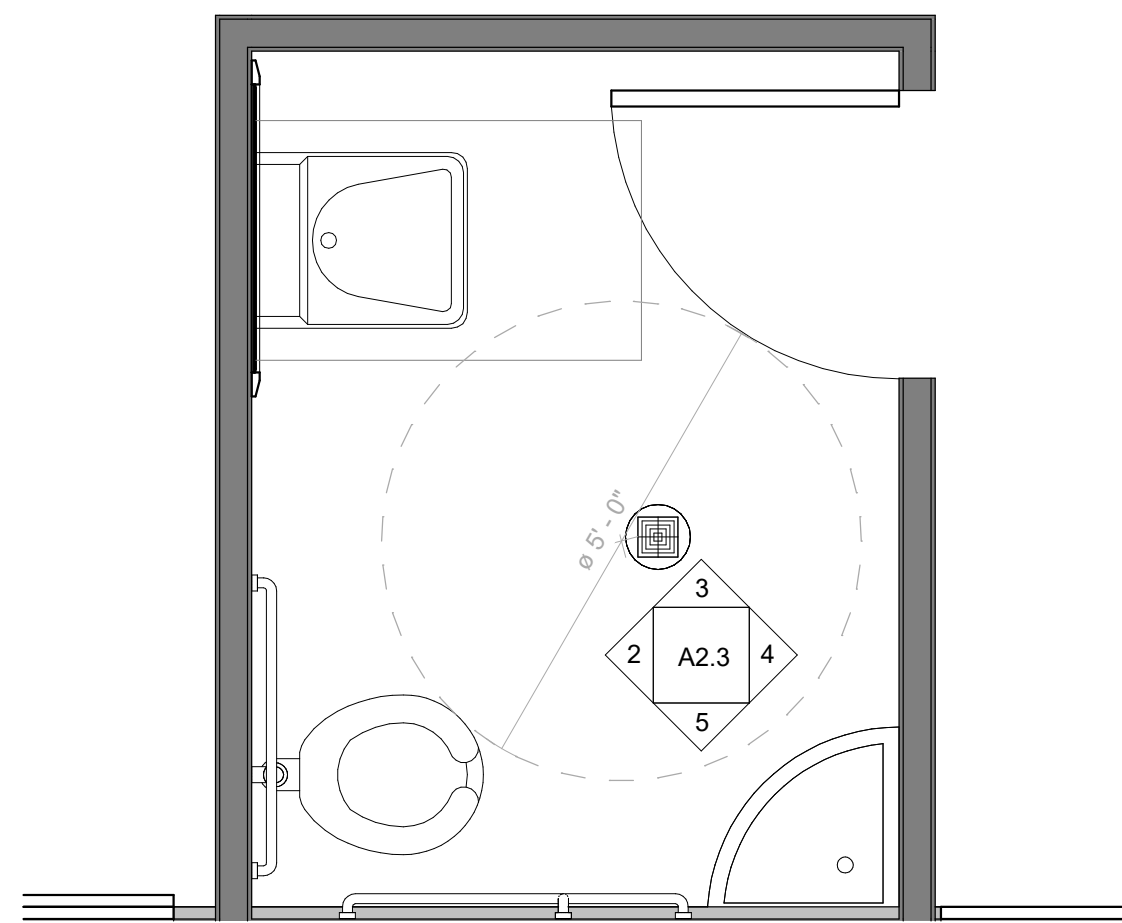
ELEVATIONS NEW

PLAN SET:

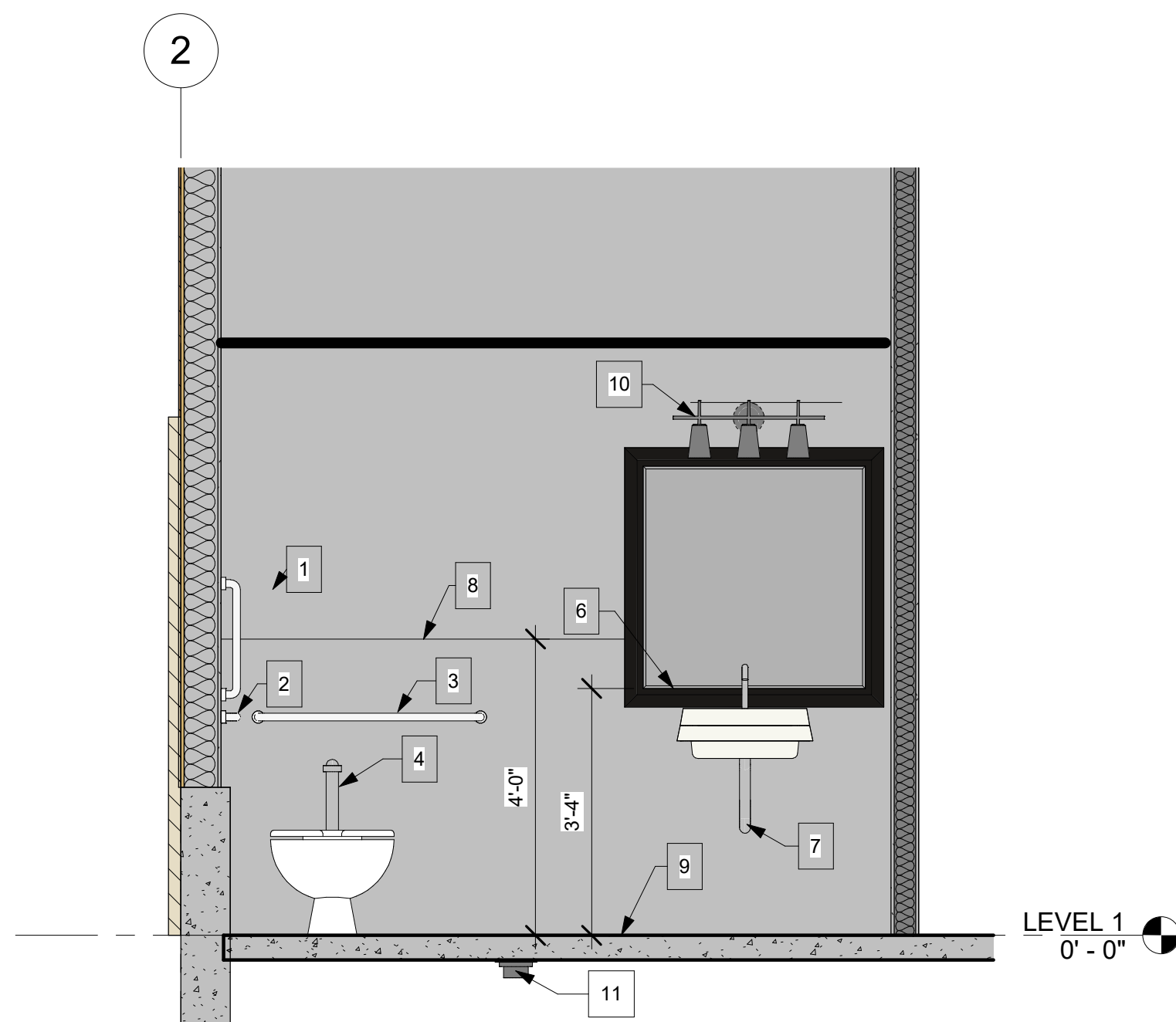
PERMIT

SHEET

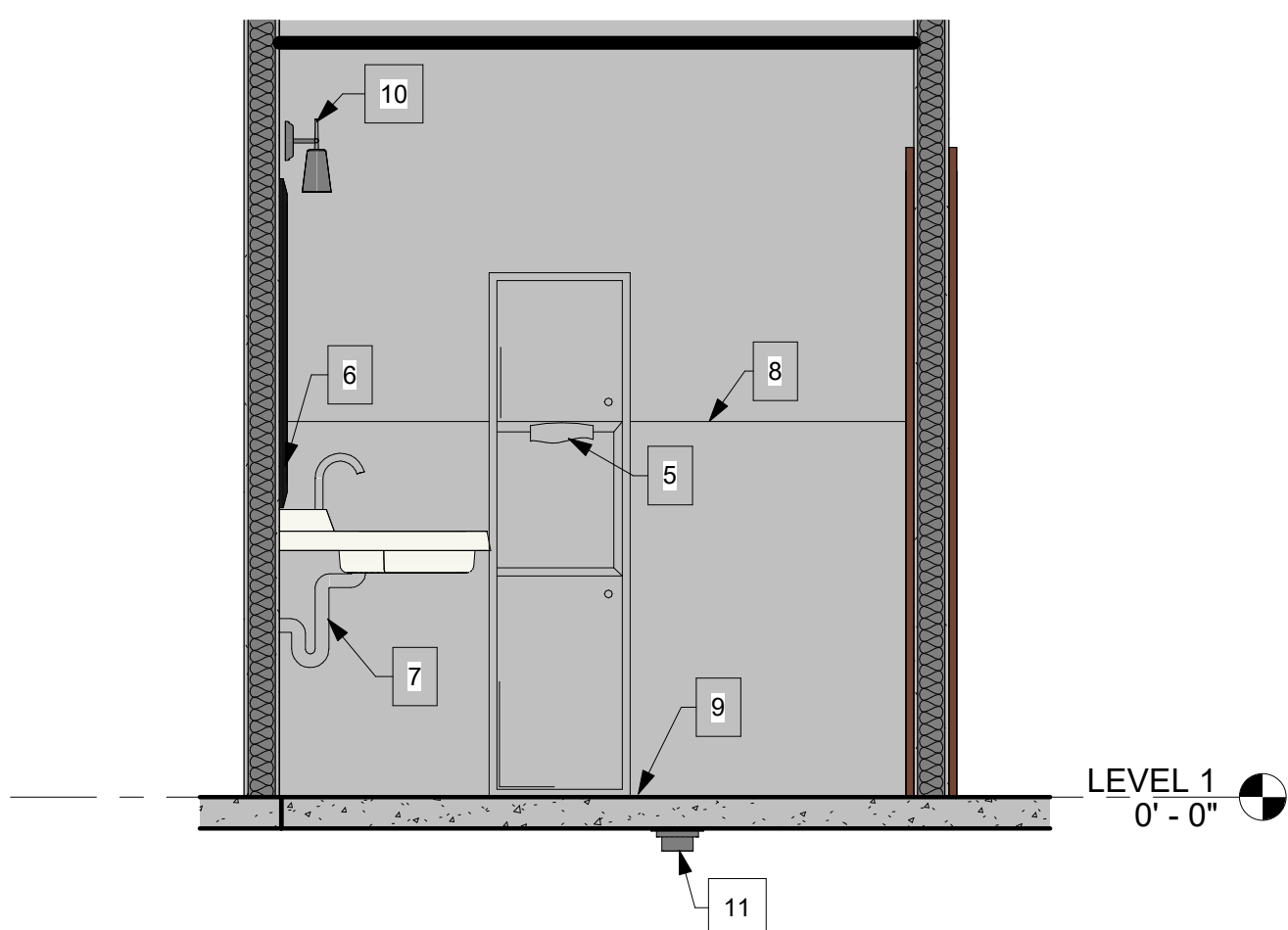
A2.2



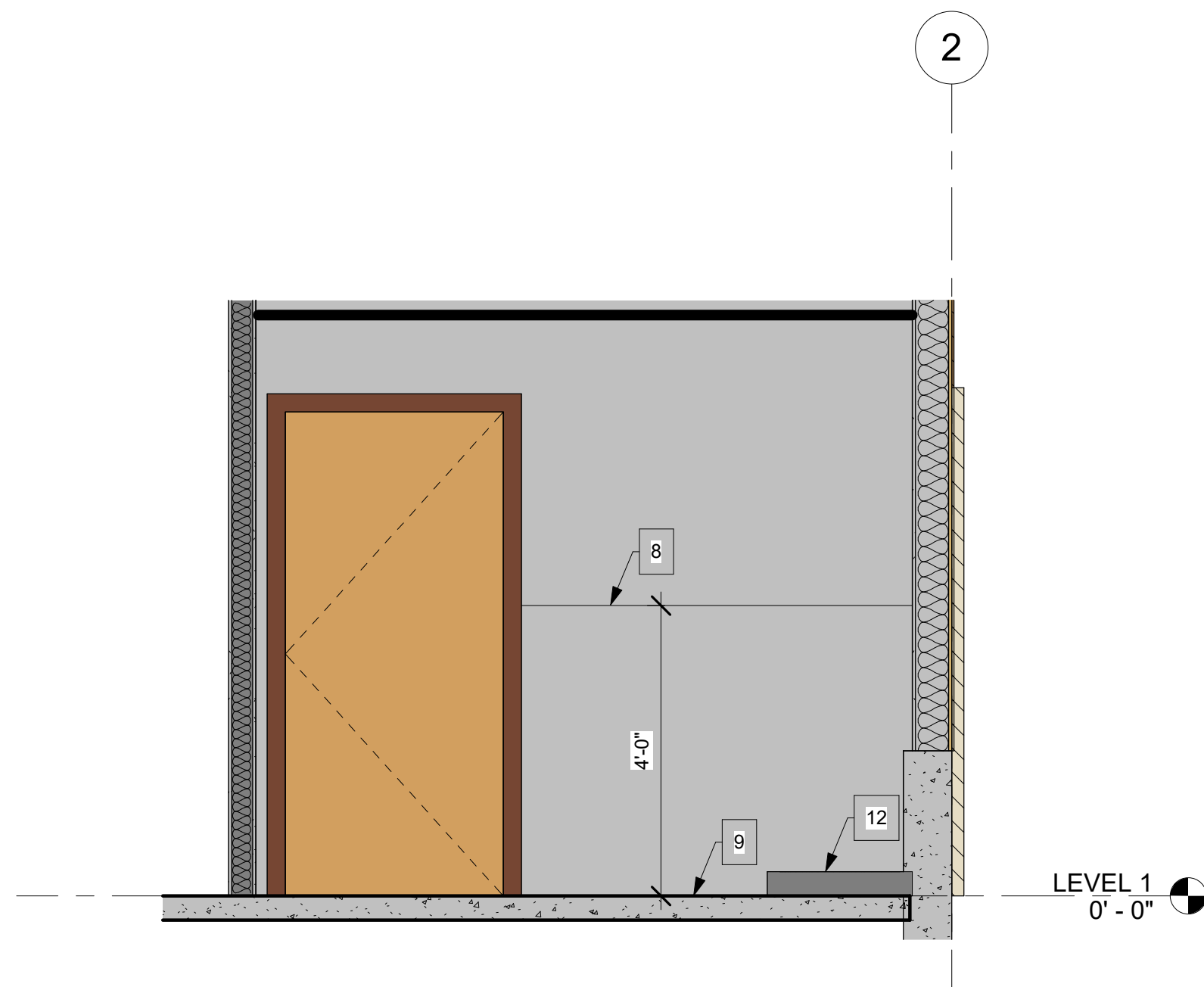
1 ENLARGED ADA BATHROOM
1/2" = 1'-0"



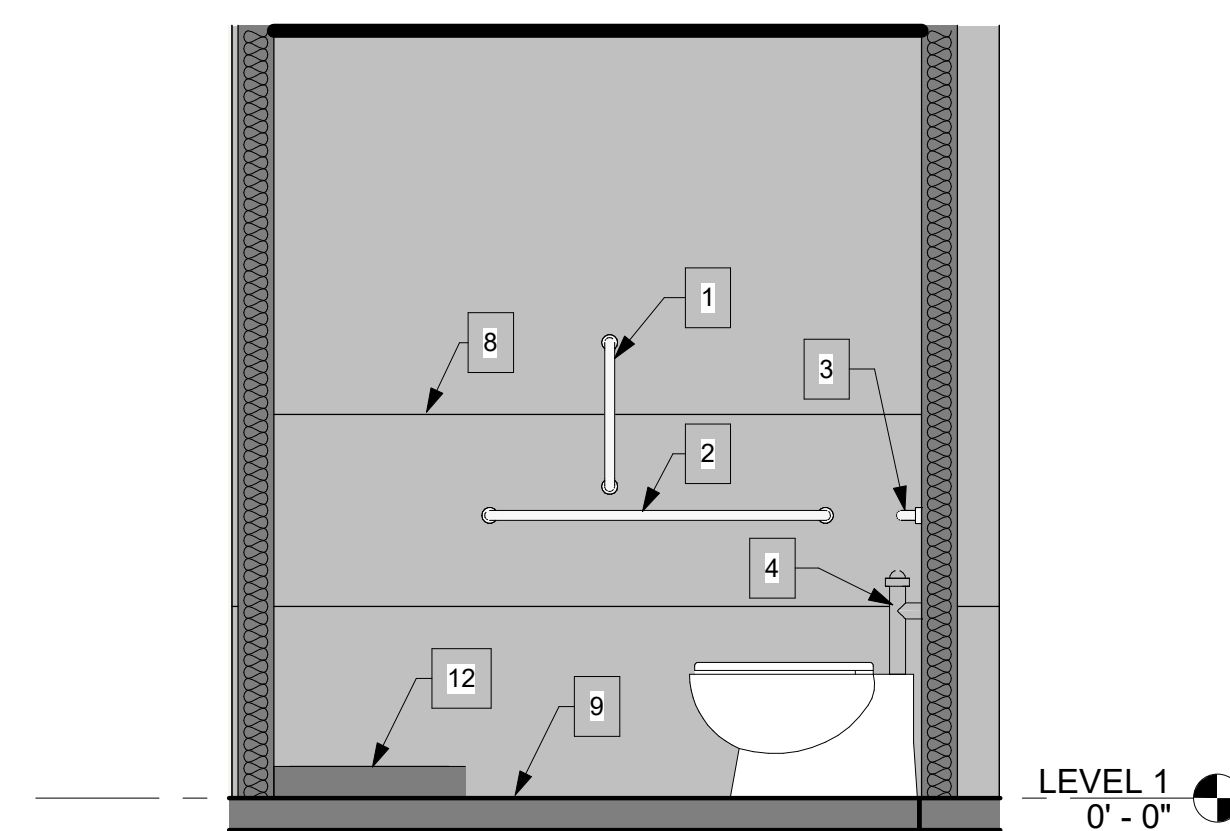
2 A
1/2" = 1'-0"



3 B
1/2" = 1'-0"



4 C
1/2" = 1'-0"



5 D
1/2" = 1'-0"

CONSTRUCTION NOTES

ADA BATHROOM KEYNOTES:

1. 18" MIN. STAINLESS STEEL GRAB BAR 39"-41" FROM FINISHED FLOOR AND FROM REAR WALL, WITH 1 1/2" GAP FROM WALL. (ANSI 117.1)
2. 42" MIN. STAINLESS STEEL GRAB BAR MOUNTED HORIZONTAL 33"-36" FROM FINISHED FLOOR WITH 1 1/2" GAP FROM WALL. (ANSI 117.1)
3. 36" MIN. STAINLESS STEEL GRAB BAR MOUNTED HORIZONTAL 33"-36" FROM FINISHED FLOOR WITH 1 1/2" GAP FROM WALL. (ANSI 117.1)
4. FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC. HAND OPERATED FLUSH CONTROLS SHALL COMPLY WITH SECTION 309. FLUSH CONTROLS SHALL BE LOCATED ON THE OPEN SIDE OF THE WATER CLOSET PER ICC A117.1 SECTION 604.6
5. PAPER TOWEL DISPENSER 48" MAX FROM FINISHED FLOOR
6. MIRROR TO BE 40" MAX FROM FINISHED FLOOR TO THE BOTTOM OF THE REFLECTIVE SURFACE PER ICC A117.1 SECTION 603.3
7. DRAIN PIPES BELOW ALL EXPOSED LAVATORIES TO BE INSULATED TO PROTECT AGAINST CONTACT
8. WALLS AND PARTITIONS WITHIN 2' OF SERVICE SINKS, URINALS, & WATER CLOSETS SHALL HAVE A SMOOTH, HARD, NONABSORBENT SURFACE, TO A HEIGHT OF NOT LESS THAN 4 FEET ABOVE THE FLOOR, AND EXCEPT FOR STRUCTURAL ELEMENTS, THE MATERIALS USED IN SUCH WALLS SHALL BE OF A TYPE THAT IS NOT ADVERSELY AFFECTED BY MOISTURE PER IBC 1210.2.2
9. IN TOILET, BATHING AND SHOWER ROOMS THE FLOOR FINISH MATERIALS SHALL HAVE A SMOOTH, HARD, NONABSORBENT SURFACE. THE INTERSECTIONS OF SUCH FLOORS WITH WALLS SHALL HAVE A SMOOTH, HARD, NONABSORBENT VERTICAL BASE THAT EXTENDS UPWARD ONTO THE WALLS NOT LESS THAN 4 INCHES PER IBC 1210.2.1.
10. LIGHT FIXTURE, STYLE PER OWNER.
11. 4" DRAIN.
12. MOP SINK.

DATE

2/23/2026 10:52:15 AM



REVISIONS

MARK	DATE	DESCRIPTION

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DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

1/2" = 1'-0"
BAR SCALE MEASURED 1" ON A FULL SIZE SHEET ADJUST

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

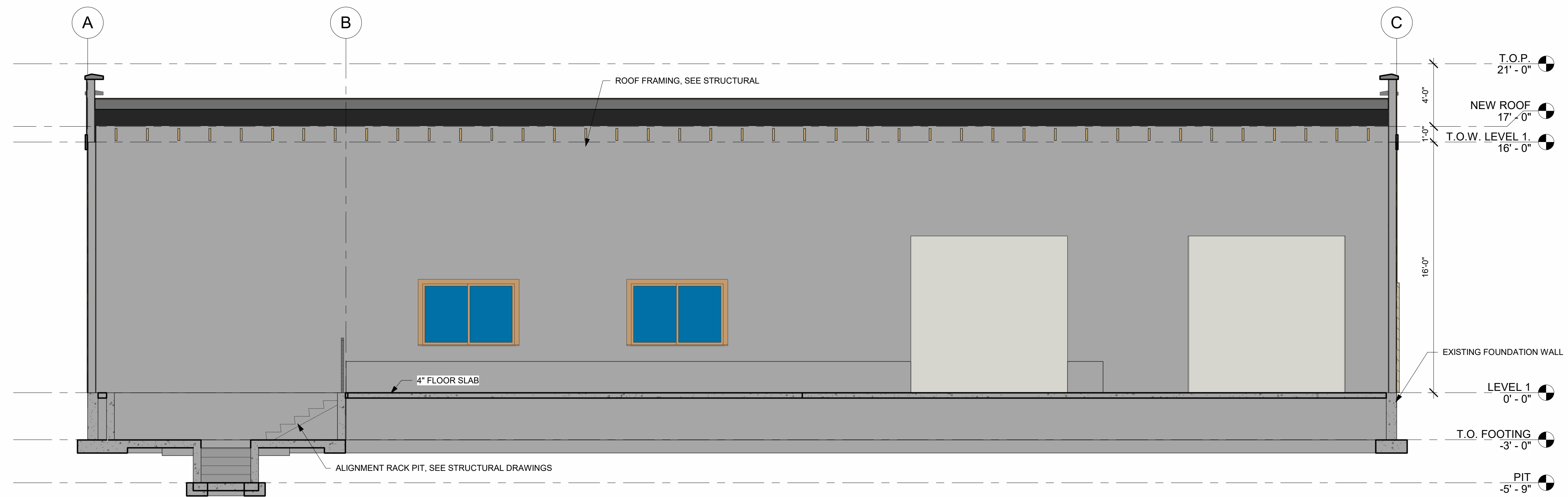
ADA BATHROOM ELEVATIONS

PLAN SET:

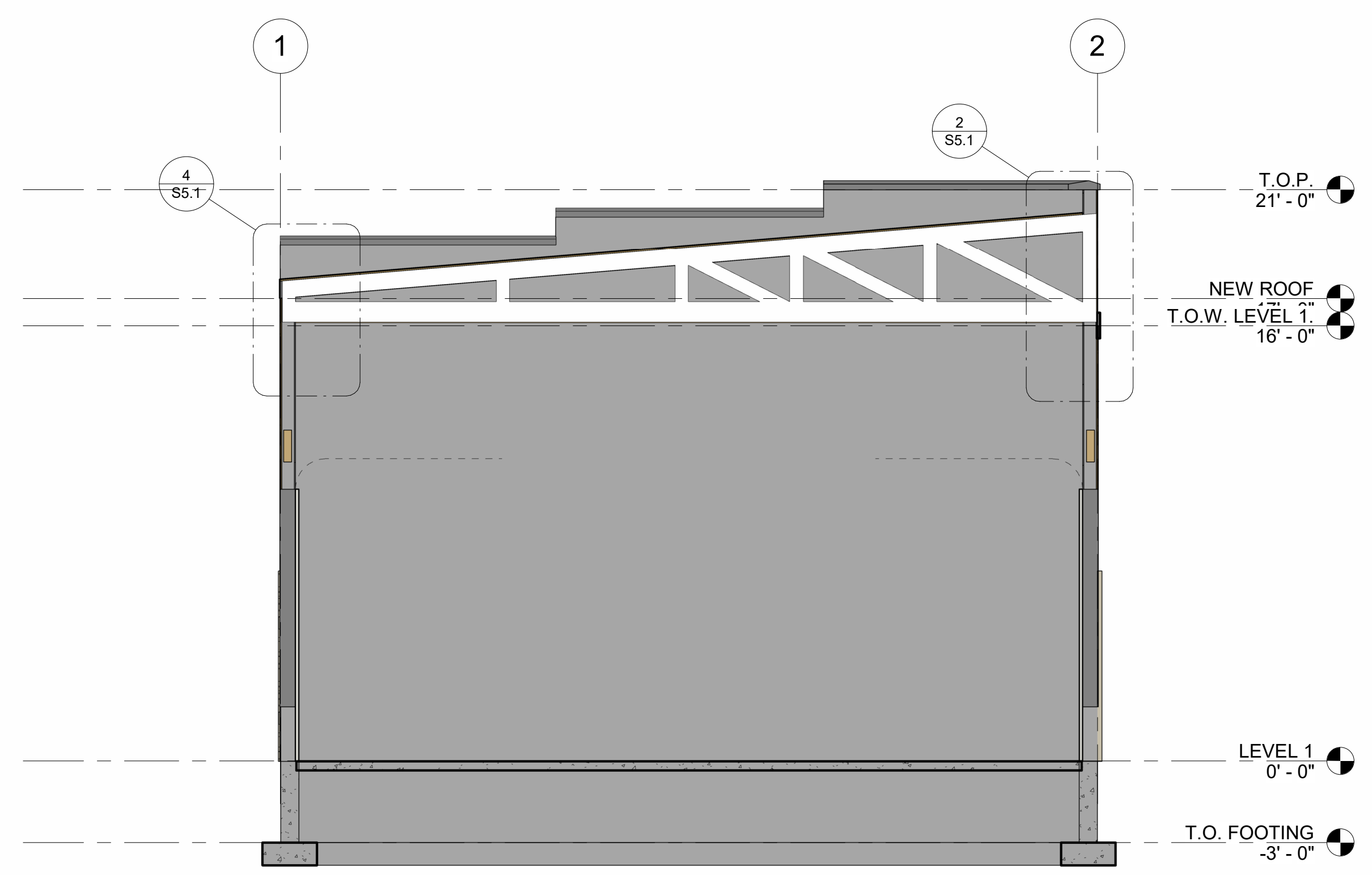
PERMIT

SHEET

A2.3



1 Section 1
1/4" = 1'-0"



2 Section 2
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:18 AM



REVISIONS

MARK	DATE	DESCRIPTION

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DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES



PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

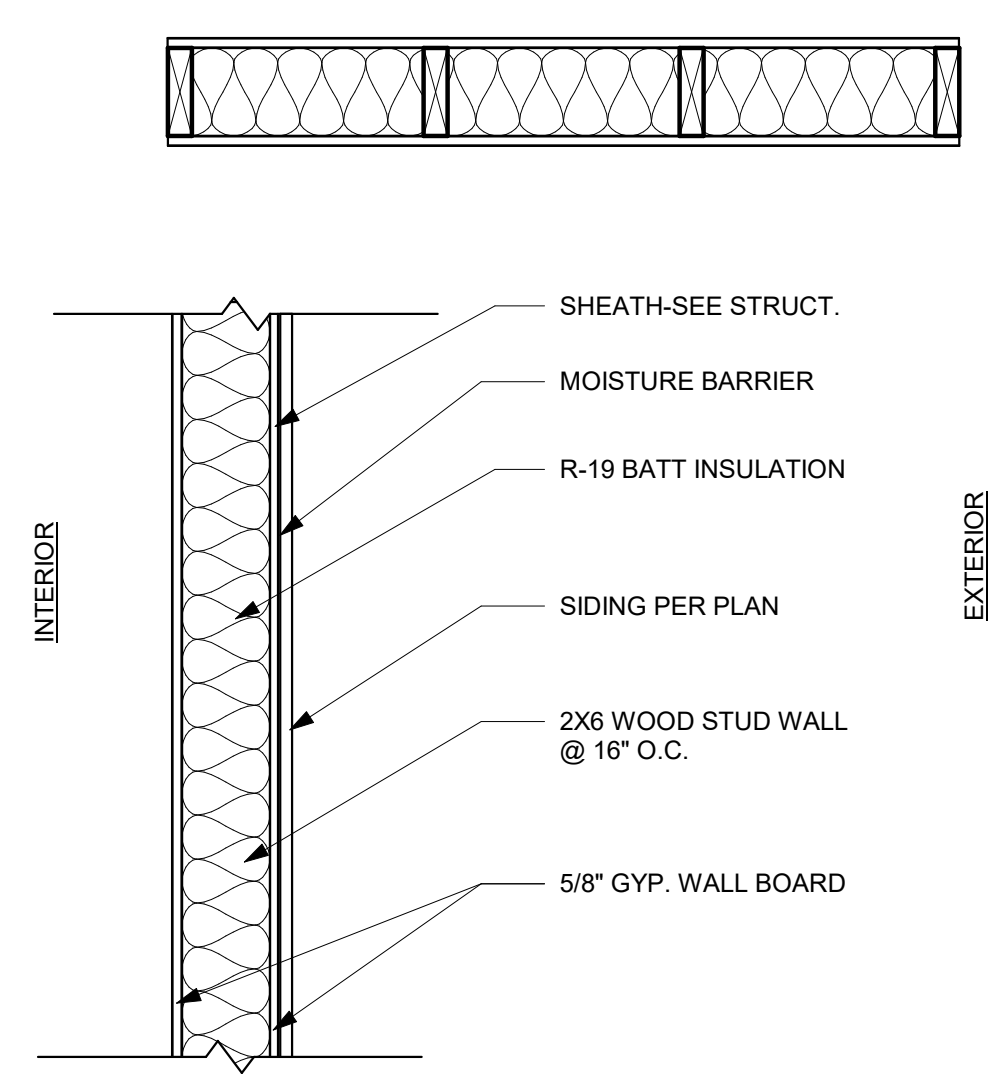
BUILDING SECTION

PLAN SET:

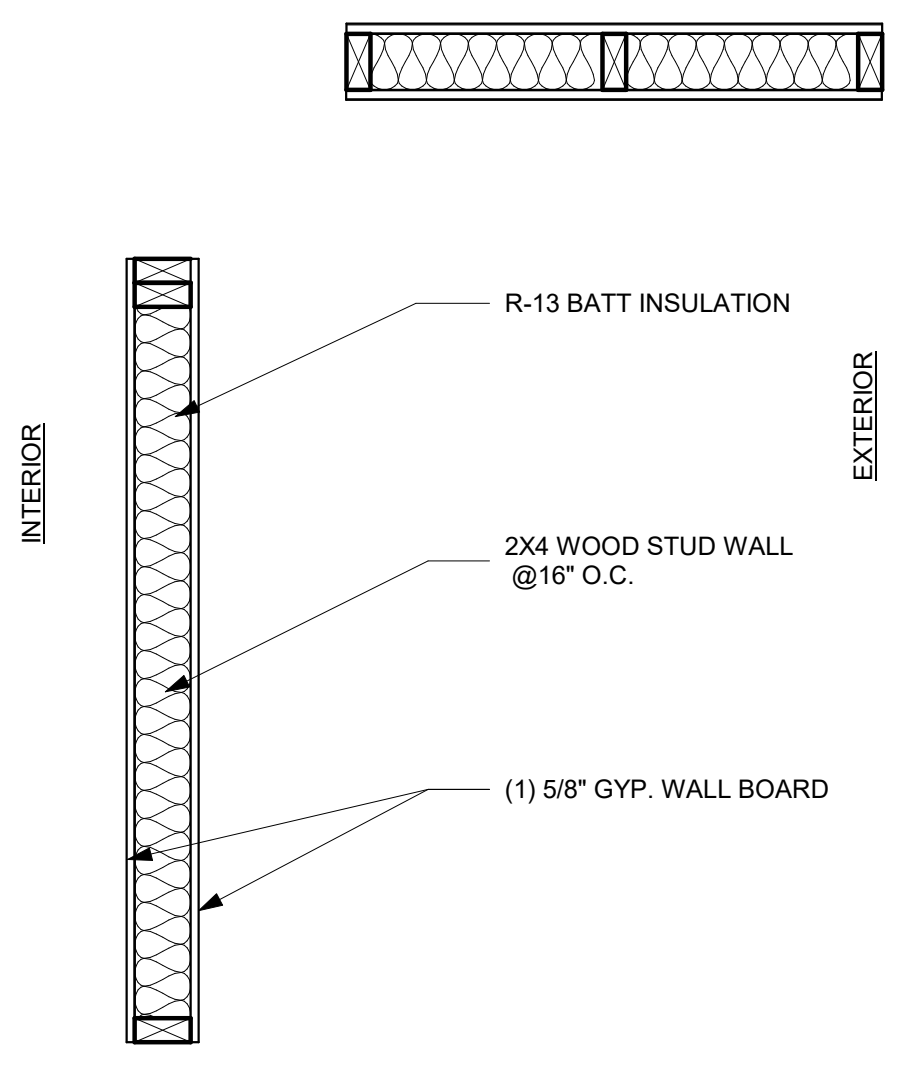
PERMIT

SHEET

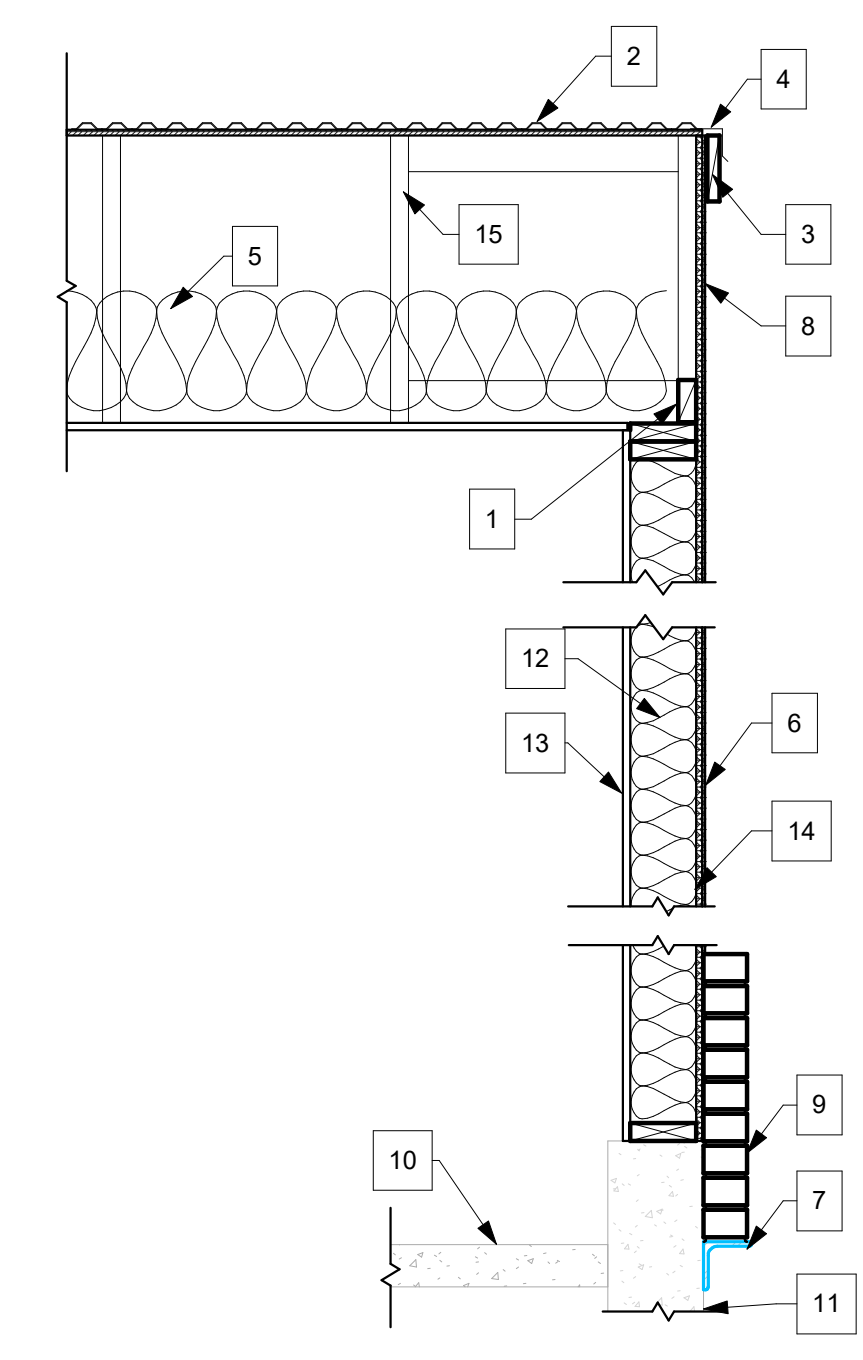
A3.1



WALL TYPE 1



WALL TYPE 2



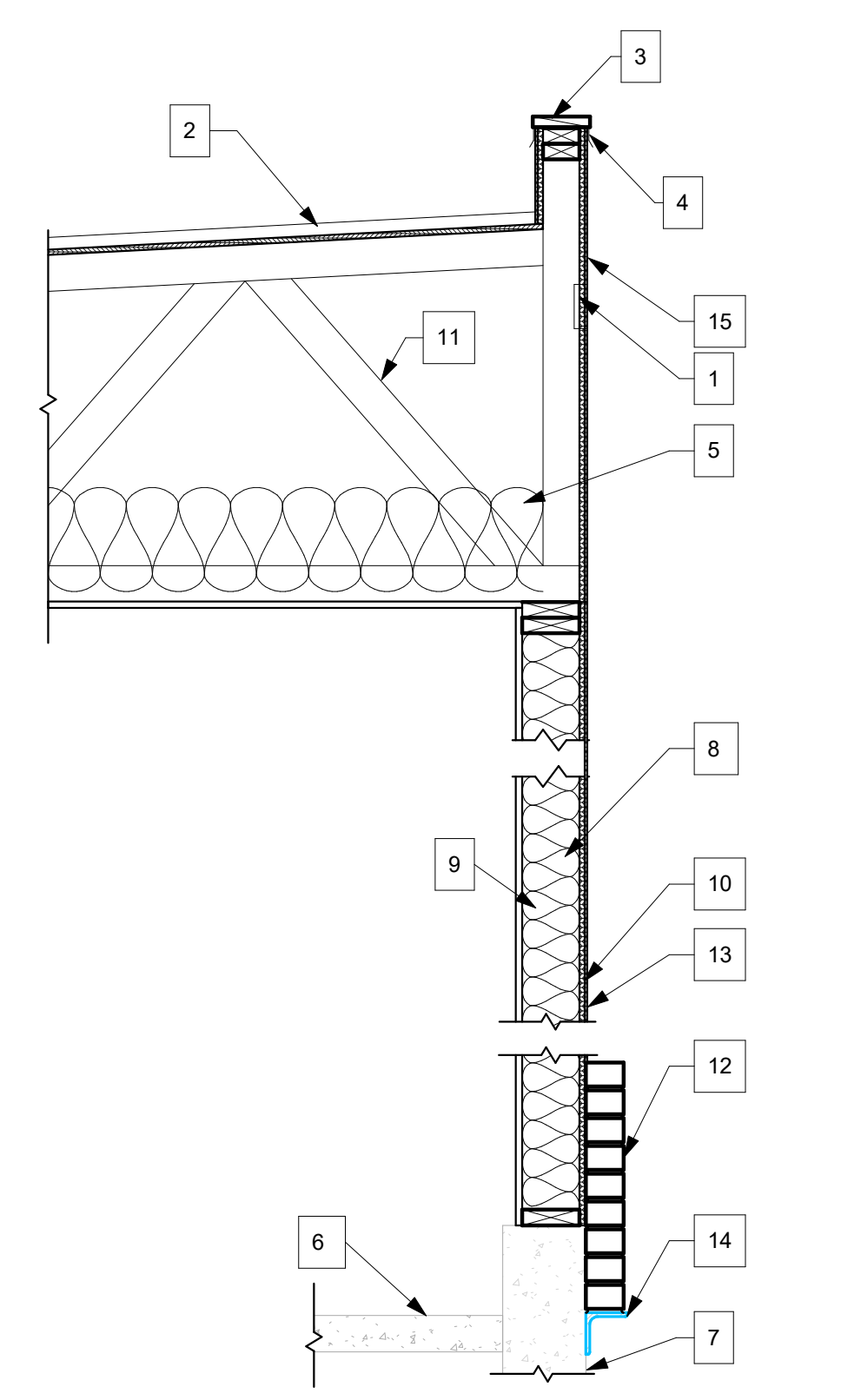
WALL TYPE 3

- 1 TRUSS BLOCKING
- 2 STANDING SEAM METAL ROOF WITH SYNTHETIC FELT UNDERLAYMENT
- 3 TRIM, SEE ELEVATIONS
- 4 ALUMINUM DRIP EDGE
- 5 R-49 BLOWN IN INSULATION
- 6 BOARD AND BATTEN SIDING COLOR PER OWNER OVER VAPOR BARRIER
- 7 L 3 X 3 X 1/4 W/ 1/2\"/>
- 8 METAL SIDING PER OWNER OVER VAPOR BARRIER
- 9 BRICK OR STONE WITH INDIGENOUS LOOK TO THE AREA PER OWNER. USE GALVANIZED MESH WITH MORTAR. FASTEN TO STUDS @ 16\"/>
- 10 EXISTING FLOOR SLAB
- 11 EXISTING FOUNDATION WALL
- 12 R-21 INSULATION WITH STUD FRAMING PER STRUCTURAL DRAWINGS
- 13 5/8\"/>
- 14 7/16\"/>
- 15 PRE-FABRICATED WOOD TRUSSES

1 2X6 EXTERIOR WALL W/ SIDING
N.T.S.

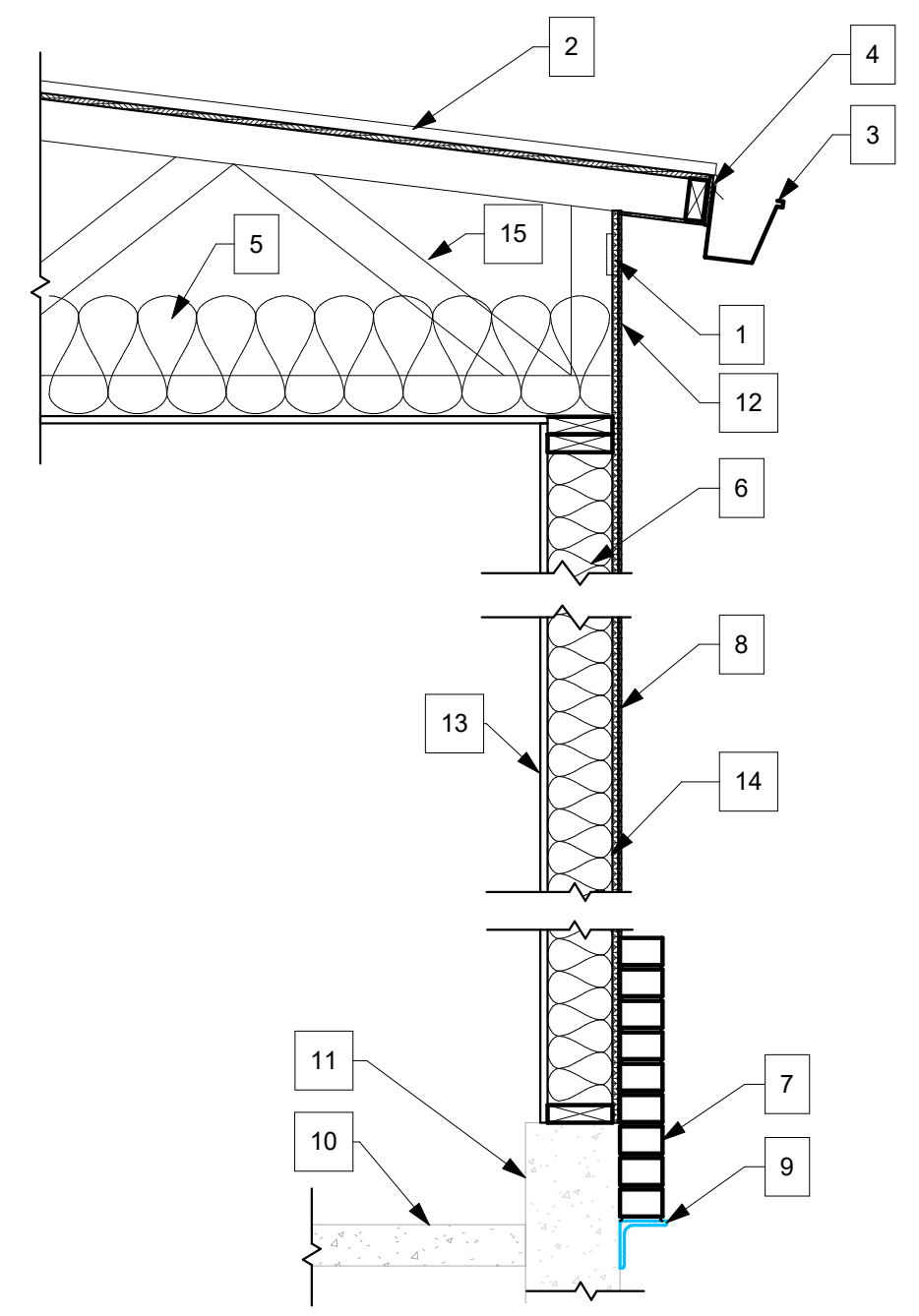
6 2X4 INTERIOR WALL
N.T.S.

3 WOOD WALL ON CONCRETE WALL WITH STEEL LEDGER FOR BRICK VENEER
N.T.S.



WALL TYPE 3

- 1 VENT STRIP, MIN 4\"/>
- 2 STANDING SEAM METAL ROOF WITH SYNTHETIC FELT UNDERLAYMENT
- 3 PARAPET CAP. USE HARDPLANK CEMENT BOARD CAP OR APPROVED EQUAL. USE ICE AND WATER SHIELD UNDERLAYMENT. WRAP PARAPET CAP
- 4 ALUMINUM DRIP EDGE
- 5 R-49 BLOWN IN INSULATION
- 6 EXISTING FLOOR SLAB
- 7 EXISTING FOUNDATION WALL
- 8 R-21 INSULATION WITH STUD FRAMING PER STRUCTURAL DRAWINGS
- 9 5/8\"/>
- 10 7/16\"/>
- 11 PRE-FABRICATED WOOD TRUSSES
- 12 BRICK OR STONE WITH INDIGENOUS LOOK TO THE AREA PER OWNER
- 13 BOARD AND BATTEN SIDING COLOR PER OWNER OVER VAPOR BARRIER
- 14 L 3 X 3 X 1/4 W/ 1/2\"/>
- 15 METAL SIDING PER OWNER OVER VAPOR BARRIER



- 1 VENT STRIP, MIN 4\"/>
- 2 STANDING SEAM METAL ROOF WITH SYNTHETIC FELT UNDERLAYMENT
- 3 RAINGUTTER, CONTINUOUS WITH DOWNSPOUT
- 4 ALUMINUM DRIP EDGE
- 5 R-49 BLOWN IN INSULATION
- 6 R-21 INSULATION WITH STUD FRAMING PER STRUCTURAL DRAWINGS
- 7 BRICK OR STONE WITH INDIGENOUS LOOK TO THE AREA PER OWNER. USE GALVANIZED MESH WITH MORTAR. FASTEN TO STUDS @ 16\"/>
- 8 BOARD AND BATTEN SIDING COLOR PER OWNER OVER VAPOR BARRIER
- 9 L 3 X 3 X 1/4 W/ 1/2\"/>
- 10 EXISTING FLOOR SLAB
- 11 EXISTING FOUNDATION WALL
- 12 METAL SIDING PER OWNER OVER VAPOR BARRIER
- 13 5/8\"/>
- 14 7/16\"/>
- 15 PRE-FABRICATED WOOD TRUSSES

2 METAL STUD WALL
N.T.S.

4 WOOD WALL ON CONCRETE WALL WITH STEEL LEDGER FOR BRICK VENEER
N.T.S.

CONSTRUCTION NOTES

DATE
2/23/2026 10:52:18 AM



REVISIONS		
MARK	DATE	DESCRIPTION

DRAWN: RED
DESIGNER: EPIC
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES	
As indicated	

PROJECT NAME:
STATE AUTOMOTIVE

PROJECT LOCATION:
HEBER CITY, UT

SHEET TITLE:
ARCHITECTURAL DETAILS

PLAN SET:
PERMIT

SHEET
A5.1

STRUCTURAL DESIGN CRITERIA

Table with 2 columns: CRITERIA and VALUE. Includes GOVERNING CODE, SOIL PROPERTIES, DEAD LOADS, LIVE ROOF LOADS, SNOW LOADS, WIND LOADS, SEISMIC LOADS, LATERAL FORCE RESISTING SYSTEM, ROOF DEFLECTION CRITERIA, and GENERAL NOTES.

CONCRETE

- 1. MIX DESIGN
A. STRUCTURAL CONCRETE
a. MINIMUM COMPRESSIVE STRENGTH: 4,500 PSI.
b. CEMENT: ASTM C-150, TYPE II.
c. MAXIMUM WATER-CEMENT RATIO: 0.45.
B. SLABS ON GRADE
a. MINIMUM COMPRESSIVE STRENGTH: 4,000 PSI
b. CEMENT: ASTM C-150, TYPE II.
c. MAXIMUM WATER-CEMENT RATIO: 0.5
d. MAXIMUM AGGREGATE: 3/4"

CONCRETE SLAB-ON-GRADE JOINTS

- 1. PROVIDE CONTROL JOINTS IN ALL REINFORCED AND UNREINFORCED SLABS-ON-GRADE ACCORDING TO TYPICAL CONCRETE JOINTS DETAIL.
2. WHERE TWO REINFORCED SLABS ABUT, OR WHERE ONE REINFORCED SLAB IS DIVIDED INTO MULTIPLE PLACEMENTS, PROVIDE PLATE DOWELS AT COLD JOINT PER TYPICAL CONCRETE JOINTS DETAIL.

Table: MAXIMUM CONTROL JOINT SPACING. Columns: SLAB THICKNESS (IN), UNREINFORCED, REINFORCED. Rows: 4, 5, 6, 8.

CONCRETE REINFORCEMENT LAP SPLICES

Table: REINFORCEMENT SIZE for fc = 3,000 PSI. Columns: LOCATION, #3, #4, #5, #6, #7, #8, #9, #10, #11. Rows: TOP, OTHER.

CONCRETE REINFORCEMENT LAP SPLICES

Table: REINFORCEMENT SIZE for fc = 4,000 PSI. Columns: LOCATION, #3, #4, #5, #6, #7, #8, #9, #10, #11. Rows: TOP, OTHER.

CONCRETE REINFORCEMENT LAP SPLICES

Table: REINFORCEMENT SIZE for fc = 4,500 PSI. Columns: LOCATION, #3, #4, #5, #6, #7, #8, #9, #10, #11. Rows: TOP, OTHER.

- 1. TENSION DEVELOPMENT LENGTHS AND TENSION LAP SPLICE LENGTHS ARE BASED ON ACI 318-11, SECTIONS 12.2.2 AND 12.15 RESPECTIVELY.
2. LAP SPLICE LENGTHS SHOWN ARE FOR CLASS B AND CASE 1.
3. TOP REINFORCEMENT IS HORIZONTAL REINFORCEMENT THAT HAS MORE THAN TWELVE INCHES OF FRESH CONCRETE CAST BELOW IT.

EARTHWORK

- 1. ENGINEER SHALL VERIFY CONDITION AND/OR ADEQUACY OF ALL SUBGRADES, FILLS, AND BACK FILLS, ETC.
2. SHORE AND BRACE AS REQUIRED
3. DE-WATER AS REQUIRED TO REMOVE STANDING WATER FROM EXCAVATIONS.

FRAMING LUMBER

- 1. SAWN STRUCTURAL LUMBER
A. SAWN LUMBER SHALL BE DOUGLAS FIR-LARCH (DF-L) NO.2 OR BETTER FOR ALL 2 INCH AND 4 INCH NOMINAL LUMBER AND DF-L NO.2 OR BETTER FOR 6 INCH NOMINAL AND LARGER STRUCTURAL MEMBERS (U.N.O.).

FRAMING LUMBER

- 6. WALL FRAMING
A. WOOD WALLS SHALL BE CONSTRUCTED OF 2x MEMBERS @ 16" O.C., U.N.O.
7. WOOD SHEAR WALLS
A. NO. 14 GAGE STAPLES WITH MINIMUM 7/16 OD CROWN AND 1-3/8" LENGTH MAY BE USED ONE FOR ONE IN LIEU OF 8d NAILS, WHERE SUBSTITUTING FOR 10d NAILS USE 3 STAPLES FOR EACH 2 NAILS.

CONCRETE CONSTRUCTION (IBC 1705.3 & 1705.12.1)

Table with 3 columns: ITEM, FREQUENCY, DETAILED INSTRUCTIONS AND FREQUENCIES. Row: Cast-in bolts & embeds.

WOOD CONSTRUCTION (IBC 1705.5, 1705.10 & 1705.11.2)

Table with 3 columns: ITEM, FREQUENCY, DETAILED INSTRUCTIONS AND FREQUENCIES. Rows: Wood trusses spanning > 60-feet, Structural wood.

JOB SAFETY

THE ENGINEER HAS NOT BEEN RETAINED NOR COMPENSATED TO PROVIDE DESIGN AND/OR CONSTRUCTION REVIEW SERVICES RELATED TO THE CONTRACTOR'S SAFETY PRECAUTIONS OR TO MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES FOR THE CONTRACTOR TO PERFORM HIS WORK.

MISCELLANEOUS

- 1. PROPRIETARY PRODUCTS SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.

SHOP DRAWINGS

- 1. CONCRETE AND STEEL REINFORCING CONTRACTOR, TRUSS SUPPLIER, AND STEEL FABRICATOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.

SUBSTITUTIONS

- 1. SUBSTITUTION FOR ANY SPECIFIED STRUCTURAL COMPONENT MUST BE REQUESTED IN WRITING BY THE CONTRACTOR. THE ENGINEER WILL REVIEW THE REQUESTED ALTERNATIVE & RESPOND IN WRITING.

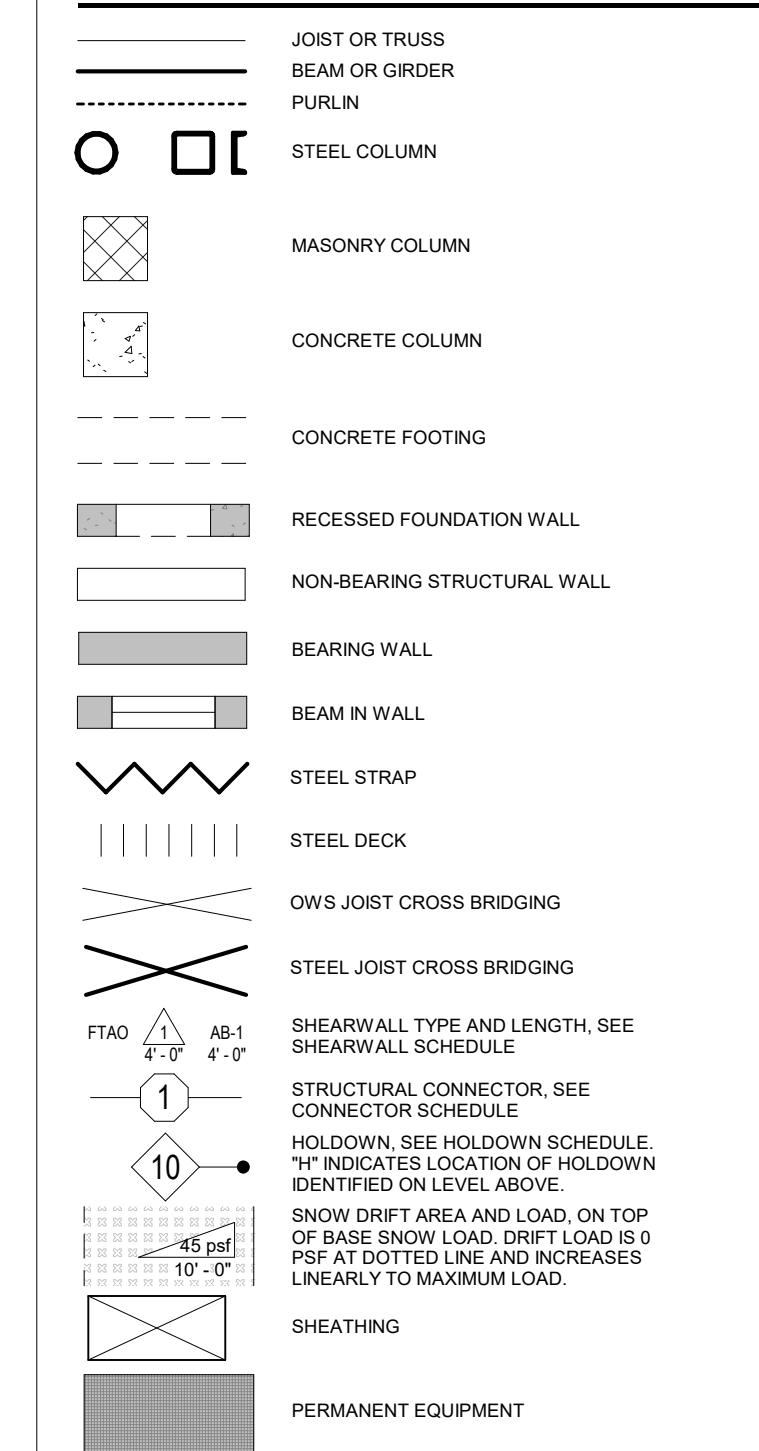
DEFERRED SUBMITTALS

- 1. PRE-MANUFACTURED WOOD ROOF TRUSSES
2. PRE-MANUFACTURED WOOD FLOOR TRUSSES
3. STRUCTURAL INSULATED PANELS
4. PRE-CAST CONCRETE HOLLOWCORE PANELS

STRUCTURAL TAGS LEGEND

Table with 2 columns: TAG and DESCRIPTION. Lists various structural elements like ANCHOR BOLT, CONCRETE BEAM, STEEL COLUMN, etc.

STRUCTURAL PLAN LEGEND



COMMON ACRONYMS AND ABBREVIATIONS

Table with 2 columns: TYP and TYPICAL. Lists abbreviations like SIM, FTAO, GPF, GYP, THRU, LLV, LLH, CJP, SS, GR, GA, PL, TS, HSS, CFS, CMD, DBL, AHJ, ARCH, EOR, OOP, C&C.

CONSTRUCTION NOTES

Table with 3 columns: MARK, DATE, DESCRIPTION. Includes a section for REVISIONS.

DATE: 2/23/2026 10:52:19 AM



Table with 2 columns: DRAWN, DESIGNER, REVIEWED, PROJECT #. Includes project number 25SM5601.01.

Table with 2 columns: SCALE, AS INDICATED. Includes a graphical scale bar.

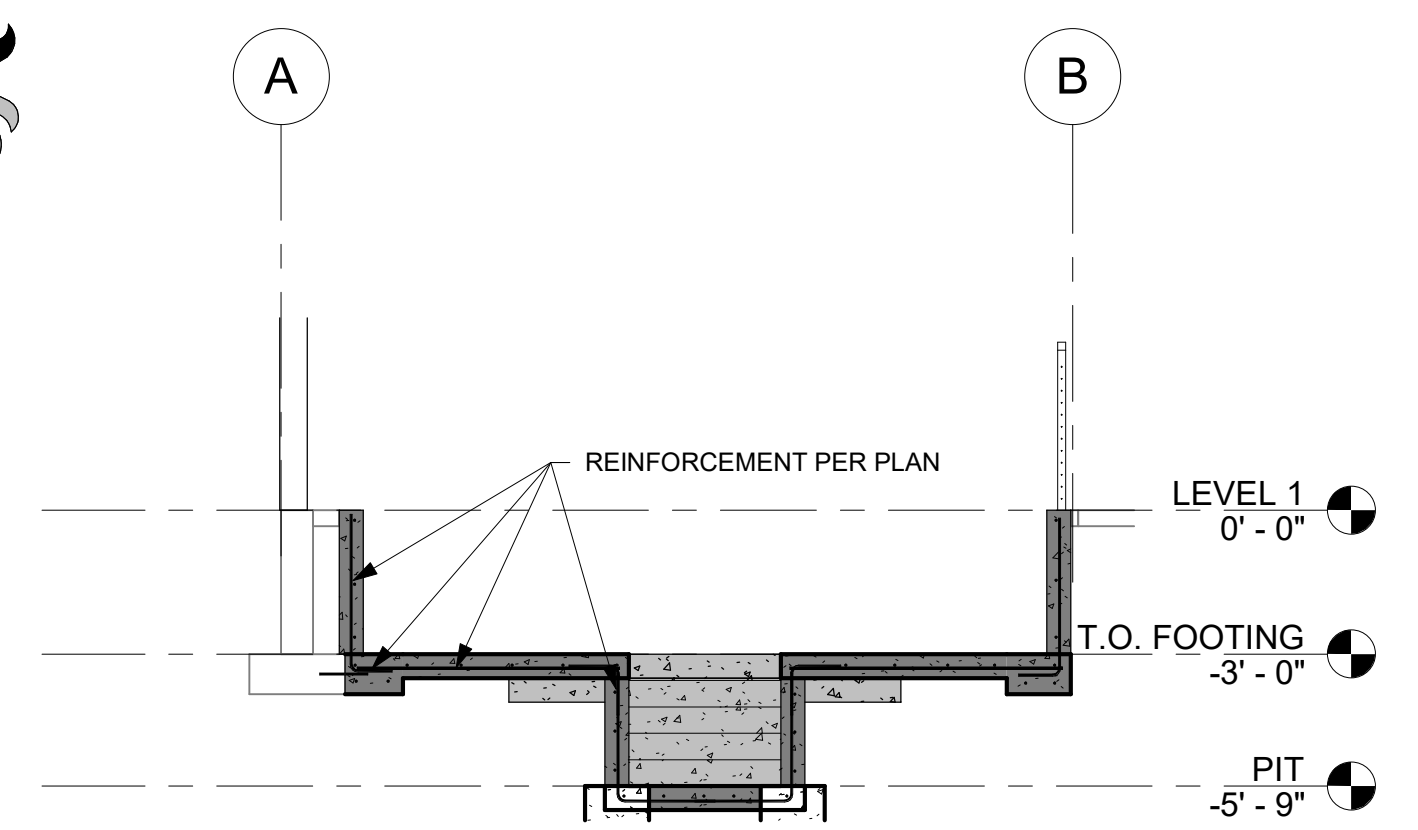
PROJECT NAME: STATE AUTOMOTIVE

PROJECT LOCATION: HEBER CITY, UT

SHEET TITLE: STRUCTURAL GENERAL NOTES

PLAN SET: PERMIT SHEET S0.1

2/23/2026 10:52:19 AM



② PIT SECTION STRUCTURAL
1/4" = 1'-0"

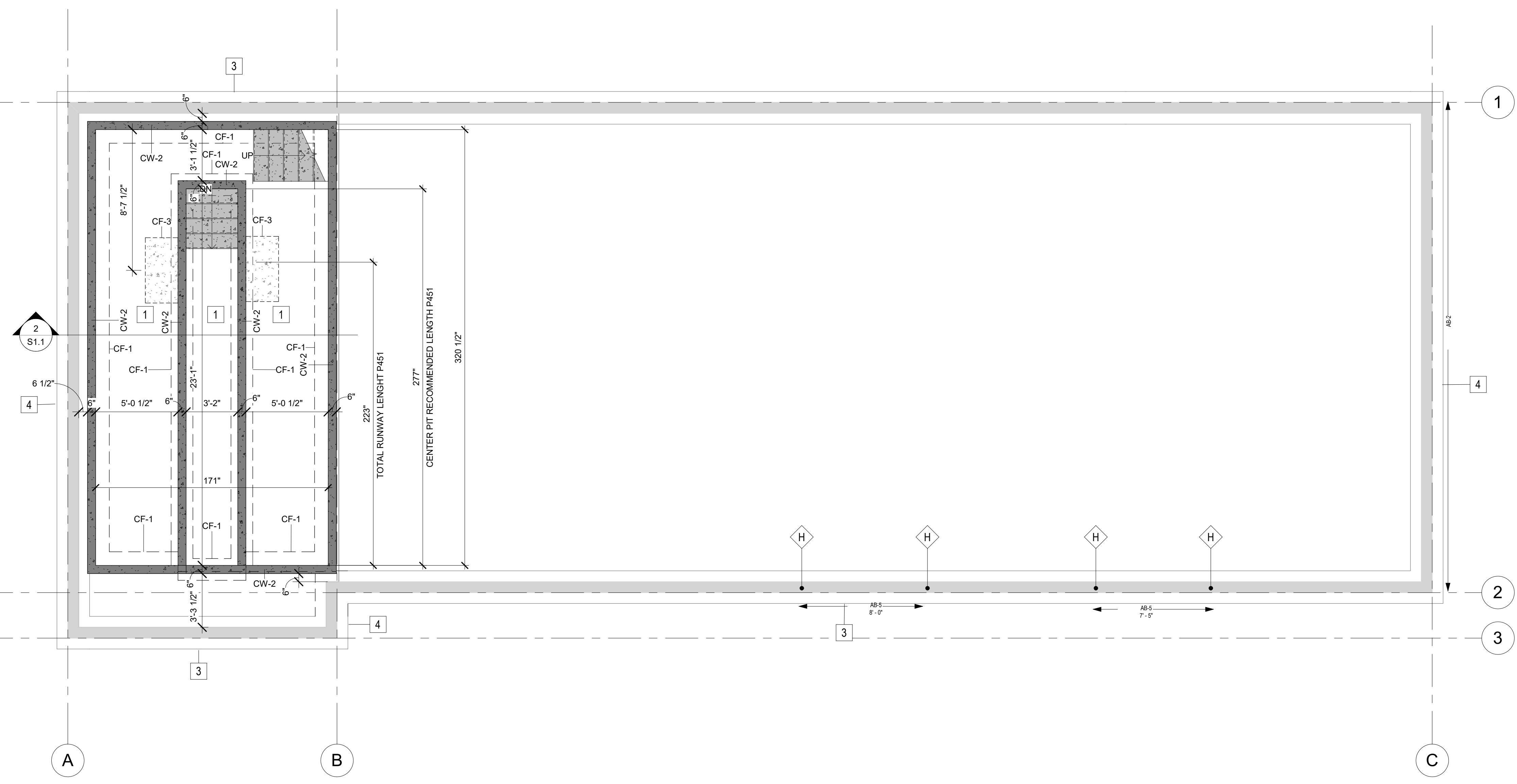
CONCRETE WALL SCHEDULE				
MARK	THICKNESS	HORIZ REINF	VERT REINF	REMARKS
CW-2	0' - 6"	#4@12" O.C.	#4 @ 16" O.C.	

CONCRETE FOOTING SCHEDULE						
MARK	WIDTH	LENGTH	THICK	LONG REINF	PERP REINF	REMARKS
CF-1	1' - 4"	<varies>	0' - 10"	(2)#4	NA	
CF-3	2' - 0"	4' - 0"	1' - 0"	(6)#4	(3)#4	

ANCHOR BOLT SCHEDULE						
MARK	DIAMETER	BOLT TYPE	SPACING	EMBED DEPTH	REMARKS	
AB-1	5/8"	TITEN BOLT	32"	8"	3" x 3" PLATE WASHERS	
AB-2	5/8"	J-BOLT	24"	8"	3" x 3" PLATE WASHERS	
AB-3	5/8"	J-BOLT	16"	8"	3" x 3" PLATE WASHERS	
AB-4	5/8"	J-BOLT	12"	8"	3" x 3" PLATE WASHERS	
AB-5	5/8"	TITEN BOLT	8"	8"	3" x 3" PLATE WASHERS	
AB-6	1"	PAB8	N/A	9"	14" THICK FOOTING REQUIRED INSTALLED PER SIMPSON SPECIFICATIONS	
AB-7	1"	PAB8H	N/A	8"	24" THICK FOOTING REQUIRED INSTALLED PER SIMPSON SPECIFICATIONS	
AB-8	5/8"	F1554 GR 36 Heavy Hex Bolt	N/A	14"	INSTALLED PER SIMPSON SPECIFICATIONS	
AB-9	5/8"	F1554 GR 36 THREADED ROD W/ SIMPSON AT-XP EPOXY	N/A	10"	INSTALLED PER SIMPSON SPECIFICATIONS	

NOTE: ALL WOOD STUD WALL ANCHORS TO BE TYPE AB-1, TYP. U.N.O.

HOLD DOWN SCHEDULE						
MARK	COUNT	TYPE	ANCHOR BOLT	MIN POST THICKNESS	FASTENERS	REMARKS
12	4	SIMPSON MST48	N/A	0' - 3"	SEE RETROFIT HOLD DOWN DETAIL	
H	4	HOLD DOWN, SEE SHEAR WALL PLAN		0' - 0"		



① FOUNDATION PLAN
1/4" = 1'-0"

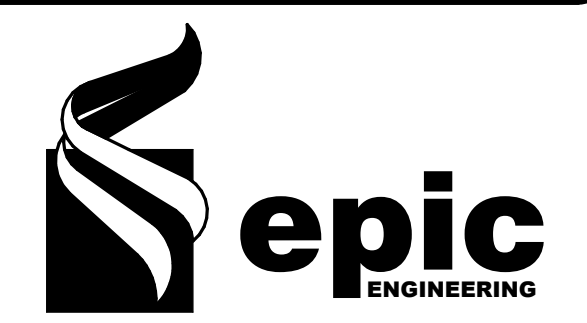
STRUCTURAL KEYNOTES	
MARK	REMARKS
1	6" CONCRETE SLAB WITH OPTIONAL 6x6xW1.4 WIRE MESH OVER 4" FREE DRAINING GRAVEL OVER PREPARED SUB GRADE. PROVIDE CONTROL JOINTS AT 10' MAX
3	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 20" WIDE x10" THICK
4	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 16" WIDE x10" THICK
5	PROVIDE SIMPSON CS14 NAILED INTO BLOCKING
6	2X6 1.3E TIMBERSTRAND LSL STUD WALL; STUDS @ 8" O.C.

CONSTRUCTION NOTES

- THIS IS ONE PAGE OF A SET OF PROJECT DOCUMENTS AND MAY NOT BE USED ALONE. THE CONTRACTOR, SUBCONTRACTORS AND OWNER SHALL REVIEW AND BE RESPONSIBLE FOR ALL INFORMATION CONTAINED IN ALL PROJECT DOCUMENTS PRIOR TO INITIATION OF ANY WORK ON THE PROJECT.
- ALL FOUNDATION WALLS SHALL BE BRACED BY FLOOR DIAPHRAGM OR BY OTHER MEANS BEFORE BACK FILLING.
- CONTRACTOR TO VERIFY DIMENSIONS W/ ARCHITECTURAL PLANS

DATE

2/23/2026 10:52:19 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: EPIC
DESIGNER: SP
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

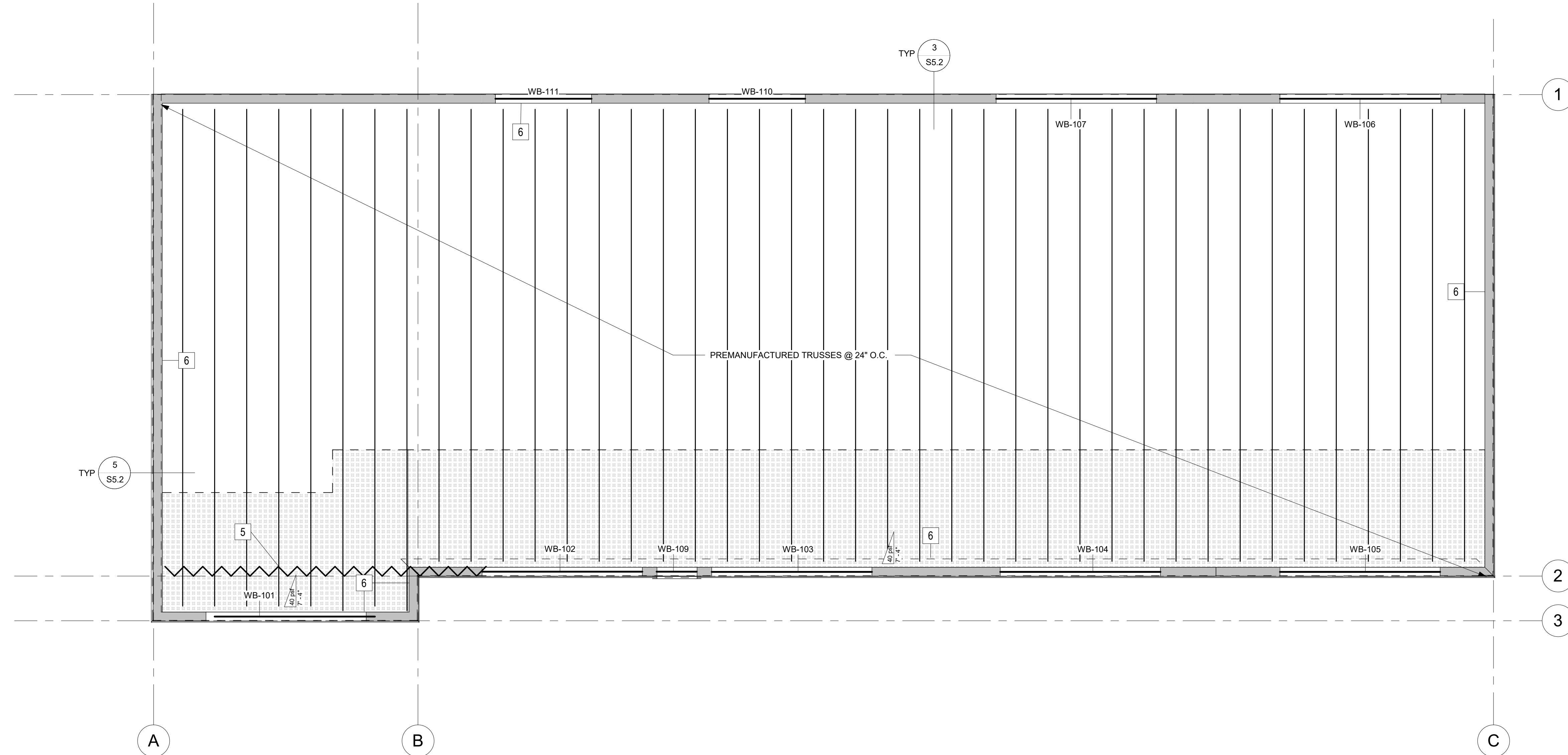
FOUNDATION PLAN

PLAN SET:

PERMIT

SHEET

S1.1



WOOD BEAM SCHEDULE					
MARK	SIZE	WOOD SPECIES	END SUPPORT(S)		REMARKS
			END 1	END 2	
WB-101	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-102	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-103	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-104	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-105	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-106	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-107	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-109	(2) 2x8	DF-L #2	(2) TRIMMERS (1) KING STUD	(2) TRIMMERS (1) KING STUD	
WB-110	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	
WB-111	(2)1 3/4x14	LVL 2.0E	(2) TRIMMERS (3) KING STUDS	(2) TRIMMERS (3) KING STUDS	

STRUCTURAL KEYNOTES	
MARK	REMARKS
1	6" CONCRETE SLAB WITH OPTIONAL 6x6xW1.4 WIRE MESH OVER 4" FREE DRAINING GRAVEL OVER PREPARED SUB GRADE. PROVIDE CONTROL JOINTS AT 10' MAX
3	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 20" WIDE x10" THICK
4	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 16" WIDE x10" THICK
5	PROVIDE SIMPSON CS14 NAILED INTO BLOCKING
6	2X6 1.3E TIMBERSTRAND LSL STUD WALL; STUDS @ 8" O.C.

1 FRAMING PLAN - ROOF
1/4" = 1'-0"

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:20 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: EPIC
DESIGNER: SP
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

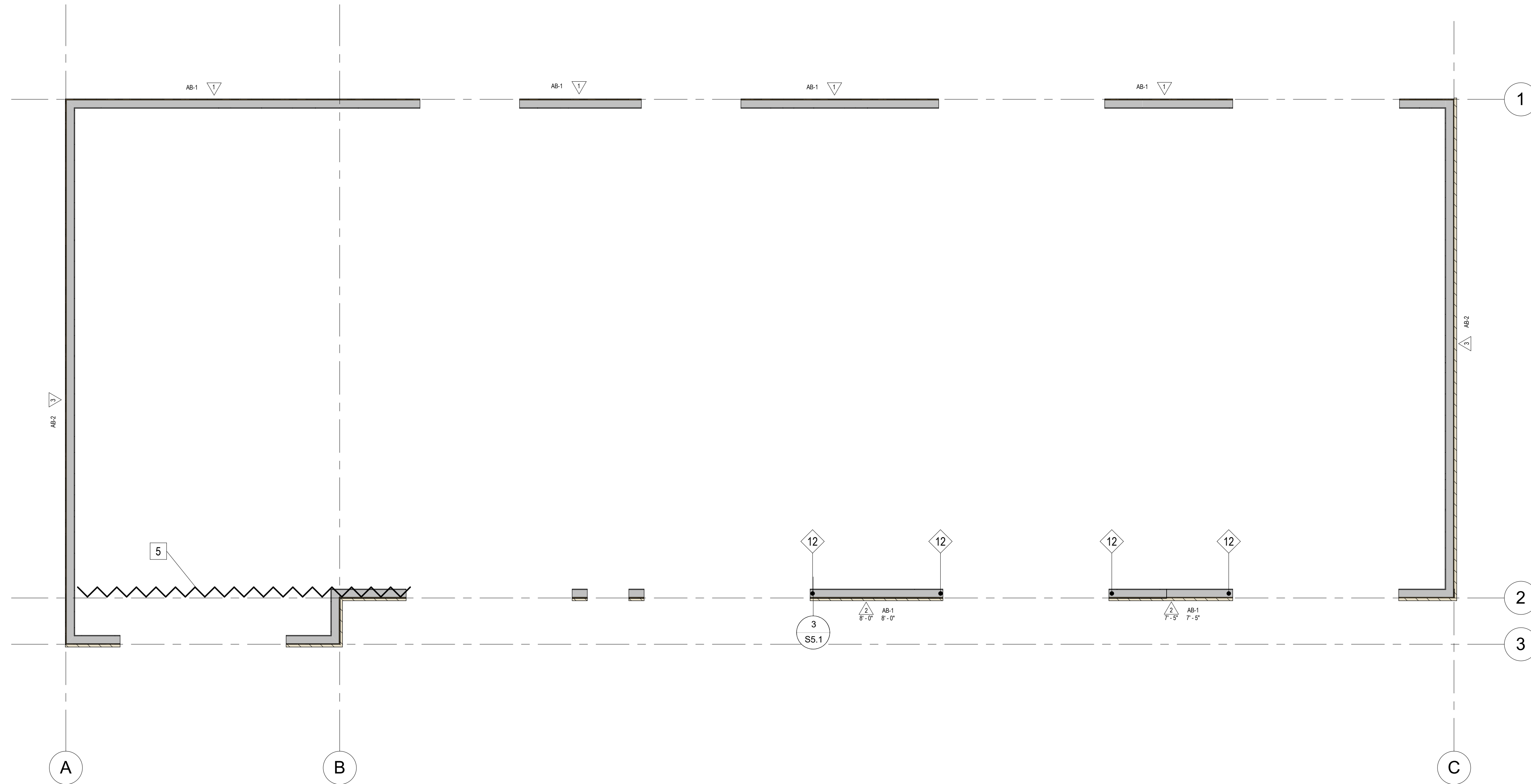
PROJECT NAME:
STATE AUTOMOTIVE

PROJECT LOCATION:
HEBER CITY, UT

SHEET TITLE:
FRAMING PLAN - ROOF

PLAN SET:
PERMIT

SHEET
S1.2



SHEAR WALL SCHEDULE										
MARK	SHEATHING			EDGE NAILING	FIELD NAILING	NOTES	SILL PLATE			STUDS
	SIZE	BOTH SIDES?					TO WOOD BELOW	TO CONCRETE BELOW		
1	7/16"	NO		8d @ 6" OC	8d @ 12" OC	2,3	16d NAILS @ 6" O.C.		AB-1	2x
2	7/16"	NO		8d @ 4" OC	8d @ 12" OC	2,3	16d NAILS @ 4" O.C.		AB-1	2x
3	7/16"	NO		8d @ 3" OC	8d @ 12" OC	2,3	1/4"x6" SDS SCREWS @ 5.5" O.C.		AB-2	2x
7	7/16"	YES		8d @ 2" OC	8d @ 12" OC	1,2,3	1/4"x6" SDS SCREWS @ 2" O.C.		AB-5	3x

- NOTES:
- WHERE 3X STUDS ARE INDICATED, PROVIDE 3X STUDS AT ALL PANEL EDGES, IN LIEU OF A SINGLE 3X STUD, (2) 2X STUDS ARE PERMITTED, PROVIDE STAGGERED NAILING EVERY 2'.
 - BLOCK ALL EDGES
 - ALL ANCHOR BOLTS TO HAVE 3" X 3" X 1/4" PLATE WASHERS, TYP., U.N.O.
 - ALL EXTERIOR WALLS TO BE SHEATHED AS TYPE "1", TYP., U.N.O.

ANCHOR BOLT SCHEDULE					
MARK	DIAMETER	BOLT TYPE	SPACING	EMBED DEPTH	REMARKS
AB-1	5/8"	TITEN BOLT	32"	8"	3" x 3" PLATE WASHERS
AB-2	5/8"	J-BOLT	24"	8"	3" x 3" PLATE WASHERS
AB-3	5/8"	J-BOLT	16"	8"	3" x 3" PLATE WASHERS
AB-4	5/8"	J-BOLT	12"	8"	3" x 3" PLATE WASHERS
AB-5	5/8"	TITEN BOLT	8"	8"	3" x 3" PLATE WASHERS
AB-6	1"	PAB8	N/A	9"	14" THICK FOOTING REQUIRED, INSTALLED PER SIMPSON SPECIFICATIONS
AB-7	1"	PAB8H	N/A	8"	24" THICK FOOTING REQUIRED, INSTALLED PER SIMPSON SPECIFICATIONS
AB-8	5/8"	F1554 GR 36 Heavy Hex Bolt	N/A	14"	INSTALLED PER SIMPSON SPECIFICATIONS
AB-9	5/8"	F1554 GR 36 THREADED ROD W/ SIMPSON AT-XP EPOXY	N/A	10"	INSTALLED PER SIMPSON SPECIFICATIONS

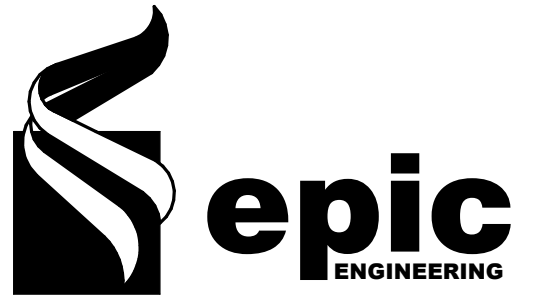
HOLD DOWN SCHEDULE						
MARK	COUNT	TYPE	ANCHOR BOLT	MIN POST THICKNESS	FASTENERS	REMARKS
	4	SIMPSON MST48	N/A	0' - 3"		SEE RETROFIT HOLD DOWN DETAIL
H	4	HOLD DOWN, SEE SHEAR WALL PLAN		0' - 0"		

STRUCTURAL KEYNOTES	
MARK	REMARKS
1	6" CONCRETE SLAB WITH OPTIONAL 6x6xW1.4 WIRE MESH OVER 4" FREE DRAINING GRAVEL OVER PREPARED SUB GRADE. PROVIDE CONTROL JOINTS AT 10' MAX
3	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 20" WIDE x 10" THICK
4	EXISTING FOOTING. CONTRACTOR TO VERIFY FOOTING IS MIN 16" WIDE x 10" THICK
5	PROVIDE SIMPSON CS14 NAILED INTO BLOCKING
6	2X6 1.3E TIMBERSTRAND LSL STUD WALL; STUDS @ 8" O.C.

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:20 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: EPIC
DESIGNER: SP
REVIEWED: AJ

PROJECT #
25SM5601.01

SCALES

As indicated

PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

SHEAR WALL PLAN - LEVEL 1

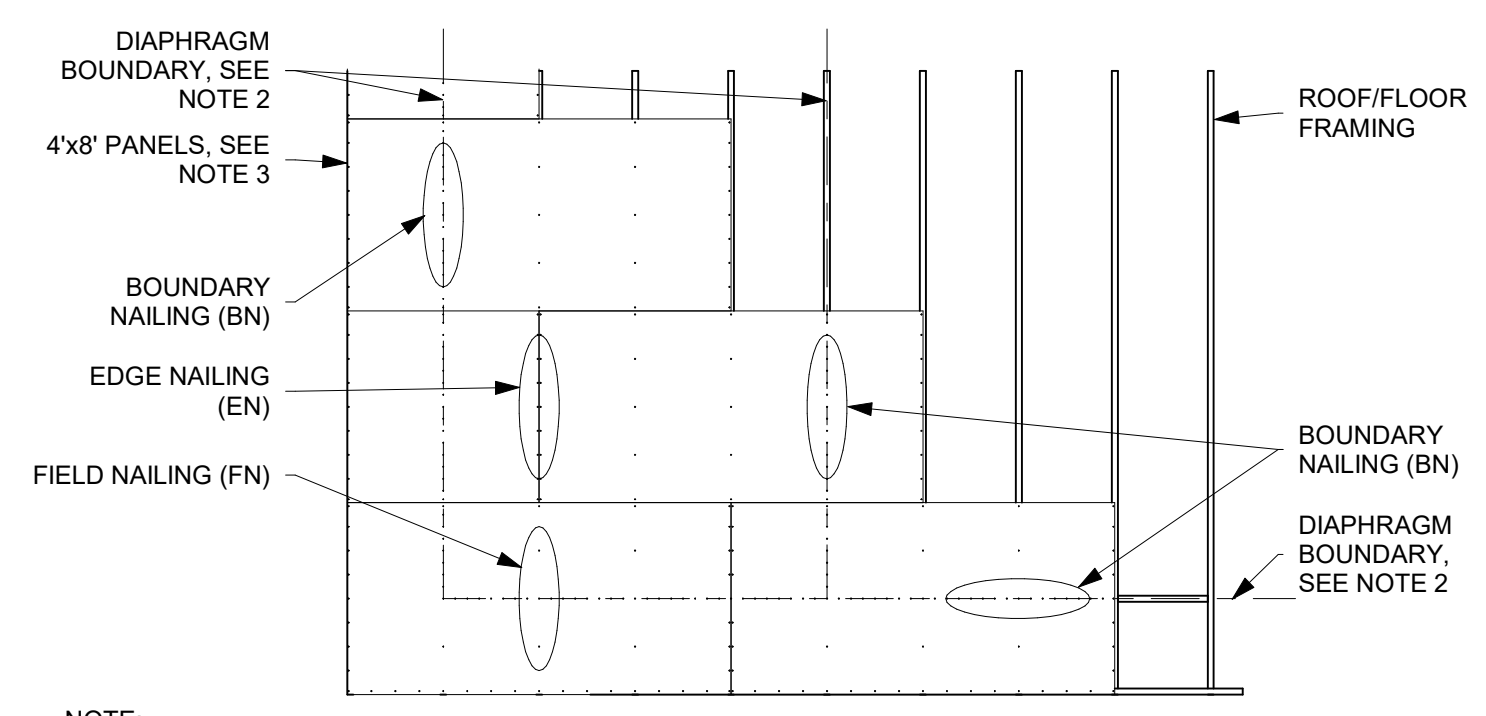
PLAN SET:

PERMIT

SHEET

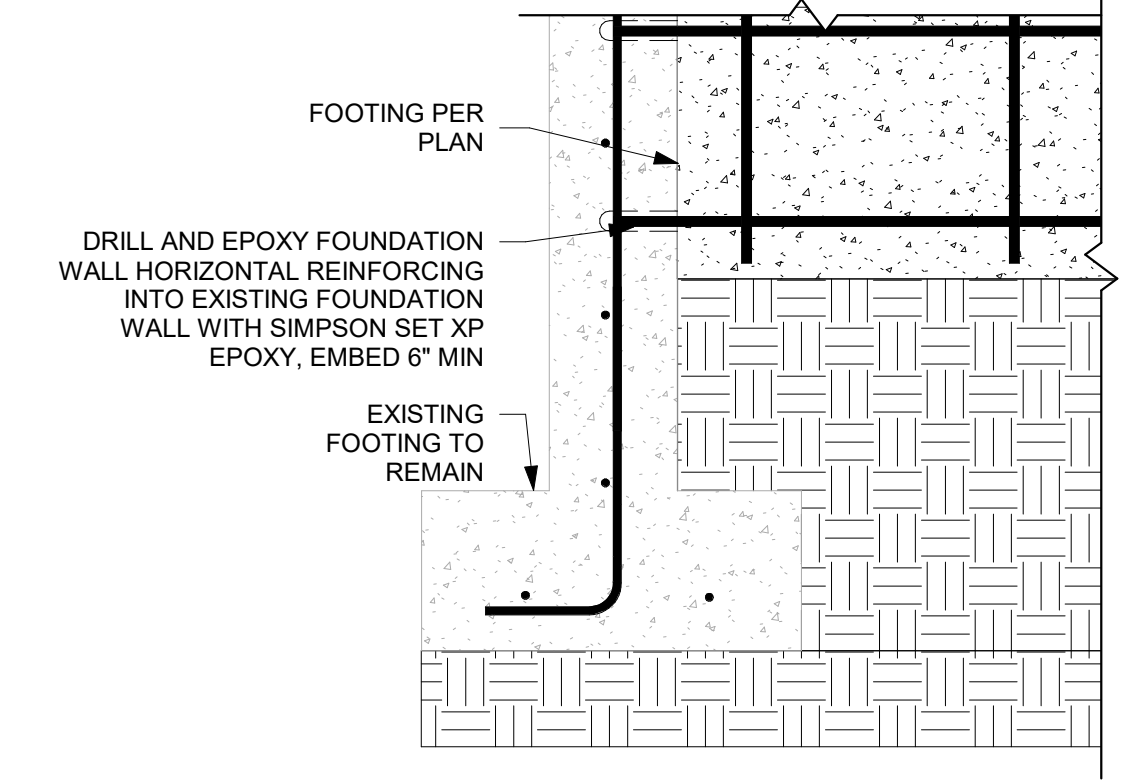
S1.3

1 SHEAR WALL PLAN - LEVEL 1
1/4" = 1'-0"

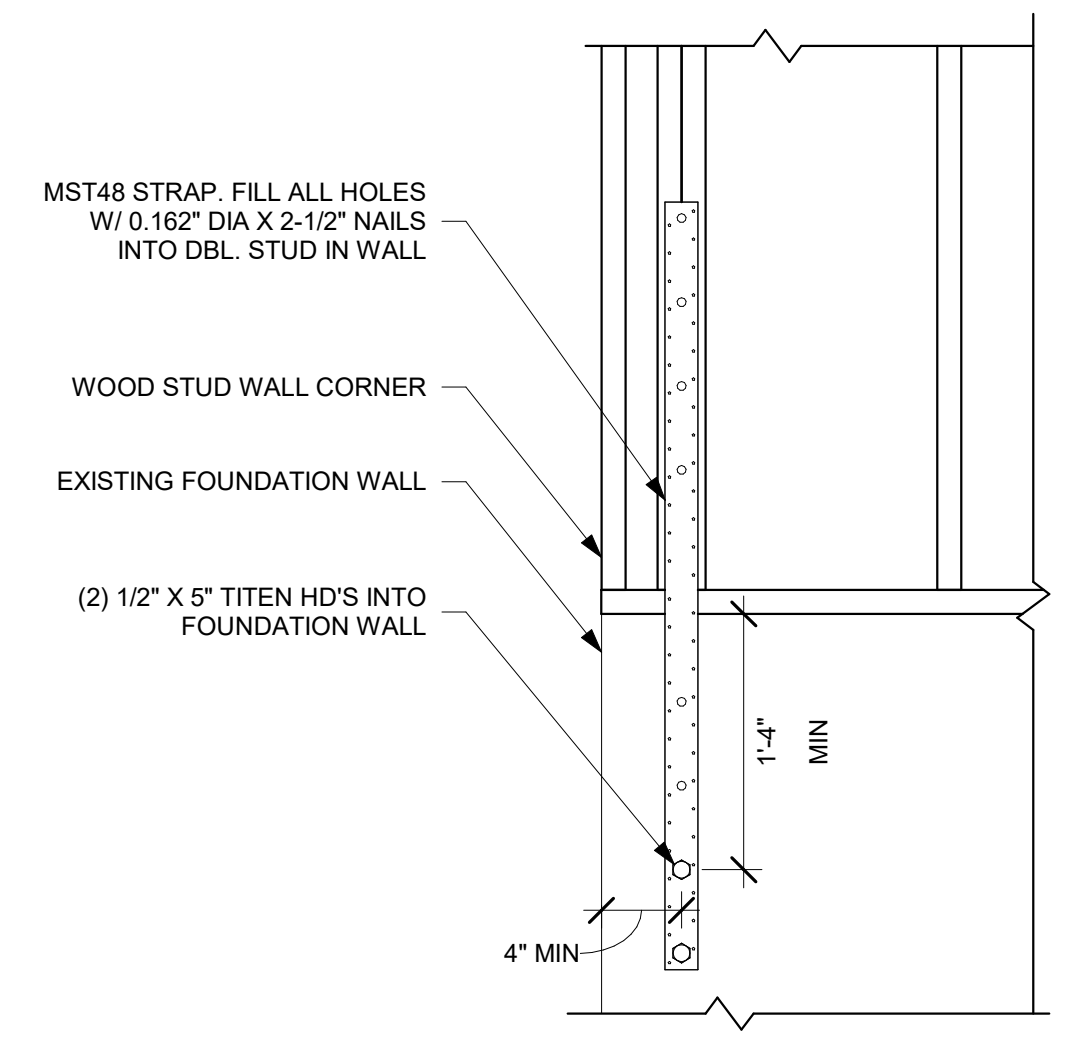


NOTE:
 1. SEE STRUCTURAL FRAMING PLANS FOR SHEATHING TYPE AND THICKNESS, BOUNDARY NAILING, EDGE NAILING, AND FIELD NAILING.
 2. BOUNDARIES EXIST ALONG ALL SHEAR WALLS AND ALONG ALL DRAG ELEMENTS.
 3. SHEATHING ORIENTATION: LONG DIRECTION (STRONG AXIS) PERPENDICULAR TO FRAMING & SHORT DIRECTION (WEAK AXIS) PARALLEL TO FRAMING.

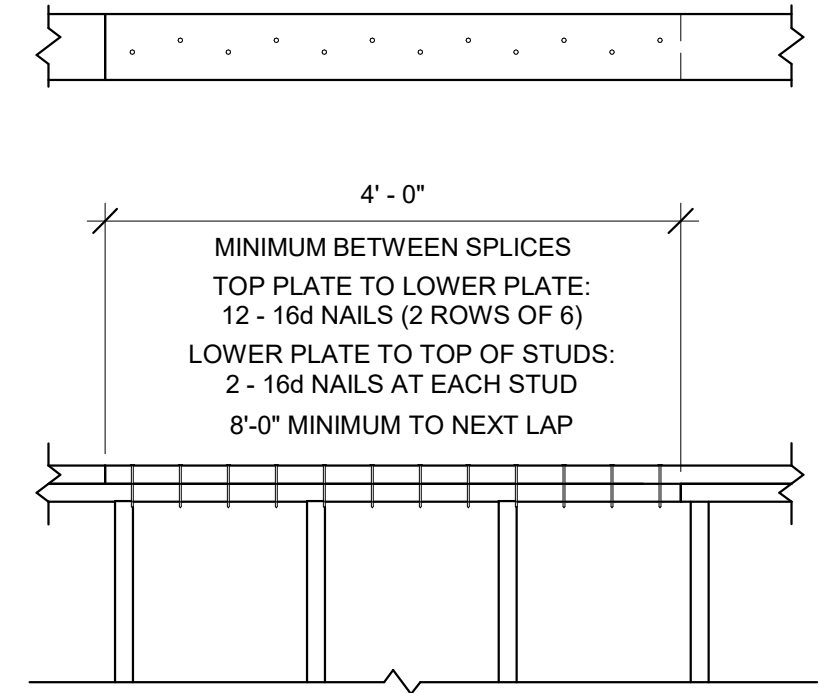
1 DIAPHRAGM NAILING - UNBLOCKED
N.T.S.



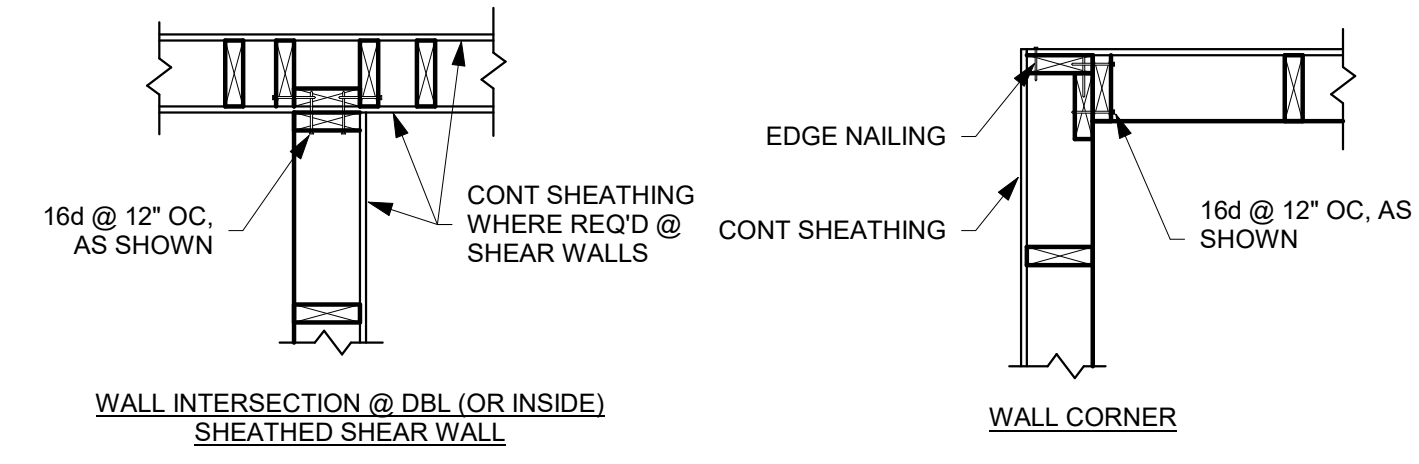
2 NEW FOUNDATION WALL TO EXISTING FOUNDATION WALL
N.T.S.



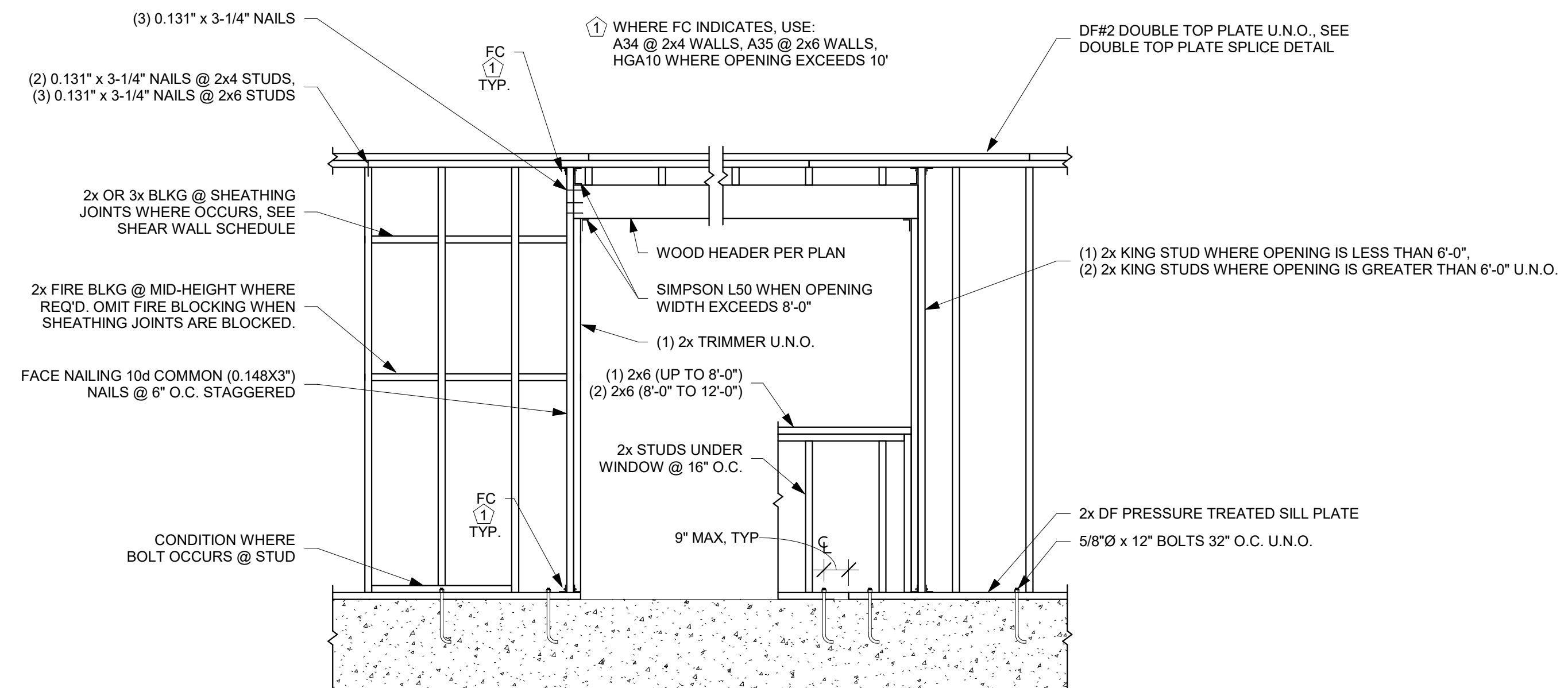
3 RETROFIT HOLD DOWN DETAIL
N.T.S.



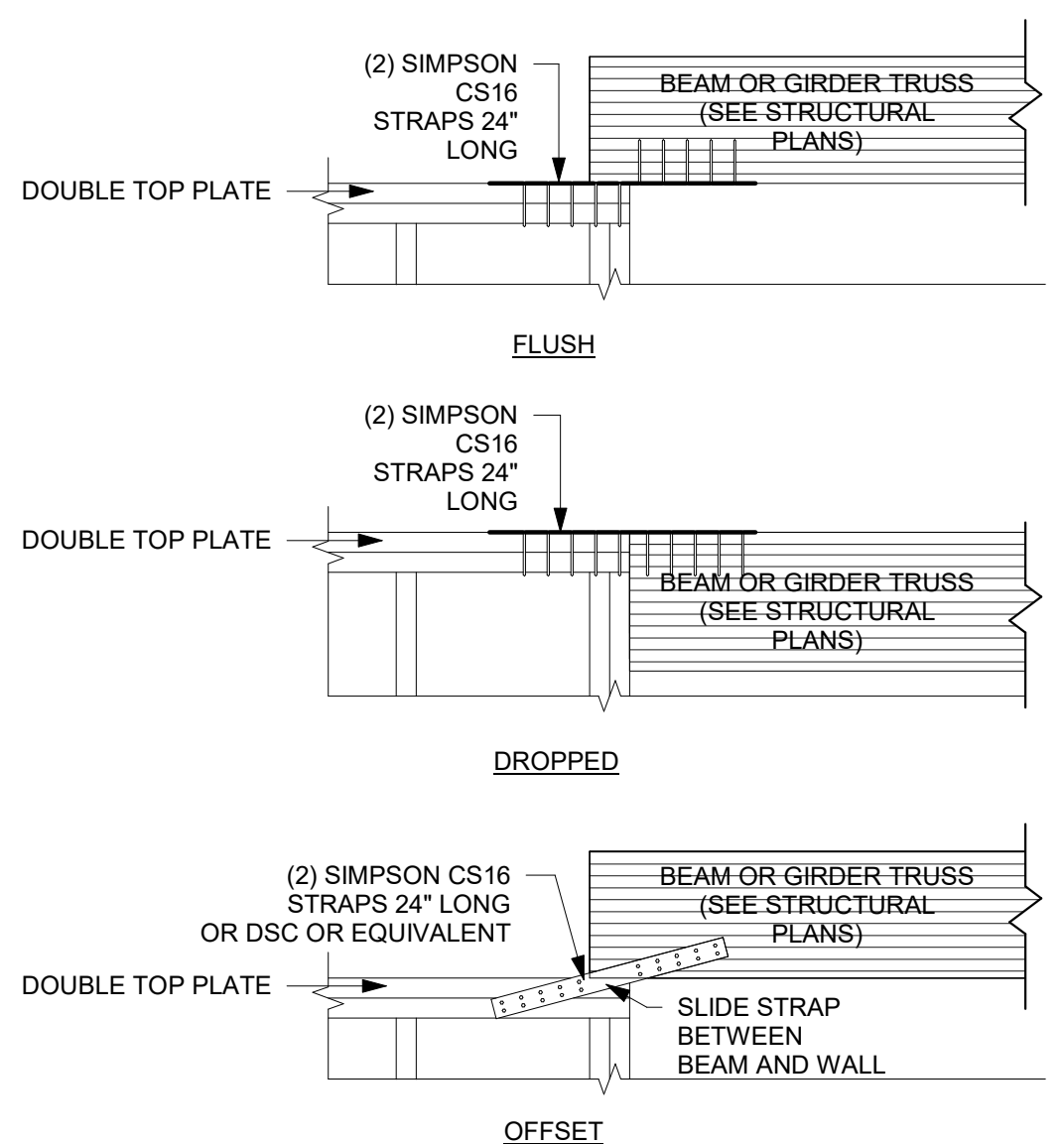
4 DOUBLE TOP PLATE SPLICE
N.T.S.



5 FRAMING @ CORNERS AND INTERSECTIONS
N.T.S.



6 WALL FRAMING
N.T.S.



7 CHORD/COLLECTOR STRAP
N.T.S.

PENNY WEIGHT DESIGNATION	EQUIVALENT SPACING (INCHES)		
	COMMON NAIL	BOX NAIL	16 GAGE STAPLE
6d	4	4	3 1/2
	6	6	5
	8	8	6 1/2
	10	10	8 1/2
8d	12	12	10
	3	3	2
	4	4	2 1/2
	6	6	4
10d	8	8	5 1/2
	10	10	6 1/2
	12	12	8
	4	4	2
16d	6	6	3 1/2
	8	8	4 1/2
	10	10	5 1/2
	12	12	6 1/2

NOTES:
 1. SPACING VALID FOR LATERAL LOAD ONLY, 7/16 STRUCTURAL II PLYWOOD OR OSB SHEATHING.
 2. STAPLES SHALL HAVE A MINIMUM CROWN WIDTH OF 7/16 INCH.
 3. INTERNATIONAL BUILDING CODE (IBC) TABLE 2306.4.1.
 4. ICC EVALUATION SERVICE REPORT NO. 1539, TABLE 14.
 5. LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY RESEARCH REPORT NO. 23633, TABLE 1.
 6. FASTENERS IN PRESERVATIVE-TREATED AND FIRE-RETARDANT-TREATED WOOD SHALL BE OF HOT DIPPED ZINC-COATED GALVANIZED STEEL, SILICON BRONZE OR COPPER (2015 IBC 2304.9.5).

8 EQUIVALENT SHEATHING FASTENERS
N.T.S.

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:20 AM



REVISIONS

MARK	DATE	DESCRIPTION

DRAWN: EPIC
 DESIGNER: SP
 REVIEWED: AJ

PROJECT #
 25SM5601.01

SCALES



PROJECT NAME:

STATE AUTOMOTIVE

PROJECT LOCATION:

HEBER CITY, UT

SHEET TITLE:

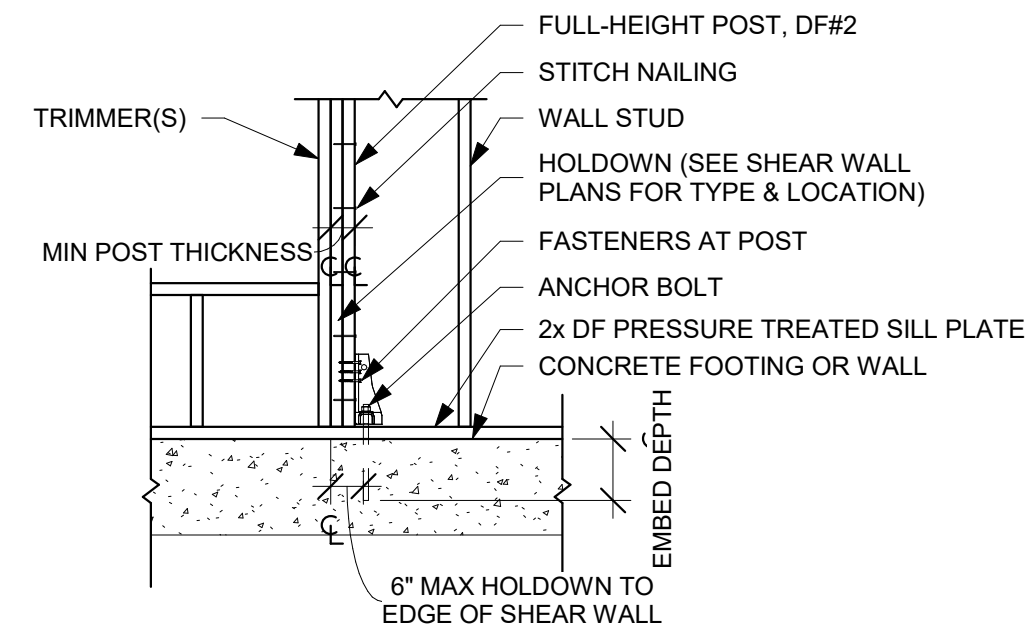
STRUCTURAL DETAILS

PLAN SET:

PERMIT

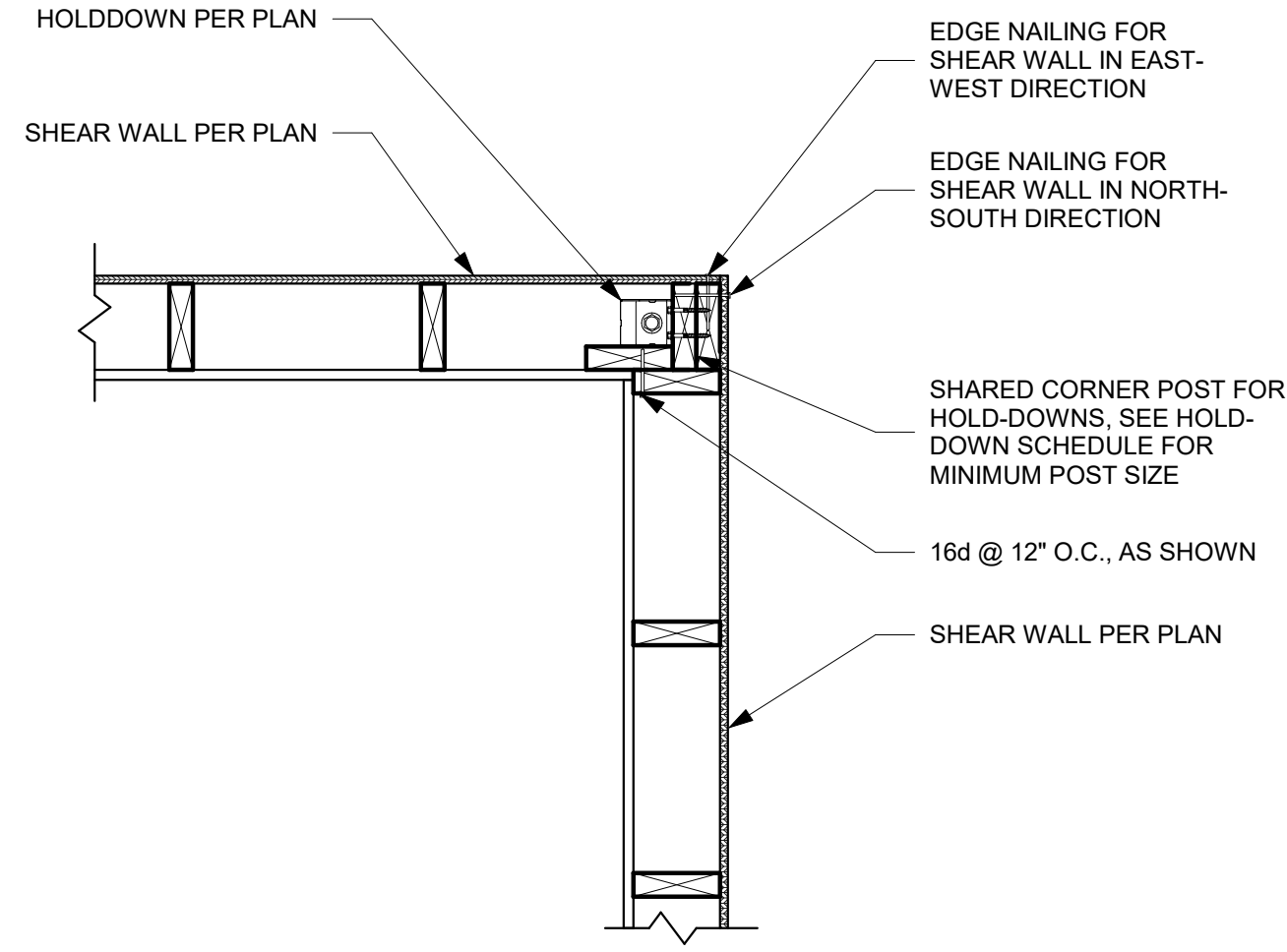
SHEET

S5.1

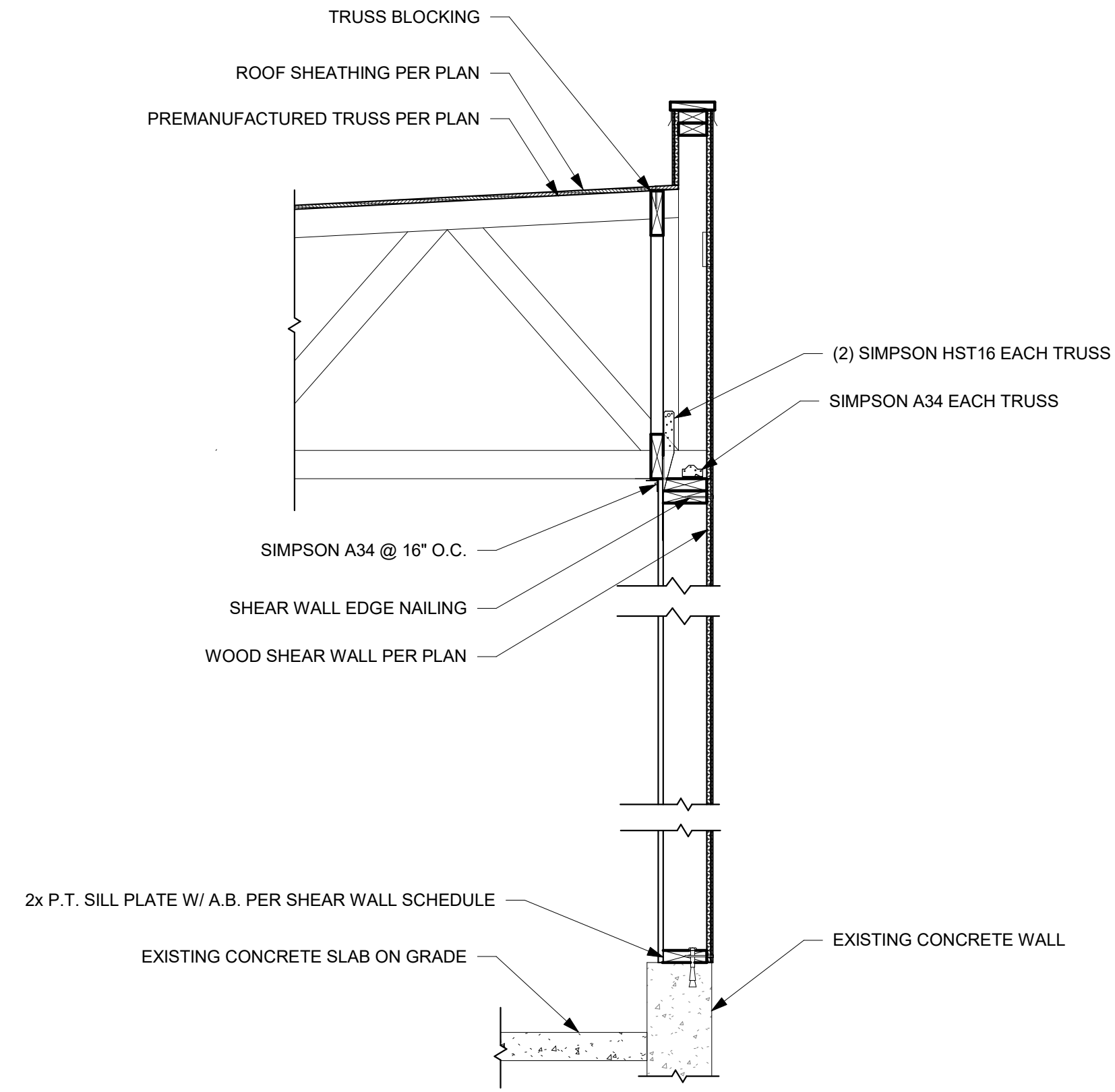


- NOTES:
1. WALL SHEATHING NOT SHOWN FOR CLARITY.
 2. HOLD-DOWNS SHALL BE INSTALLED WITHIN 6" OF EDGE OF SHEAR WALL OR EDGE OF OPENING.
 3. PROVIDE SHEAR WALL EDGE NAILING TO FULL-HEIGHT POST.
 4. HOLD-DOWNS AND STRAPS ON MULTI-STORY BUILDINGS SHALL BE ALIGNED TO PROVIDE A CONTINUOUS VERTICAL LOAD PATH TO THE FOUNDATION.
 5. FASTENERS IN PRESERVATIVE-TREATED AND FIRE-RETARDANT-TREATED WOOD SHALL BE OF HOT DIPPED ZINC-COATED GALVANIZED STEEL, SILICON BRONZE OR COPPER.

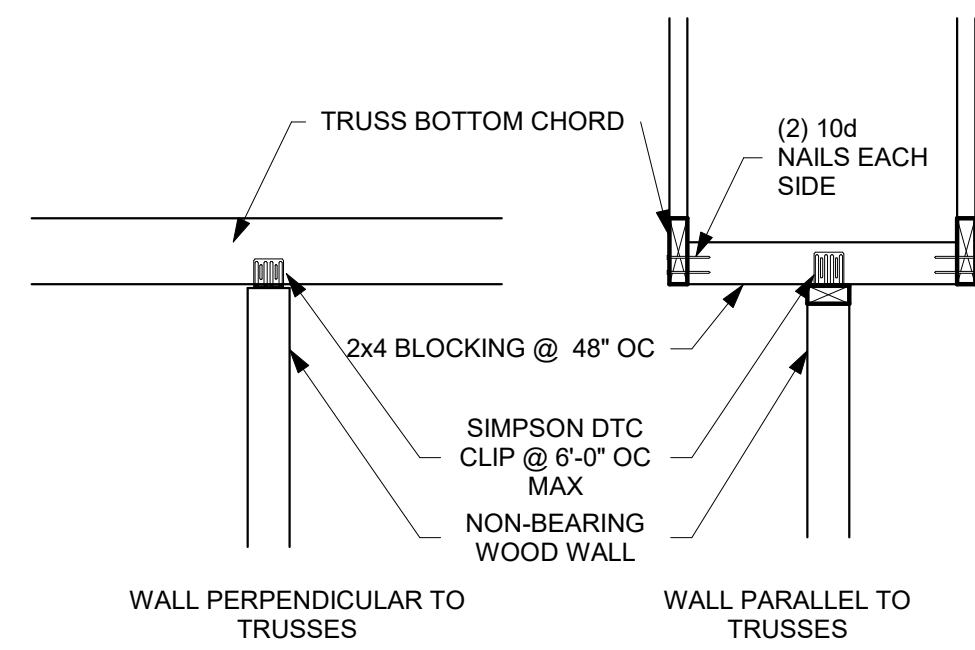
① HOLD DOWN AT FOUNDATION, PREDEFLECTED
N.T.S.



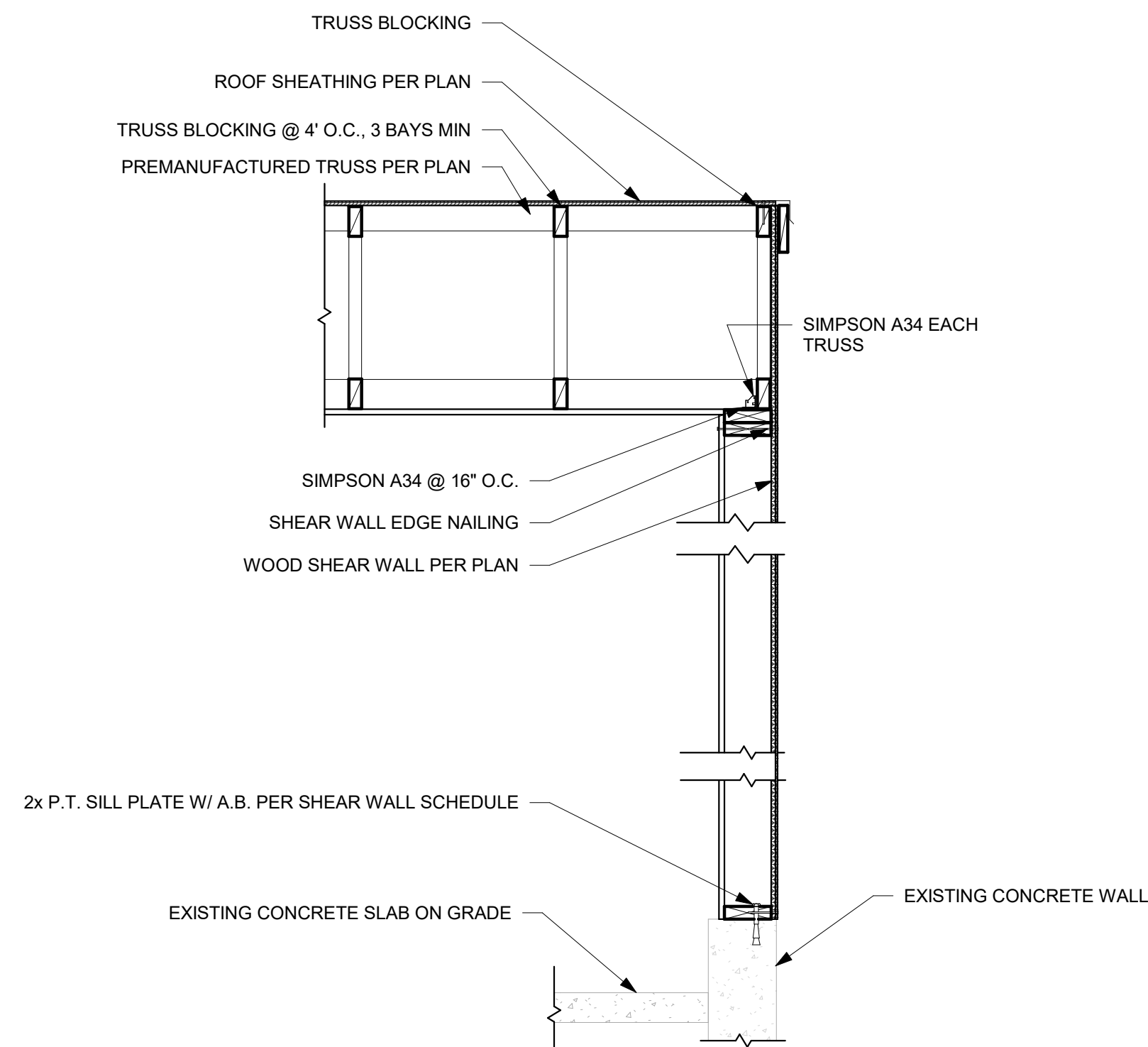
② HOLD DOWN AT CORNER OF TWO SHEAR WALLS
N.T.S.



③ NEW ROOF TRUSS
N.T.S.



④ NON-BEARING PARTITION SUPPORT AT TRUSS
N.T.S.

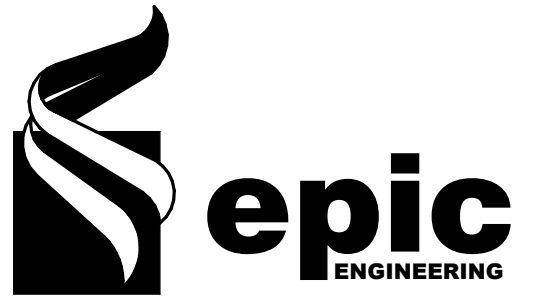


⑤ NEW ROOF TRUSS PARALLEL
N.T.S.

CONSTRUCTION NOTES

DATE

2/23/2026 10:52:21 AM



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HEBER CITY, UT

SHEET TITLE:

STRUCTURAL DETAILS

PLAN SET:

PERMIT

SHEET

S5.2



00-0004-9571

00-0004-9648

490 W

430 W

82 S

113

485 S

00-0004-6933

457 W

447 W

425 W

108 S

00-0004-6982

131 S

141 S

00-0004-6958

Heber City

00-0004-6966

00-0004-6974

00-0004-7022

00-0004-7014

122 S

142 S

00-0004-6990

153 S

20-5583
LOT 1

BRIDESDALE
LOT'S SPLIT

187 S

20-5584
LOT 2

00-0011-8286

BIOL 62

00-0004-7006

00-0004-6883

164 S

00-0004-6891

00-0004-6909

00-0004-6917

00-0004-6859

00-0004-6875

00-0004-6887

108 S

400 W

6

500 W



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Policy Discussion of Dogs in City Public Places
RESPONSIBLE: J. Mark Smedley
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

During August and September 2025, in conjunction with the Thursday nights Heber Market on Main, City Staff initiated, prepared, and launched a digital survey to gather information about public sentiment regarding allowing dogs in parks and public places.

The results supported permitting dogs in said locations.

In the following weeks, the results were shared with the City Staff LEAD meeting for discussion purposes, and there was supportive consensus within that group consistent with survey results. At the 2026 Council Retreat in January, the results were presented to Council for discussion to determine whether further action was desired by the Council as a priority. Council directed that the issue be reviewed and discussed further.

At the February 3rd City Council Meeting, in correlation with review of the Retreat Priorities, Council specified to formally present the matter in a work meeting to first discuss the policy of more permissive dogs in public places, and depending upon the discussion, next, for a review of the current policy/Ordinance, to assess public opinion and future opportunities. As an interim phasing idea, it was specifically discussed testing the theory of allowing dogs in public parks and places on a trial basis, at specific times and places, i.e., at one or more Heber Market on Main events, then decide whether to revise said Ordinance altogether.

Currently, dogs are not permitted in any public lands or areas within the City, except for designated Dog Parks.

RECOMMENDATION

Explore a policy or Ordinance revision to allow expanded opportunities for dogs in public places. If implemented, the City must commit to ongoing funding for amenities, including abundant dog waste bag stations, accessible garbage cans, and clear signage encouraging/mandating proper cleanup. Create a policy that encourages and promotes self-governance among dog owners and the public to maintain property standards and care for public places, and potentially assist in enforcement.

BACKGROUND

See Summary.

DISCUSSION

The purpose of this review is threefold:

- To consider public sentiment regarding the current “No Dogs” policy.
- To determine if the policy should be modified, and if so, to what degree?
- To understand council's willingness to support and fund the necessary changes, including enforcement measures.

Cost and administrative impacts on the city may include:

Waste management, costs, and personnel.

Impacts on enforcement officers and the parks staff.

Providing ongoing funding for signage, cleaning up, and bag stations and maintenance (personnel and staffing costs) is critical.

Transitioning to a new city culture allowing dogs will likely increase use during “off-hours” (pre/post normal business hours). This will be challenging to ensure compliance and cleanup when the public or staff are not present to help self-enforce.

From both the survey and research of various cities, a reportable majority of respondents are in favor of fewer restrictions on dogs in parks and city properties. Residents expressed a clear desire for more opportunities to bring dogs into public spaces beyond just designated dog parks.

Does the City want to initially incorporate a limited trial period and location during the Heber Market on Main for the 2026 season, or part of the season, or one event?

Does it make sense to begin the implementation of such a policy in one or a few public places, rather than a blanket application to all parks and public places?

FISCAL IMPACT

This change in policy and potentially revision of the Ordinance would require additional budgetary allocations for administration and enforcement, and costs for maintenance and cleanup.

CONCLUSION

Per Council's FY '27 budget and policy priorities, staff has placed this item on the March 3 work meeting agenda to begin discussing the merits of amending the city's standing policy to potentially allow dogs in city parks

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member: J. Mark Smedley, Asst. City Manager

EXHIBITS

1. HC-Presentation-011526 Dog in Public Places City Council Discussion March 3

HEART OF THE WASATCH BACK



Dogs and Parks: Policy Review & Survey Results

Assessing Public Opinion and Future Opportunities

CURRENT STATUS:

Currently, dogs are not permitted in any public lands or areas within the City, with the exception of designated Dog Parks.

THE CHALLENGE:

- This blanket restriction limits recreational opportunities for dog owners and concentrates use in limited areas.
- Staff has identified a need to review this policy against current public needs and community growth.



Purpose of the Inquiry

CITY STAFF OBJECTIVES:

- To gauge accurate public sentiment regarding the current "No Dogs" policy.
- To determine if the policy should be modified, and if so, to what degree?
- To understand the community's willingness to support (and fund) the necessary changes.



KEY QUESTIONS FOR STAFF:

Maintenance

What administrative issues arise with increased access (waste management, turf repair)?

Safety

How would leash laws or containment requirements factor into a modification?

Personnel

What is the impact on enforcement officers and parks staff?

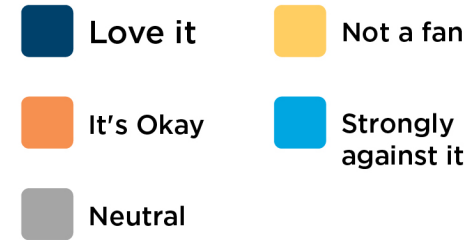
Summary of Survey Findings

PUBLIC SENTIMENT:

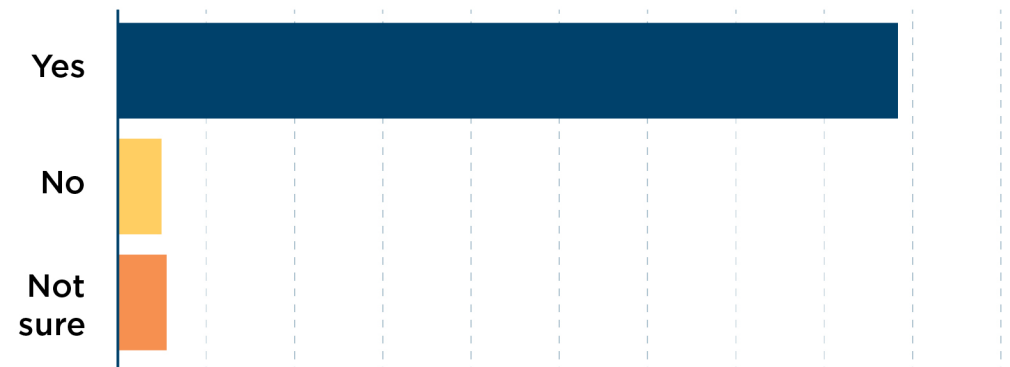
A reportable majority of respondents are in favor of less restrictions on dogs in parks and city property.

Residents expressed a clear desire for more opportunities to bring dogs into public spaces beyond just designated dog parks.

Q: How do you feel about dogs being allowed in our parks?



Q: Should dogs be leashed at all times?



Recommendations

PROPOSED STRATEGY:

- Explore a policy to allow expanded opportunities for dogs in public places.
- Infrastructure Commitment: The City must commit to ongoing funding for amenities, including:



**ABUNDANT DOG
WASTE BAG
STATIONS**



**ACCESSIBLE
GARBAGE CANS**



**CLEAR SIGNAGE ENCOURAGING/
MANDATING PROPER CLEANUP**



Recommendations

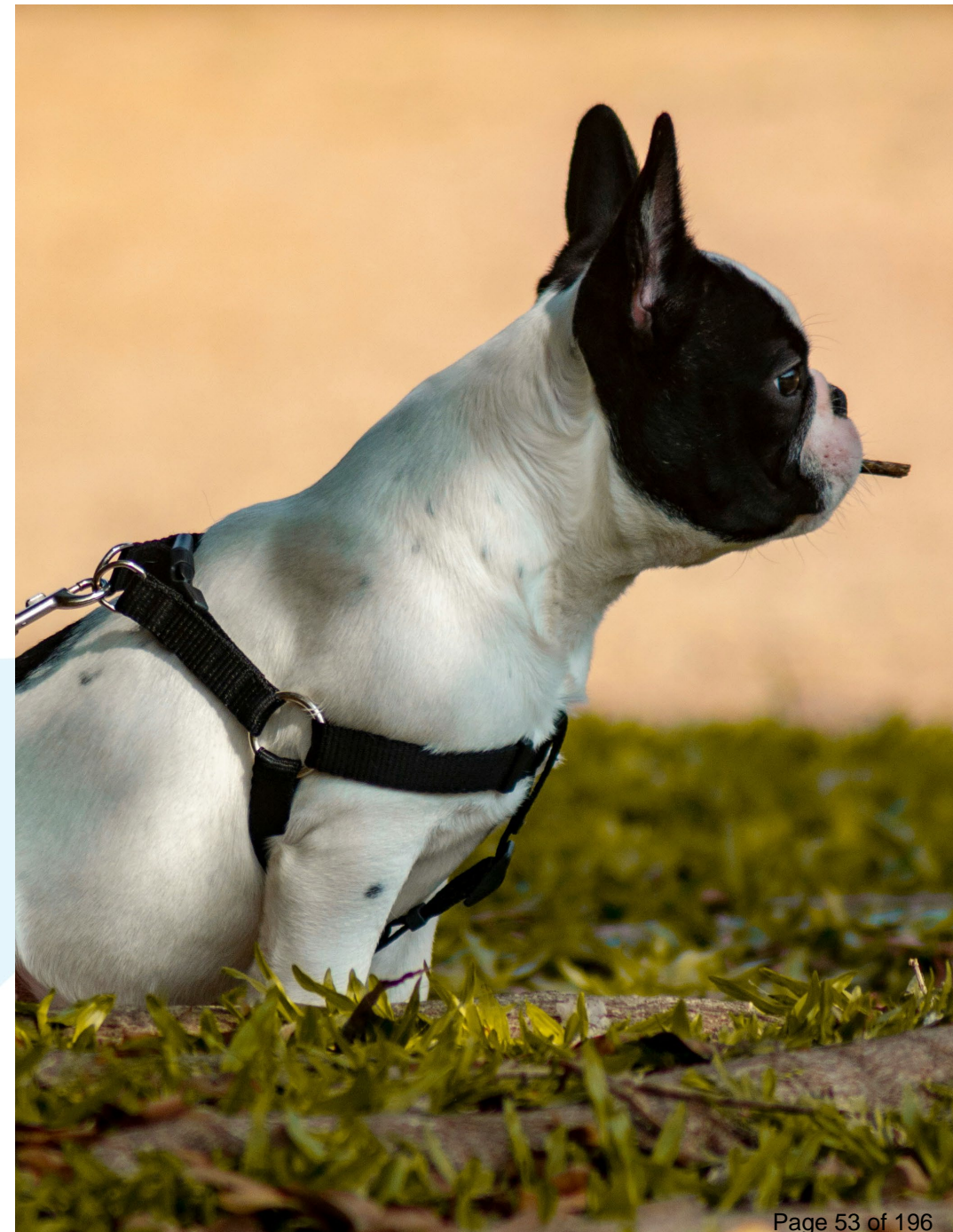
PHILOSOPHY:

Promote a model of self-governance among dog owners to maintain property standards.

Implementation & Challenges

CRITICAL SUCCESS FACTORS:

- Funding: Securing budget for initial setup (signage/stations) and ongoing personnel costs.
- Enforcement:
 - Transitioning to allowing dogs will likely increase use during "off-hours" (pre/post normal business hours).
 - Challenge: Ensuring compliance and cleanup when the general public or staff are not present to help self-enforce.



Conclusion

SUMMARY STATEMENT:

The survey indicates a mandate to modernize our dog policy. Staff recommends drafting a pilot program that balances increased access with strict responsible ownership requirements.

NEXT STEPS:

- Council direction on drafting the new ordinance.
- Budget review for necessary waste station infrastructure.



HEART OF THE WASATCH BACK



Thank you Heber City Council



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Heber City Flag Contest
RESPONSIBLE: Lainee Meyers
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

Mayor Franco and Heber City staff propose launching a community-wide competition to design an official city flag. The initiative aims to strengthen civic identity and culminate in the unveiling of the winning flag at the Red, White & Blue Festival on July 4, 2026. The competition will be open to Heber City residents, with digital submissions reviewed by a selection committee that will narrow entries to 5–6 finalists before forwarding them for public voting.

RECOMMENDATION

Staff recommends that the City Council:

- Approve the Heber City Flag Design Competition
- Authorize the competition timeline beginning March 4 and running through the July 4 unveiling event
- Approve the composition of the Selection Committee (Mayor, Arts Advisory Committee representative, Historical Preservation Committee representative, representative from a non-profit organization, and 1–2 additional community members)

BACKGROUND

Heber City is exploring the creation of an official city flag to reflect the community's heritage, identity, and future vision. A flag design competition engages residents directly in this process by inviting them to submit original designs that represent the spirit and character of Heber City. The competition framework includes eligibility criteria, submission guidelines, committee review, finalist selection, and a public voting phase to ensure broad community participation.

DISCUSSION

Upon Council approval on March 3, the City will begin accepting submissions from March 4 through April 15. The Selection Committee will review all entries from April 16–22 and identify 5–6 finalists. The final winner will then be determined through public voting, allowing residents to select the design

that best represents the community. Promotion of the competition will include the City’s website, social media, newspaper notices, and postings in public locations such as City Hall, the library, and schools. The winning flag will be produced in May and June and unveiled on July 4.

FISCAL IMPACT

- Web updates and form creation for online submissions
- Printing costs for promotional materials
- Production of the flag prior to July 4

These expenses are expected to be minimal.

CONCLUSION

The Heber City Flag Competition offers a low-cost, high-engagement opportunity for residents to contribute to a lasting symbol of their community. Staff recommends that Council approve the competition, timeline, and committee structure so the project may launch immediately following the March 3 meeting and proceed through the public review and voting process.

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member:

EXHIBITS

1. Competition Announcement
2. Flag Handout

Competition Announcement

Design Heber City's Official Flag!

Overview:

Heber City is excited to announce a community-wide competition inviting residents to design the official city flag! The winning design will be unveiled at the Red, White, and Blue Festival on July 4, 2026, and will serve as a lasting symbol of our community's identity, heritage, and vision for the future.

Who Can Enter:

Open to Heber City residents of all ages (if a minor submits a design, parent/guardian approval may be required)

Submission Requirements:

All submission must include:

- Original design created by the entrant
- A design that reflects Heber City's identity, history, landscape, and/or values
- Simple, bold design that is easy to reproduce
- A digital file (JPEG or PNG) or a high-quality scan of physical artwork
- A short description (100 words max) explaining the symbolism
- Maximum file size: 10 MB

Deadline:

All entries must be submitted by:
April 15, 2026, at 5:00 PM

How to Submit:

You may submit your design in one of the following ways:

- Online: a submission link and QR code will be provided on the City's website
- Drop-off: Heber City Hall (75 N. Main Street, Heber City, Utah 84032)

Selection Process:

1. Committee Review

A selection committee consisting of the Mayor, representatives from the Arts Advisory Committee and Historical Preservation Committee, a representative from a nonprofit organization, and 1–2 additional community members will review all submissions.

2. Finalist Selection

The committee will select 5-6 finalists based on creativity, clarity, symbolism, and connection to Heber City.

3. Public Voting

The finalists will be presented for public voting by Heber City residents. The design that receives the most votes will be named the official City flag.

4. Announcement & Celebration

The winning design will be announced prior to July 4 and honored at the July 4 Festival.

Prize:

- Recognition at the Red, White, and Blue Festival
- Your design becomes the official flag of Heber City
- Public acknowledgement on the City's website and social media

Rights & Use

By submitting a design, entrants grant Heber City permission to reproduce, publish, and display the artwork for City use, including public voting, promotional materials, and official adoption.

Questions?

Contact:

Lainee Meyers

lmeyers@heberut.gov

“GOOD” FLAG, “BAD” FLAG

How to Design a Great Flag

ISBN-13: 978-0-9747728-1-3
ISBN-10: 0-9747728-1-X



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These principles of good flag design distill the wisdom of many people who have written on the subject, including Philippe Bondurand, Frederick Brownell, William Crampton, Michael Faul, Jim Ferrigan, Richard Gideon, Kevin Harrington, Lee Herold, Ralph Kelly, Rich Kenny, David Martucci, Clay Moss, Peter Orenski, Whitney Smith, Steve Tyson, Henry Untermeyer, and Alfred Znamierowski.

What is NAVA?

The North American Vexillological Association (NAVA) is an international, non-profit, scholarly organization dedicated to vexillology, the study of flags and their cultural, historical, political, and social significance. With members across North America and around the world, NAVA comprises flag scholars, designers, collectors, conservators, educators, merchants, manufacturers, historians, and hobbyists. For more information about its activities, publications, and membership, visit www.nava.org.

Note:

Design principles are guidelines, not rules—they help designers create flags that will be effective, widely adopted, and loved. In some cases it makes sense to depart from the guidelines to reach a creative, compelling, or politically acceptable solution.

Like all fields of design, flag design (vexillography) has a rich and complex history with many nuances. Any full account is beyond the scope of this booklet. Interested readers should seek out the many excellent and informative papers and perspectives in periodicals such as NAVA's *Raven* and *Vexillum*, along with the flag design resources and case studies on www.nava.org.

It can be tempting to use these principles to denigrate poorly designed flags. The specific examples here only serve to illuminate the principles by showing flags that fail to follow them.

ISBN-13: 978-0-9747728-1-3
ISBN-10: 0-9747728-1-X

Designed by Melissa Meiner
© 2006, 2020 North American Vexillological Association

“GOOD” FLAG, “BAD” FLAG

How to Design a Great Flag



USE 5 BASIC PRINCIPLES TO CREATE AN
OUTSTANDING FLAG FOR YOUR ORGANIZATION,
CITY, TRIBE, COMPANY, FAMILY, NEIGHBORHOOD,
OR EVEN COUNTRY!

COMPILED BY TED KAYE

North American Vexillological Association
The World's Largest Organization of Flag Enthusiasts and Scholars

WHAT IS A FLAG?

A flag's purpose is to represent a place, organization, or person, generally on a rectangular piece of cloth, to be seen at a distance, often moving, and reproduced in quantity and in many sizes.

The 5 principles of good flag design will lead to a successful flag that accomplishes that purpose.

Flags began thousands of years ago, first used for military purposes on land and then as identifying signals at sea. They evolved to represent royal houses, then countries and other levels of government, businesses, military ranks and units, sport teams, and political parties.

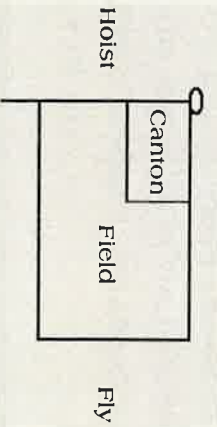
Ultimately, a flag's design should reflect its intended use—flying from a pole, hanging downward, draping limp, displayed with other flags, portrayed from lapel-pin to football-field size.

Flags grew out of heraldry—the practice of designing coats of arms—and follow many of the same design principles. Following this guide will help any person or group produce a great flag.

A flag should be simple, readily made, and capable of being made up in bunting; it should be different from the flag of any other country, place or people; it should be significant; it should be readily distinguishable at a distance; the colors should be well contrasted and durable; and lastly, and not the least important point, it should be effective and handsome.

— William Porcher Miles, 1861

ANATOMY OF A FLAG



THE FIVE BASIC PRINCIPLES OF FLAG DESIGN

- 1. KEEP IT SIMPLE**
The flag should be so simple that a child can draw it from memory . . .
- 2. USE MEANINGFUL SYMBOLISM**
The flag's images, colors, or patterns should relate to what it symbolizes . . .
- 3. USE 2–3 BASIC COLORS**
Limit the number of colors on the flag to three, which contrast well and come from the standard color set . . .
- 4. NO LETTERING OR SEALS**
Never use writing of any kind or an organization's seal . . .
- 5. BE DISTINCTIVE OR BE RELATED**
Avoid duplicating other flags, but use similarities to show connections . . .

This guide was compiled by Ted Kaye, former editor of RAVEN, A Journal of Vexillology (published annually by NAVVA), who is solely responsible for its content and the opinions expressed.

1. KEEP IT SIMPLE

THE FLAG SHOULD BE SO SIMPLE THAT A CHILD CAN DRAW IT FROM MEMORY . . .

Flags drape. Flags must be seen from a distance and from their opposite side. Under these circumstances, only simple designs make effective flags. Furthermore, complicated flags cost more to make, which often can limit how widely they are used.

Most poor designs have the elements of a great flag in them—simplify them by focusing on a single symbol, a few colors, large shapes, and no lettering. Avoid the temptation to include a symbol for everybody.

Ideally the design will be reversible or at least recognizable from either side. Don't put a different design on the back.

YES



REP. OF THE CONGO

With bold, contrasting colors, large shapes, and parallel lines, this flag is also easily recognized when reversed.

NO



WEST VIRGINIA (USA)

The seal itself is complex, the white background is boring, and the overall design differs from other state flags only in its blue border.

YES



BANGLADESH

With two strong colors and a single symbol—the rising sun of independence (slightly offset to the hoist), this flag succeeds admirably.

NO



TURKMENISTAN

This very complicated rug contains 5 traditional patterns! Better to leave it off and keep the moon and stars.

YES



ALASKA (USA)

The stars, a standard U.S. symbol, form the "Big Dipper" constellation and the North Star, representing the northernmost U.S. state.

NO



BEY OF TUNISIA

Replete with stars, crescents, and the Sword of Ali, this 19th-century design's overwhelming complexity defeats its purpose.



2. USE MEANINGFUL SYMBOLISM

THE FLAG'S IMAGES, COLORS, OR PATTERNS SHOULD RELATE TO WHAT IT SYMBOLIZES . . .

Symbolism can be in the form of the "charge" or main graphic element, in the colors used, or sometimes even in the shapes or layout of the parts of the flag.

Usually a single primary symbol is best—avoid those that are less likely to be representative or unique. Colors often carry meanings: red for blood or sacrifice, white for purity, blue for water or sky.

Diagonal stripes are an alternative to the generally horizontal and vertical stripes of European countries.

In choosing symbols, consider their history, cultural heritage, emotional value, branding, and usage—assure they resonate with the people or institutions represented. Stylized or silhouette symbols often succeed better than realistic depictions.

YES



ITALY

Based on the revolutionary flag of France, the vertical orientation of Italy's stripes represented a challenge to the typical horizontal stripes of the ruling kingdoms of Europe.

NO



LIBYA
(1977-2011)

Although Libya's green field was chosen for its Islamic symbolism, a solid-color flag is too simple to represent a country, and is meaningless when depicted in grayscale.

YES



IROQUOIS
CONFEDERACY (USA)

"Hiawatha's Belt", a symbol for five tribes since before 1600, appears on the traditional blue of wampum shell beads.

NO



NAVAJO NATION
(USA)

Over 20 graphic elements overwhelm the viewer and none are large enough to be seen easily.

YES



UKRAINE

The light blue and yellow represent the sky over wheat fields—both the color and the direction of the stripes carry the meaning.

NO



ORGANIZATION
OF AMERICAN
STATES

Believe it or not, this flag depicts the flags of all the member countries, and must be changed each time one joins, drops out, or changes its flag!

* 3. USE 2–3 BASIC COLORS

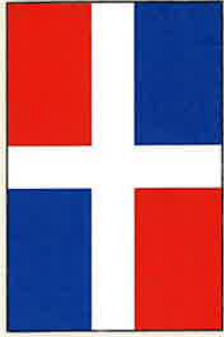
LIMIT THE NUMBER OF COLORS ON THE FLAG TO THREE, WHICH CONTRAST WELL AND COME FROM THE STANDARD COLOR SET . . .

The basic flag colors are red, blue, green, black, yellow, and white. They can range from dark to light. Occasionally other colors are also used, such as purple, gray, and orange, but they are seldom needed in a good design.

Separate dark colors with a light color, and light colors with a dark color, to help them create effective contrast. A good flag should also reproduce well in “grayscale”, that is, in black and white shades.

More than four colors are hard to distinguish and make the flag unnecessarily complicated and expensive. Flag fabric comes in a relatively limited number of colors—another reason to stick to the basics.

YES



DOMINICAN REPUBLIC

These colors provide balance and contrast, leaving a white cross as “negative space” in the middle of the flag.

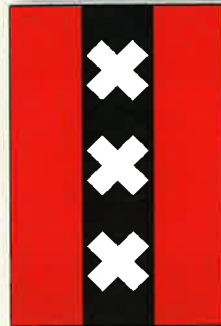
NO



DOMINICA

By using ALL six basic flag colors, this flag creates unnecessary cost and complexity. Who can see the parrot’s red and black eye?

YES



AMSTERDAM (NETHERLANDS)

These colors contrast well, even though the red and black are not separated by a light color.

NO



CHINESE ADMIRAL (1882)

Too many colors! At the least, the yellow and white should be separating the dark colors. While the dragon is in the position of honor, it is very hard to distinguish.

YES



NEW MEXICO (USA)

Red and yellow recall the state’s Spanish heritage, while the sun symbol comes from the Zia Indians. This design was voted the best U.S. state flag by NAVA members.

NO



VIRGINIA (USA)

Imagine, 18 different colors in the official flag specifications! Not only are they difficult to distinguish, but having so many colors drives up the manufacturing cost.



4. NO LETTERING OR SEALS

NEVER USE WRITING OF ANY KIND OR AN ORGANIZATION'S SEAL . . .

Words defeat the purpose: why not just write "U.S.A." on a flag? A flag is a graphic symbol. Lettering is nearly impossible to read from a distance, hard to sew, and difficult to reduce to lapel-pin size. Words are not reversible—this forces double- or triple-thickness fabric.

Don't confuse a flag with a banner, such as what is carried in front of a marching band in a parade, or draped behind a speaker's platform—such banners don't flap; they are seen from only one side; and they're usually seen closer-up.

Seals were designed for placement on paper to be read at close range. Very few are effective on flags—too detailed. Better to use some element from the seal as a symbol. Some logos work; most don't.

YES



SOUTH CAROLINA (USA)

The palmetto tree represents the "Palmetto State" far better than the state's seal could. The crescent is in the position of honor.

NO



SOUTH DAKOTA (USA)

This flag uses a seal AND lettering! The name of the state actually appears twice.

YES



CÔTES D'ARMOR (FRANCE)

Rather than the logo style frequently used by French departments and regions, Côtés d'Armor uses a stylized seagull in the shape of its coastline.

NO



LOIR-ET-CHER (FRANCE)

All those words, plus an indistinguishable gray shape . . . Better to have used the stylized salamander on a more interesting background color.

YES



PEGUIS NATION (CANADA)

The contrasting colors with a single central symbol represent this Indian nation far better than could any seal.

NO



FT. PROVIDENCE, NWT (CANADA)

Despite the overall pattern recalling Canada, this flag (for a Native community) stumbles with a virtually indistinguishable seal.



*5. BE DISTINCTIVE OR BE RELATED

AVOID DUPLICATING OTHER FLAGS, BUT USE SIMILARITIES TO SHOW CONNECTIONS . . .

This is perhaps the most difficult principle, but it is very important. Sometimes the good designs are already "taken". However, a flag's symbols, colors, and shapes can recall other flags—a powerful way to show heritage, solidarity, or connectedness. This requires knowledge of other flags.

Often the best way to start the design process can be looking to one's "roots" in flags—by country, tribe, or religion. Use some of the many resources available to help you with flag identification and history, such as "Flags of the World": www.fotw.info, or your local library.

YES



ACADIA
(CANADA)

French-speaking Acadians in Canada place a yellow star for St. Mary, their national symbol and patron saint of mariners, on the flag of France.

NO



MANITOBA
(CANADA)

While the British "Red Ensign" signifies connectedness within the Commonwealth, the distinguishing feature is the small shield. Better to have used the bison as the main flag symbol.

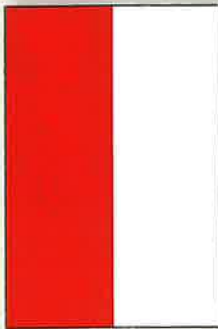
YES



GHANA

Using the same colors used by many countries in West Africa, this flag shows a strong connection to its neighbors' flags.

NO



INDONESIA

Except for its proportions, this flag is exactly the same as Monaco's (which had it first), but there is no connection between the two countries. Upside-down it is the same as Poland or as Cantabria, Spain!

YES



LIBERIA

Founded by free African Americans, Liberia reflects that heritage with a similar yet distinctive flag.

NO



VERMONT
(USA)

This flag is virtually indistinguishable from 20 other U.S. state flags, all with a seal on a blue field.



OTHER CONSIDERATIONS

TEST YOURSELF

A rectangle is the standard flag shape. Keep the width-to-length proportions between 1:1.5 and 1:2. Canadian flags are usually 1:2; U.S. flags are usually 1:1.5 or 1:1.67. Square flags are unusual in North America. Abandon such rectangles only when meaningful.

Flags wear. By retaining a rectangular shape and avoiding symbols at the fly end, a flag can be hemmed repeatedly and given a longer life.

The point of honor is the "canton" area—the upper-left corner. This corresponds to the part of the flag that is seen when it hangs limp from a flagpole. The center or left-of-center position is the most visible spot for a symbol when the flag is flying.

Consider the fabrication methods. Curved lines add to the cost of sewn flags. Holes or "negative space" hurt a flag's fly-ability and wear-ability. "Swallow-tail" shapes fray more easily.

All rules have exceptions. Colorado's "C" is a stunning graphic element. Maryland's complicated heraldic quarters produce a memorable and distinctive flag. Military unit flags often need letters or numbers. California's design recalls a historic relic from 1846. All six colors on South Africa's 1994 design have deep symbolic meaning. But depart from these five principles only with caution and purpose.



COLORADO (USA)



MARYLAND (USA)



CALIFORNIA (USA)



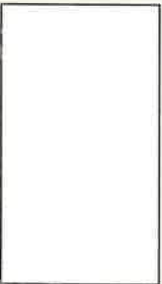
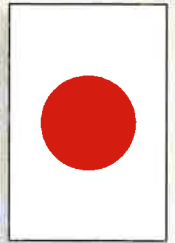
SOUTH AFRICA

Don't allow a committee to design a flag. Instead, empower individuals to design flags, and use a committee to select among them.

An old rule of heraldry has images of animals look toward the hoist.

And most of all, design a flag that looks attractive and balanced to the viewer and to the place, organization, or person it represents!

FIND THE GOOD DESIGNS AND THE BAD DESIGNS:



DRAW YOUR FLAG!

Phase I of the Central Heber Replacements Project upgraded and replaced aging and failure-prone water and sewer infrastructure and installed a new pressurized irrigation network in the historic Old Town area.

From 2022-2025 the project replaced approximately 50,000 feet of sewer mains, 43,000 feet of culinary water mains, and added 48,000 feet of new secondary irrigation mains. After utilities were installed, more than 56,000 feet (nearly 11 miles) of roadway were reconstructed, and every property received new utility service connections and surface restoration.

With a total cost of about \$54 million, Phase I is the largest utility infrastructure investment in Heber City's history and reflects the City's commitment to long-term infrastructure reliability.

The success of the project is due in large part to the collaboration and dedication of key members of City Staff, who each worked within their own areas of expertise and responsibility to ensure the project was completed accurately and efficiently. These employees include:

- Russell Funk
- Kyle Turnbow
- Matthew Kennard
- Candace Bufton
- Rance Echols
- Rilley Fairbourn
- Thomas Coleman
- Zach Maxwell
- Stephen LaFay
- Justin Motley
- Tess Ford

In particular, the project's strict deadlines could not have been met without the extraordinary commitment of Rilley and Zach, who worked nearly every weekend throughout the project to GPS newly installed lines and fittings, coordinate water main shutdowns, and complete the bacteriological testing and flushing required for the newly installed water mains.

HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
February 17, 2026

DRAFT Minutes

4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting

I. WORK MEETING - 4:00 P.M.

Mayor Pro Tem Aaron Cheatwood called the meeting to order at 4:01 p.m. and welcomed everyone present.

City Council Present: Council Member Yvonne Barney
Council Member Aaron Cheatwood - Mayor Pro Tem
Council Member Mike Johnston
Council Member Morgan Murdock
Council Member Sid Ostergaard - arrived at 4:27 p.m.

City Council Absent: Mayor Heidi Franco

Staff Present: City Manager Matt Brower
Assistant City Manager Mark Smedley
Community Development Director Tony Kohler
City Engineer Russ Funk
Finance Manager Sara Jane Nagel
City Attorney Jeremy Cook
City Recorder Trina Cooke
Chief of Police Parker Sever

Staff Participating Remotely: Deputy City Recorder Robin Bond, Finance Manager Sara Jane Nagel, Public Works Director Matthew Kennard, IT Director Anthon Beales, Accounting Technician Wendy Anderson, City Engineer Russ Funk, Engineering Technician Desiree Muheim

Also Present: Bill Tew, Jay Townsend, Nadim Abuhaidar, Craig Hoggan, Jay Henry, Jeanne Henry, Eric Gosch, Chip Polvoorde, Bart Munteer, Troy Small, Poleman Bird, Brian Balls, Howard Saldarini, Bryan Williamson, Jason Glidden, Brad Hiatt, and others who did not sign in or whose handwriting was illegible.

Also Attending Remotely: (names are shown as signed-in online) Grace Doerfler - kpcw, Airport Legal Consultant Steve Osit, Catherine, Craig Hancock (UDOT), Jon Haderlie, Scott Phillips, Andrea Clayton, B, Bill, Cody W, George Benett, Jen, JS, Lizzie Shumway, Malori Garner, Naomi Kisen (UDOT), Phil Jordan, S, Shorty5, SRH, Steven Rowley (K&C), and Tyler.

1. Review of OK3 Settlement Obligations & Agreements (Steve Osit) - 80 min

Airport Legal Counsel Steve Osit shared background regarding a lawsuit initiated by OK3 against Heber City in 2017. He reviewed section three in the Airport's Minimum Standards that OK3 claimed Heber City had violated. Mr. Osit provided an overview of the current status of the Airport's settlement agreements with OK3 Air, as included in the attached presentation. He described the City's efforts to meet its obligations as outlined in the settlement agreements. The FAA (Federal Aviation Administration) was in the process of finalizing an environmental study in compliance with the National Environmental Policy Act at the airport in order to maintain the airport's grant assurances with the FAA.

Chip Plovoorde was concerned that by allowing OK3 to have an exclusive right to be the only vendor of jet fuel at the airport might put the airport out of compliance with the FAA for grant assurances. He felt the local pilots could use a self-serve which wouldn't compete with OK3 for fueling small jets and the turboprops. Mr. Osit responded that the settlement agreements had been coordinated with the FAA in order to ensure compliance.

Marcus Williams, an attorney who also had an airplane at the Airport, wanted an explanation for how the prevention of competing facilities at the airport could comply with the FAA's non-discrimination and grant assurances clauses. Mr. Osit explained the intent of the settlement agreement was to address a previous agreement established in 1995 and ensure compliance. Discussion continued.

2. Preferred Procedure for Reviewing and Updating the Airport Advisory Board (AAB) Bylaws (Jeremy Cook, City Attorney, Matt Brower, City Manager) - 30 min

City Manager Matt Brower proposed an ad-hoc committee consisting of staff, legal counsel, and Airport Advisory Board (AAB) representatives to review and make necessary corrections to the AAB Bylaws to maintain compliance. City Attorney Jeremy Cook described the conflicts of interest with AAB members and referenced the State Code requirement to declare conflicts of interest within the decision-making and recommendation process. Council Member Johnston expressed appreciation for the AAB and described the confidence he placed in their expertise. He noted the like-minded goal of the AAB, Airport users, and the City Council to ensure the success of the airport and keep it financially self-funded.

Bill Tew, Vice Chair of the AAB, said he had been flying from the Heber Valley Airport for 20 years and had served on the AAB for the past two. He was a hangar owner and had an airplane. He said the Mayor had appointed him because he had a conflict of interest and she had felt he would represent what the users and owners would want. He agreed that there was problematic language in the existing bylaws because any opinion he had would be a conflict of interest because of his role as an aviator. He did not feel it was a big issue as the role of the AAB was to advise the Council based on what the owners and operators would like.

Jeff Mabbutt, AAB Member, felt that one of the functions board was to discuss and make amendments to the AAB bylaws. He did not feel that any of the AAB members should be omitted from the decision-making process by organizing an ad-hoc committee and proposed that staff and legal counsel join the discussion at the AAB meeting. He agreed that the bylaw's needed to be updated.

Council Member Johnston recalled the Council's recent amendments to the Rules of Order and Procedure and the recently adopted Communications Policy. He felt the Council's discussions resulted in better policies, better understanding, and clearer rules. Jay Townsend, AAB Member, recognized there would always be opposing views on any board but did not feel the existing bylaws needed to change. Bill Tew noted the role of the City Council was to vet the recommendations of the AAB, but the Council were the ultimate decision-makers. Jeremy Cook said the bylaws needed to be consistent with the role the AAB was expected to fill. He wanted everyone to understand their roles, including staff, council, consultants, attorneys, and the AAB. He felt that there was too much time being spent on the procedural issues for the Airport and did not believe it was an efficient use of time. Craig Hoggan, with OK3, felt Jeremy Cook was offering good advice. He felt it was important to look at the function of the AAB. Council discussion continued regarding the best way to proceed, collaborate, and accomplish what needed to be done.

With additional time remaining in the Work Meeting, Council brought forward agenda item one on the Action Item agenda for discussion.

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Pro Tem Aaron Cheatwood called the meeting to order at 6:10 p.m. and welcomed everyone present.

2. Pledge of Allegiance (Mike Johnston, Council Member)

Council Member Johnston led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Aaron Cheatwood, Council Member)

Mayor Pro Tem Cheatwood shared a prayer.

IV. CONFLICT OF INTEREST DISCLOSURE:

Council Member Johnston shared a conflict with the Saldarini Annexation as he was assisting the applicant with the annexation process.

V. PUBLIC HEARINGS: (Council May Take Action Following Public Comment and Upon Conclusion of the Public Hearing)

1. Public Hearing for Ordinance 2026-01, Saldarini Annexation, located at 110 W Moulton Lane (Jamie Baron, Planning Manager) -

Community Development Director Tony Kohler reviewed the elements of the proposed annexation and provided an overview of the development agreement included with the annexation as attached to the meeting materials. He explained that the public hearing being held that night was the next required step in the annexation process. He shared the map of the proposed area and explained that the Saldarini property had created an island when a previous annexation had been accepted into the City boundary. Mr. Saldarini had not been ready to annex then.

Mayor Pro Tem Aaron Cheatwood opened the public hearing at 6:21 p.m. With no one coming forward to comment, the public hearing was closed at 6:22 p.m.

Motion: Council Member Ostergaard moved to approve Ordinance 2026-01 to annex the parcel located at 110 West Moulton Lane with the amendment proposed for the trail language be approved between staff and the developer.

Second: Council Member Murdock made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: Council Member Barney.

Recused: Council Member Johnston was recused.

The **Motion Passed, 3-1.**

VI. CONSENT AGENDA:

1. January 22, 2026, City Council Meeting Minutes for the 2026 Annual City Council Retreat Day 1; January 24, 2026, City Council Meeting Minutes for the 2026 Annual City Council Retreat Day 2; and February 3, 2026, City Council Meeting Minutes (Trina Cooke, City Recorder)

Motion: Council Member Ostergaard moved to approve the Consent Agenda as presented.

Second: Council Member Barney made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **Motion Passed Unanimously, 5-0.**

VII. PUBLIC COMMENTS: (3 min per person/20 min max)

Scott Phillips encouraged the Council to consider the dissolution of the Airport Advisory Board (AAB). He felt the board had only been problematic for the City since its creation. He recalled the lawsuit that he thought had been caused by Council's actions taken at the recommendation of the AAB. He proposed the businesses at the Airport go to the City directly as the City was the Airport sponsor. Mr. Phillips deduced that the AAB was comprised of Airport tenants and users and should be an independent Tenants and Users Association.

Catherine Moore had read in the Park Record that the City was going to turn the old fire station into an arts center. She was concerned with the parking availability in the area and had been under the impression that the City was going to tear down the old fire station to accommodate parking for the park events.

Council Member Barney read a comment received by email from Brad Hiatt that is attached to the end of the meeting minutes.

VIII. GENERAL BUSINESS ITEMS:

1. Wasatch Commons Preferred Employer Program Presentation (Scott Ogilvie, Wasatch Commons) - *10 min*

Scott Ogilvie shared that he was one of the new owners of the Wasatch Commons apartment complex. He described the Preferred Employer program that offered discounted apartment rental rates to local and essential workers. The program was available to all Heber City employees.

2. Fiscal Year 2025 Financial Statement Audit Presentation (Jon Haderlie, CPA, Larson & Company, PC, Del Barney, Audit Committee Chair) - *30 min*

Chair of the Audit Committee Del Barney shared that the Committee had met with the auditor and voted to forward the findings to Council. Jon Haderlie, with Larson and Company, had performed the audit and shared the findings and recommendations as included in the attached meeting materials.

3. Utah Department of Transportation (UDOT) Environmental Impact Statement (EIS) Update (UDOT) - *20 min*

Craig Hancock with UDOT (Utah Department of Transportation) provided a report regarding the ongoing public comment period for the proposed Heber Valley Corridor. The UDOT team was in the process of reviewing all the comments received, which numbered approximately 300 comments to date. Mr. Hancock clarified that the comments were not a vote. Comments could continue to be submitted through the website through March 9, 2026. The letter sent by the Heber City Council had been received. There had been no other letters received by other entities or groups.

City Manager Matt Brower shared a recent comment made by Senator John Curtis regarding federal funding to be offered for critical Olympic infrastructure and proposed Heber City submit a letter of interest to the Olympic Committee regarding the Heber Valley Corridor.

4. Bryan Williamson request for discussion on Villa Two Parcel in Sawmill Development (Tony Kohler, Community Development Director) - *30 min*

Council Member Johnston disclosed that he had worked on the development project years earlier when it had been under different owners. He was no longer involved and did not have a conflict of interest.

Community Development Director Tony Kohler provided the background of the development agreement approved by Council when the property had been under the previous owner. Bryan Williamson and Jeff Larsen had been trying to settle Mr. Williamson's deceased parents' estate, including a parcel of land that appeared to have been sold to two separate parties. The issues were outlined on the slides included in the meeting materials. Staff agreed to work with the parties involved to find an amenable conclusion for all.

5. Proposed Changes to Sawmill Phase 6 & 8 (Jamie Baron, Planning Manager) - *30 min*

Community Development Director Tony Kohler explained the developer wanted to shuffle the development design and shared the previous and proposed designs as included in the meeting materials. Brian Balls and Ryan Johnson, representing the development, further described the proposed changes resulting in increased open space, fewer units, and a lower roofline on the town home units. The town homes would be mainly owner-occupied. City Engineer Russ Funk wanted to ensure the proposed design would meet the City's setback requirement for utilities. Council proposed additional design features and adjustments. The applicant agreed to implement Council's suggestions and return to the next meeting scheduled for March 3, 2026.

6. Flex Ready Homes Presentation on Potential Development at Approximately 895 South 1200 West (continued discussion from December 2, 2025) (Tony Kohler, Community Development Director) - *30 min*

Community Development Director Tony Kohler indicated that the requested changes to the development plan were outlined in the attached Staff Report. Petitioners for the proposed Flex Ready Homes described their efforts to bring down the AMI (Average Median Income) in their concept plan. They outlined the updated design concept plan and recalled the style of building that would allow the homeowner to add onto the structure as equity was accumulated. The petitioners added that the goal of the proposed structure was to help people get into homes by providing affordability and to help Heber City fill the need for "missing middle" housing.

He felt the proposed design concept allowed them to offer the most affordable housing. Council discussion continued regarding zoning, the need for this type of affordable housing, and a potential field trip to visit the Flex Home development site in Ephraim.

Brad Hiatt shared an entire property line with the proposed development. He had purchased his first home where he could afford to, in Utah County, 30 years ago. He did not anticipate that his three children would ever own homes in Heber City. He did not feel the Council should modify the code to allow the density being proposed in this development. It had not been affordable when he moved to Heber City but he had worked his way up to purchasing a home here. He had intentionally purchased a home in an area that was not zoned for high density.

IX. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Heber City's America 250 Monument Proposal (Matt Brower, City Manager) - *15 min*

City Manager Matt Brower shared renderings of potential monuments to honor the 250th birthday of the United States. Council discussed the options and provided feedback. Mr. Brower agreed to return to a future meeting with updated design proposals to integrate Council suggestions.

Mayor Pro Tem Cheatwood moved the meeting forward on the agenda to discuss the Legislative updates Communication Item.

X. COMMUNICATION:

1. 2026 Legislative Session Update (Matt Brower, City Manager)

Mr. Brower provided an update on a number of proposed legislative bills that would potentially affect the City. He would keep the Council posted on the outcome.

Mr. Brower shared that he, the City's Community Development Director Tony Kohler, and Council Member Ostergaard had met with the Executive Director of the Mountainlands Community Housing Trust Jason Glidden to discuss the Affordable Housing University for Council. Mr. Glidden would create a syllabus to present to Council.

The remodel of the upper level of the City Administration Building was nearing completion. Going forward, the Closed Meetings for City Council would convene in another room. Mr. Brower explained that, logistically, it would be easier for the Council to depart the Chambers for the Closed Meeting rather than asking everyone from the public to do so. City Attorney Jeremy Cook proposed holding Closed Meetings at the beginning of Council Meetings and having dinner at that time.

The Main Park Plaza survey would go live the following day. The first open house would be held at the Public Safety Building in the Community Room that Saturday from 11:00 a.m. to 2:00 p.m. There would be a social media push coming. Mr. Brower asked everyone to share the survey link and three open house locations and times with friends and family. He hoped to see a large community participation. The POSTT (Parks, Open Space, Trails, and Trees) committee chair Mia Yue had created a video inviting the community to participate in the open houses and the surveys.

Jason Glidden explained he was present to act as a resource for Council in the affordable housing aspect. He was assisting the City staff with connecting to professionals that specialized in housing studies. He intended to bring a variety of professionals to speak with Council.

XI. ADJOURNMENT:

Motion: Council Member Johnston moved to adjourn.

Second: Council Member Ostergaard made the second.

Voting Yes: Council Members Ostergaard, Johnston, Barney, Cheatwood, and Murdock.

Voting No: None.

The **meeting adjourned at 9:45 p.m.**

Trina Cooke, City Recorder

Dear City Council Members:

I apologize that I am unable to attend tonight's work session regarding the Airport Advisory Board and the settlement overview presentation. I am in DC at a Board Meeting that was previously scheduled.

I would like to comment upon the request to have the AAB bylaws reviewed, and if appropriate, a recommendation made to the City Council for approval. I believe this desire by the City Manager and City Attorney are a direct and proximate result of the activities that have occurred over the past several months. Since the current bylaws were adopted, there has been little concern or consternation by City staff. Indeed, the AAB met somewhat regularly and proceeded with its main function of "advising the City Council and the Mayor" on airport related matters. This changed last fall, and it changed remarkably.

City staff, without any prior input, or notice to the AAB, presented a new form lease to the AAB for consideration and recommendation to the City Council. Because of the radical departure from historic airport operational norms, City staff was significantly questioned about its lease proposal. Indeed, many of the clauses sections contained within the airport lease draft were antithetical to the majority of ideals that are cherished by our citizenry. Indeed, City staff remarked about the increase in values of existing hangars. The AAB, in good faith, requested city staff to take our comments and present us with responses so that we could make a recommendation to the City Council

Instead of working with the AAB in a collaborative manner on these issues, City staff instead called an emergency meeting of the City Council to approve their initial draft lease. Fortunately, the AAB was able to make a presentation to the City Council and the Council adopted changes that had been recommended by the AAB with direction to City Staff to continue working with the AAB on final changes for the Council to consider.

Several weeks later, City Staff again took, on an emergency basis, a proposal to the City Council on rates and fees at the Airport without presenting the matter to the AAB or even advising the AAB of its pending nature in front of the Council.

City staff then hired consultants to provide the City Council, at a work session, an overview of different hangar leases – most notably excluding the AAB from having a collaborative discussion with the City Council (although it was promised, a contemplated future joint meeting has not been scheduled).

Finally, during the first Council meeting of January, I addressed the Council to provide an update on AAB activities. In those remarks I made a request of having the AAB review

airport financials so as to best advise the City Council and the Mayor of our view of airport expenditures and investments. As you may recall, the airport has an Airport Improvement Plan that exceeds \$100,000,000.00. This is a substantial amount of money and commitments and obligations were being made with limited involvement outside of City Staff and their hired contractors.

This was coupled with the revelation by City Staff that they had been engaging with the FAA to potentially rip out and expand the runway at the airport much earlier than previously discussed – and well before the useful life of the existing runway was expended. As you are aware, an expanded runway will allow for larger and more numerous aircraft to utilize the airport, and could lead to more public use charters (which offer scheduled service) on regional jet sized aircraft.

Immediately thereafter, City staff requested that the AAB cancel its early January meeting ostensibly to allow for a week or two to try and finalize the draft lease for review.

I take all of this in its totality when I consider that City staff wants to change the bylaws of the AAB. This begins to make sense if you are City Staff and you have been unable to unilaterally accomplish your goals. To my knowledge, no member of the AAB has received any information from City staff regarding the rationale for any changes. I have not been asked as the Chair to conduct the meetings in a different way nor have I been approached by the Council to change our course. Instead, the AAB has been heartily encouraged by the Council to continue to “do its work.”

The Airport Advisory board is comprised of industry professionals, airport tenant and users, City Council members, and members of the general public. This Council has repeatedly emphasized that they are dependent upon the AAB to fully investigate and perform due diligence on matters before them concerning the airport. The scales are already tilted towards City staff as they hire and direct – without involvement of the AAB – outside contractors and lawyers to produce directives and actions. The AAB is the safeguard that asks the critical questions of “why” and analyzes how this will affect the community and airport operations. To my knowledge, none of the City staff has a pilot’s license, is particularly active in the aviation industry, or is a user of the airport.

To this end, the AAB is authorized by resolution(s) of the City Council. Article XIV of the bylaws of the AAB is very clear that modifications to the Bylaws should be recommended by the AAB itself. Process is important, and thus we are left with a few options to follow the process.

I am calling a special meeting of the AAB for next Wednesday February 25, 2026 at 5 pm. At the request of the Council, I will solicit a resolution from the AAB recommending a

committee to the City Council that is comprised of current AAB members, City Staff, Council members, and the general public to consider the bylaws and make recommendations on any proposed changes. I have already directed that this be placed on our agenda, in order to comply with the notice requirements. If you do not wish this to be done, it can simply be withdrawn.

Alternatively, the Council can *sua sponte* establish a committee to review the AAB bylaws and bypass the current AAB with any recommendations. However, because the AAB is formed by resolution, and such resolution binds the Council, it is only appropriate that this committee be established by a new resolution. Since you are prevented by state law from taking any action during a work session (and this item is being considered during a work session), this will need to be placed on the agenda at a future meeting.

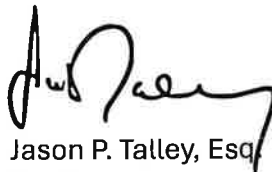
I think it is absolutely appropriate for periodic reviews of the AABs governing documents. However, when making such review, it is also important to understand the historic nature of some of the provisions (such as the criticality of recommendations not being modified by City staff, the reporting nature of the AAB to the Council and not staff, and the quasi independence the AAB enjoys).

I hope you can understand why I am concerned about the nature of City staff's request to the Council. Given all that has occurred in the past few months, the timing causes me pause. Because of the way that this work session is structured, the AAB is unable to defend or justify itself to you, leaving my comments here as the one method available.

It is important to note that the AAB has not met on this matter and I am writing this letter in my capacity as the Chairperson of the AAB. There most likely are differing opinions by some of the AAB.

I am happy to address any questions you might have.

Very truly yours,



Jason P. Talley, Esq.
Chairperson
Heber City Airport Advisory Board

From: Brad Hiatt <[REDACTED]>
Sent: Monday, February 16, 2026 9:05:52 PM
To: Yvonne Barney <ybarney@heberut.gov>
Subject: (EXTERNAL) 895 Southfield Road

Dear council member Barney

My name is Brad Hiatt. My wife Tiffany and I live at 945 S Southfield Road. My property borders the south property line of this proposed development. I'm writing you once again in extreme opposition of the potential zoning change of this property. Going from the current RA-2 to R-3 with a COSZ overlay is too much.

1- Code

According to Heber City code, to do the COSZ overlay a property needs to be a minimum of 10 acres or be surrounded by COSZ properties. Neither is the case. It also says a minimum of 50% of the development needs to be open space. I dont have exacts, but looking at the site plan, they don't appear to be close to that number. I dont think it's right to factor in a park that's a block down and across the street.. a 35 MPH collector street, I might add.

2-Density

Density is too high. The properties surrounding this property are all single family homes on 1/4 acre and larger lots, in the R-1 zone. Staff compared this property to others in the area with the COSZ overlay. Park View Place is down and across the street. It had the acreage and open space. Kimball Villas is across the street. It's a 55 plus retirement community with prices starting at \$750k. Not much of a comparison. To give a good comparison of what this looks like, Royal Coachman trailer park is 9 acres in size with 55 units and not much open space. That's 8.3 units per acre. This proposed development is 42 units on 4 acres. That's 10.2 units per acre with very little open space. When you consider the fact these homes are modular, they are basically putting in a trailer court with more density than our existing one.

3-Proof of concept

>From what I heard in the last meeting , they have not actually pulled off one of these developments with their modular homes. According to them they "hoped" to be able to start at \$450k. It seems the city would getting into bed with a developer who may or may not deliver, and if they don't, Pandora's box has been opened on the zoning. I have lived across the street from a nightmare for going on 7 years. We went through this with Park Place. They touted affordable housing and then when they couldn't deliver asked for more

concessions and even to amend the development agreement. Meanwhile I've had a construction mess for almost 7 years.

4-road

The current site plan now shows a road through the existing parking lot of the assisted living. First, there is no set back on the existing building. You would literally step out the back door into the street. Second, it would run parallel, side by side, with my driveway. I currently have a road directly across from my driveway thanks to Park View. Now I would have another one just feet to the side of my driveway as well. You also end up with those two roads offset with each other in a dangerous alignment on a 35 mph collector road.

5-my home

We bought our home 9 years ago. I knew at some point the empty lots around me would be full. Based on the area, existing homes, and existing zoning, I never dreamed I would need to worry about something like this. It's not right to do this to existing home owners and neighbors. I know the affordable housing struggle is real. I have 3 adult children that will probably never own a home in this valley. I also know a 1200 sf or smaller modular with zero yard starting a \$450k is not what they would buy even if they could. Even if they were \$100k, it's still not fair to put this in the middle of us that are already here.

Thank you for your time.

Brad Hiatt



Heber City Council Staff Report

MEETING DATE: 3/3/2026

SUBJECT: Amendment to Heber City Consolidated Fee Schedule, Ordinance 2026-02

RESPONSIBLE: Parker Sever

DEPARTMENT: Police Department

STRATEGIC RELEVANCE:

SUMMARY

I. Purpose of Presentation

The Heber City Police Department respectfully requests approval to implement a modest user fee for the Community Room managed by the department.

The intent of this proposal is to:

- Preserve the condition and quality of the facility
- Reduce staff time spent addressing preventable issues
- Establish accountability for room users
- Create a dedicated funding source for maintenance and technology upgrades
- Ensure long-term sustainability of this valuable public resource

II. Background

The Community Room has historically been provided to the public at no cost. It serves as an important community asset used for meetings, trainings, public gatherings, and civic engagement activities.

While the department remains committed to providing access, repeated operational challenges have resulted in increasing staff workload and maintenance needs without a dedicated funding source.

III. Ongoing Operational Challenges

The department has consistently experienced the following issues:

1. Room not picked up or restored after use
2. Trash not emptied
3. Spills not reported
4. Damage not reported
5. Expectation that staff will provide setup services
6. Expectation that cords/adapters for personal devices will be supplied
7. Secure doors left open
8. Repair requests exceeding available resources and funding

These issues require additional staff time for:

- Cleaning and trash removal
- Securing the facility
- Equipment troubleshooting
- Repair coordination
- General oversight

Additionally, the Community Room requires technology upgrades to meet modern meeting and presentation standards.

IV. Fiscal Impact

Based on current usage levels, the department anticipates approximately:

\$3,000 in annual revenue

All collected fees would be deposited into a **restricted fund** that:

- Rolls over annually
- Is used exclusively for Community Room maintenance, upkeep, repairs, and improvements
- Supports technology replacement and upgrades

- Ensures long-term quality and usability

This structure guarantees transparency and responsible use of collected funds.

V. Proposed Fee Structure

Fee Type	Amount
Standard Use Fee	\$20.00 per use
Frequent User Rate (6+ uses annually)	\$15.00 per use
Cleaning Fee (if room not left in proper condition)	\$30.00
Refundable Deposit (for renters with prior issues)	\$200.00
Excessive Damage	Actual cost of repair

All renters will:

- Receive written rules and expectations
 - Be required to sign acknowledgment of those rules
 - Be informed of potential fees prior to reservation
-

VI. Accountability Measures

This proposal includes the authority to:

- Enforce cleaning fees when necessary
- Require deposits from repeat problem users
- Recover exact repair costs for excessive or intentional damage

These measures are designed to protect public property and ensure fairness to responsible users.

VII. Conclusion

The Community Room is a valued asset for residents and organizations within Heber City. However, without a modest and reasonable fee structure, the burden of maintenance and misuse continues to fall on department staff and city resources.

The proposed fees are:

- Modest

- Reasonable
- Usage-based
- Dedicated exclusively to room maintenance and improvements

Approval of this proposal will:

- Improve overall room condition
- Reduce staff workload
- Provide a sustainable maintenance funding source
- Enhance the experience for community members

RECOMMENDATION

BACKGROUND

The Community Room managed by the Heber City Police Department serves as a valuable public resource for meetings, trainings, and community events within Heber City. Historically, the room has been provided at no charge to users.

While the room continues to be an important community amenity, ongoing use has resulted in maintenance demands and staff time commitments that are not currently offset by a dedicated funding source.

The room is also in need of technology upgrades to meet modern meeting and presentation standards.

DISCUSSION

FISCAL IMPACT

\$3000.00 in annual restricted revenue.

CONCLUSION

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

Alternative 3 - Continue

I move to **continue the item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny the item** with the following findings.

ACCOUNTABILITY

Department: Police Department
Staff member: Parker Sever, Chief of Police

EXHIBITS

1. Exhibit A Community Room Fee Ordinance 2026.02
2. Exhibit B Heber City Community rules policy

ORDINANCE NO. 2026-02

AN ORDINANCE OF HEBER CITY, UTAH, AMENDING THE HEBER CITY CONSOLIDATED FEE SCHEDULE TO ADD A FEE FOR USE OF THE COMMUNITY MEETING ROOM LOCATED AT THE HEBER CITY POLICE DEPARTMENT AND AUTHORIZING ANNUAL FEE ADJUSTMENTS

WHEREAS,

Heber City owns and operates municipal facilities, including a Community Meeting Room located within the Heber City Police Department, which is made available for use by the public and other entities; and

WHEREAS,

use of the Community Meeting Room results in ongoing costs to Heber City, including but not limited to utilities, maintenance, custodial services, staffing, security, and administrative oversight; and

WHEREAS,

Utah Code Annotated §§ 10-3-703 and 10-3-717 authorize municipalities to establish and collect reasonable fees for services provided by the City; and

WHEREAS,

Utah Code Annotated § 10-9a-108 authorizes municipalities to impose fees related to the actual costs of providing municipal services; and

WHEREAS,

the Heber City Council finds that establishing a fee for use of the Community Meeting Room is reasonable, necessary, and in the best interest of the City to recover costs associated with operation and maintenance of the facility;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF HEBER CITY, UTAH:

Section 1. Amendment to Consolidated Fee Schedule.

The Heber City Consolidated Fee Schedule is hereby amended to add the following fee under the appropriate departmental category:

Police Department – Community Meeting Room

- **Use Fee:** \$ 20.00 per event, \$15.00 per rental for more than 6 rentals per calendar year.
- **Security or Staffing Fee (if applicable):** As determined by the City based on actual staffing requirements
- **Deposit (if applicable):** \$200.00 Only billed to renters of the room who have had prior problems with damage and cleaning or failing to abide by the rules. Deposit will be returned after satisfactorily abiding by the room rental requirements and satisfying any outstanding debt associated with the room usage.
- **Exemptions or Reduced Fees:** 1 free usage per calendar year for a registered non-profit. Or as approved by the City Council and set forth in the Consolidated Fee Schedule or City policy.
- **Excessive damage:** The usage fee is meant to cover wear and tear on the community room. Excessive damage will be billed to the renter at actual cost.
- **Cleaning Fee:** \$30.00 Only charged if the renter fails to leave the room clean resulting in the Police Department cleaning the room.

Section 2. Annual Fee Adjustment Authorization.

The Heber City Council hereby authorizes the adjustment of the Community Meeting Room fee on an annual basis, if necessary, to reflect changes in the cost of operation and maintenance.

Any annual adjustment shall not exceed the percentage increase, if any, in the **Consumer Price Index for All Urban Consumers (CPI-U), U.S. City Average**, as published by the U.S. Bureau of Labor Statistics for the prior calendar year, unless otherwise approved by the City Council by ordinance or resolution.

Section 3. Administration.

The Community Meeting Room fee shall be administered pursuant to the Heber City Consolidated Fee Schedule and applicable City policies, including but not limited to scheduling, payment, cancellation, cleaning, damage, and security requirements.

Section 4. Severability.

If any provision of this ordinance or its application to any person or circumstance is held invalid, such invalidity shall not affect the remaining provisions of this ordinance, which shall remain in full force and effect.

Section 5. Effective Date.

This ordinance shall take effect upon passage and publication as required by law.

PASSED AND ADOPTED by the City Council of Heber City, Utah, this ___ day of _____, 20.

HEBER CITY, UTAH

VOTING RECORD

This ordinance was considered by the Heber City Council at a duly noticed public meeting held on the ___ day of _____, 20, and adopted by the following vote:

Council Member	Vote
Council Member Barney	<input type="checkbox"/> Aye <input type="checkbox"/> Nay <input type="checkbox"/> Absent
Council Member Cheatwood	<input type="checkbox"/> Aye <input type="checkbox"/> Nay <input type="checkbox"/> Absent
Council Member Johnston_____	<input type="checkbox"/> Aye <input type="checkbox"/> Nay <input type="checkbox"/> Absent
Council Member Murdock_____	<input type="checkbox"/> Aye <input type="checkbox"/> Nay <input type="checkbox"/> Absent
Council Member Ostergaard	<input type="checkbox"/> Aye <input type="checkbox"/> Nay <input type="checkbox"/> Absent

CERTIFICATION

I hereby certify that the above ordinance was duly adopted by the Heber City Council on the date stated above.

City Recorder
Heber City, Utah

Date: _____

Mayor

ATTEST:

City Recorder

Heber City Public Safety Complex

Community Room Use Policy

1. Purpose

The purpose of this policy is to establish guidelines governing the use of the Community Room located within the Heber City Public Safety Complex. The Community Room is intended to support civic, governmental, and community-based meetings that are non-commercial in nature.

2. Eligibility and Use

Use of the Community Room is subject to availability and approval by Heber City staff. All uses must be consistent with this policy and with the operational needs of the Public Safety Complex.

3. Fees

3.1 Standard Use Fee

The fee for use of the Community Room shall be **\$20 per reservation**.

3.2 Regular Use Discount

Organizations or individuals who reserve the Community Room on a recurring basis may qualify for a discounted rate. To receive the discounted rate, all applicable fees must be paid in advance at the beginning of each month. The discounted rate shall be **\$15 per use**.

3.3 Fee Adjustments

All fees established under this policy are subject to change. Heber City reserves the right to **increase or modify fees over time** as deemed necessary. Any fee adjustments shall be established in accordance with applicable City procedures and shall apply prospectively.

3.4 Fee Exemption

- a. City functions
 - b. One free usage per calendar year for a certified non-profit.
-

4. Payment

All fees must be paid prior to use of the Community Room unless otherwise approved by Heber City. Failure to remit payment as required may result in cancellation of reservations or denial of future use.

5. Capacity

The maximum occupancy of the Community Room is **154 people**. This limit shall not be exceeded under any circumstances and must be observed in accordance with applicable fire, safety, and building regulations.

6. Prohibited Activities

The Community Room shall not be used for any activity that results in financial gain or revenue generation, regardless of organizational status.

Prohibited uses include, but are not limited to:

- Commercial, business, or for-profit activities
- Fundraising events of any kind, including those conducted by non-profit organizations
- Sales or exchange of goods or services
- Ticketed or admission-based events
- Collection of fees, donations, contributions, or other forms of compensation
- Any activity intended to generate profit or financial benefit

Additional prohibited activities include:

- Activities that violate federal, state, or local laws
- Activities that create a safety hazard or interfere with the operations of the Public Safety Complex
- Use involving illegal substances or unlawful conduct

Heber City reserves the sole discretion to determine whether a proposed use complies with this policy.

7. Damage and Liability

Users shall be responsible for ensuring that the Community Room is left in the same condition as it was prior to use. In the event of significant damage, the individual responsible or organization may be assessed additional fees to cover the cost of repair, cleaning, or replacement of City property. Damage determinations and associated costs shall be made by Heber City staff.

Failure to clean the room will result in a \$30.00 cleaning fee. Cleaning the room includes putting the chairs and tables back, picking up trash, emptying all trash cans, cleaning up any spills and vacuuming.

8. Enforcement and Revocation

Failure to comply with this policy may result in immediate termination of room use, assessment of additional fees, and/or denial of future reservations.

9. Authority

This policy shall be administered by Heber City and may be amended, revised, or repealed at any time by the City.



Heber City Council Staff Report

MEETING DATE: 3/3/2026

SUBJECT: Ordinance 2026-03 Updating the Heber Market on Main (HMOM) Vendor Fees in the Consolidated Fee Schedule

RESPONSIBLE: Matt Brower

DEPARTMENT: Administrative

STRATEGIC RELEVANCE: Necessary Administrative Item

SUMMARY

This agenda item is to update the Heber Market on Main (HMOM) vendor fees. The summer '26 market season is rapidly approaching and the consolidated fee schedule needs to be amended to reflect current vendor fees.

RECOMMENDATION

Approve the recommended changes to the HMOM vendor fee schedule as detailed in Ordinance 2026-03

BACKGROUND

HMOM charges vendor fees for food trucks, food vendors and craft vendors. The fees need to be updated prior to vendor sign-ups for the summer '26 season.

DISCUSSION

The proposed vendor fees for the summer '26 season are detailed in the table below. The fees generally remain unchanged except for the Beer Garden, which increased by \$100, and some language was added to further clarify how the vendor fees are assessed.

Heber Market on Main Fee Schedule	2026 Season
Revenues/Income	Unit Cost
Seasonal Vendors	
Food Trucks	\$400.00
Seasonal Food Vendor Fee (w/Electricity) Premium	\$400.00
Seasonal Food Vendor Fee (wo/Electricity) Premium	\$350.00
Season Craft / general Vendor Fee (w/Electricity) Premium	\$400.00
Season Craft / general Vendor Fee (wo/Electricity) Regular	\$350.00
Farmers Market Vendor (traditional unprepared farm fresh food)	\$0.00
Seasonal Education Vendor Fee Not for Profit	\$250.00
Seasonal Education Vendor Fee For Profit	\$350.00
No show penalty/cancellation Fee	\$100.00
Beer Garden	\$600.00
Clean-up fee/day	\$100.00
Weekly Vendors	
Weekly Food Trucks	\$55.00
Weekly Food Vendor (w/Electricity) Premium	\$55.00
Seasonal Food Vendor Fee (wo/Electricity) Premium	\$40.00
Weekly Craft/General Vendor (w/Electricity) Premium	\$55.00
Weekly Craft/General Vendor (wo/ Electricity) Regular	\$40.00
Farmers Market Vendor (traditional unprepared farm fresh food)	\$0.00
Weekly Education Vendor Fee Not for Profit	\$35.00
Seasonal Education Vendor Fee For Profit	\$55.00
Clean-up fee/day	\$100.00

FISCAL IMPACT

Vendor fees are a major revenue source for the HMOM, netting approximately \$8k to \$10k per year.

CONCLUSION

The city's consolidated fee schedule needs updating to reflect the fees that are intended to be charged for HMOM summer '26 season.

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the item as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member: Matt Brower, City Manager

EXHIBITS

1. HMOM Ordinance to Amend Fees
2. EXHIBIT A

ORDINANCE 2026-03

AN ORDINANCE OF HEBER CITY, UTAH, AMENDING THE HEBER CITY CONSOLIDATED FEE SCHEDULE TO UPDATE VENDOR FEES FOR THE SUMMER '26 HEBER MARKET ON MAIN SEASON

WHEREAS, the Heber Market on Main (HMOM) mandates vendor fees for all participants in its annual summer event series; and

WHEREAS, to keep the market sustainable, vendor fees help cover essential overhead and maintenance costs; and

WHEREAS, the Heber City Council finds that updating the HMOM vendor fee schedule is a critical administrative action needed to keep the market financially viable.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF HEBER CITY, UTAH, that the Heber City Consolidated Fee Schedule is hereby amended as shown in the attached Exhibit A and made effective upon passage and publication as required by law.

PASSED, APPROVED and ORDERED TO BE PUBLISHED BY THE HEBER CITY COUNCIL this _____ day of _____ 2026.

	AYE	NAY
Council Member Yvonne Barney	_____	_____
Council Member Aaron Cheatwood	_____	_____
Council Member Michael Johnston	_____	_____
Council Member Morgan Murdock	_____	_____
Council Member Sid Ostergaard	_____	_____

APPROVED:

Mayor Heidi Franco

ATTEST:

RECORDER

Date: _____

EXHIBIT A

Heber Market on Main Fee Schedule		2026 Season
Revenues/Income		Unit Cost
Seasonal Vendors		
Food Trucks		\$400.00
Seasonal Food Vendor Fee (w/Electricity) Premium		\$400.00
Seasonal Food Vendor Fee (wo/Electricity) Premium		\$350.00
Season Craft / general Vendor Fee (w/Electricity) Premium		\$400.00
Season Craft / general Vendor Fee (wo/Electricity) Regular		\$350.00
Farmers Market Vendor (traditional unprepared farm fresh food)		\$0.00
Seasonal Education Vendor Fee Not for Profit		\$250.00
Seasonal Education Vendor Fee For Profit		\$350.00
No show penalty/cancellation Fee		\$100.00
Beer Garden		\$600.00
Clean-up fee/day		\$100.00
Weekly Vendors		
Weekly Food Trucks		\$55.00
Weekly Food Vendor (w/Electricity) Premium		\$55.00
Seasonal Food Vendor Fee (wo/Electricity) Premium		\$40.00
Weekly Craft/General Vendor (w/Electricity) Premium		\$55.00
Weekly Craft/General Vendor (wo/ Electricity) Regular		\$40.00
Farmers Market Vendor (traditional unprepared farm fresh food)		\$0.00
Weekly Education Vendor Fee Not for Profit		\$35.00
Seasonal Education Vendor Fee For Profit		\$55.00
Clean-up fee/day		\$100.00

Note: The City Manager or their designee may adjust vendor fees to accommodate unique circumstances and support the Council’s objective of establishing the Park/Plaza as a year-round destination.



Heber City Council Staff Report

MEETING DATE:	3/3/2026
SUBJECT:	Resolution 2026-04 declaring April 13 through April 20, 2026 as Dark Sky Week
RESPONSIBLE:	Tony Kohler
DEPARTMENT:	Planning
STRATEGIC RELEVANCE:	Community Development

SUMMARY

Resolution 2026-04 declares the week of April 13 through April 20 as International Dark Sky Week and encourages community members to learn about opportunities to protect the night sky.

The City Council identified Dark Skies as a budget and policy priority for FY 2026-2027 and specified that International Dark Sky Week should be celebrated in 2026.

RECOMMENDATION

Staff recommends Council adopt Resolution 2026-04.

BACKGROUND

The City Council identified Dark Skies as a budget and policy priority for FY 2026-2027. Specific goals include the following:

1. Update existing policy to include council requested items, particularly updating zoning regulations to address grandfathered lighting;
2. Funding in FY'27 budget for street light retrofitting;
3. Develop and execute game plans to eliminate unnecessary street lighting;
4. Establish and launch education program;
5. Identify desired feedback and preferred medium to collect dark sky feedback--then execute plan; and
6. Lay plans to celebrate dark sky week beginning in 2026 and achieve dark sky certification in subsequent year.

DISCUSSION

Communities celebrate Dark Sky Week by engaging in various activities to promote awareness and conservation of dark skies. Here are some common ways they do this:

- Organizing Events: Many communities host events like star parties, guided hikes, and movie nights to share the beauty of the night sky and encourage outdoor activities.
- Reducing Light Pollution: Residents may participate in initiatives to retrofit outdoor lighting to be dark sky compliant, reducing light pollution in their neighborhoods.
- Educational Programs: Schools and local organizations may conduct educational programs about the importance of dark skies and how to protect them.
- Community Proclamations: Some communities may declare specific areas as Dark Sky Parks, ensuring they are protected for stargazing and other nocturnal activities.
- Public Awareness Campaigns: Events often include public campaigns to encourage individuals to turn off outdoor lights and enjoy the night sky.

Staff had not anticipated the City sponsoring an actual dark sky event this year, but by starting simple by at least passing the resolution this year, and potentially looking to increase efforts each year.

FISCAL IMPACT

None

CONCLUSION

Approval of Resolution 2026-04 implements Council's Budget and Policy Priority for celebrating International Dark Sky Week.

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

Alternative 3 - Continue

I move to **continue the item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny the item** with the following findings.

ACCOUNTABILITY

Department: Planning
Staff member: Tony Kohler, Community Development Director

EXHIBITS

1. Reolution 2026-04 Dark Skies

RESOLUTION NO. 2026-04

A RESOLUTION RECOGNIZING INTERNATIONAL DARK SKY WEEK

WHEREAS, excessive artificial lighting at night, including light directed upward into the sky, causes light pollution of the nighttime environment; and

WHEREAS, protecting the night sky helps the Heber City community improve and maintain its unique sense of place, neighborhood livability, safety and quality of life; and

WHEREAS, solving the problem of light pollution requires educating governments, communities and citizens about Dark Sky friendly lighting practices; and

WHEREAS, Heber City adopted a Dark Sky Requirement in 2017, requiring all new public and private lighting to be Dark Sky friendly; and

WHEREAS, Heber City has taken steps to bring its public facilities into compliance with Dark Sky Requirements, including the modification and removal of non-compliant public lighting; and

WHEREAS, Heber City has taken steps to educate the community about Dark Sky friendly lighting practices, including informational brochures, its website and demonstrations at public events; and

WHEREAS, the Heber City Council declared Dark Skies as a 2026-2027 budget and policy priority.

NOW, THEREFORE, BE IT RESOLVED that the City Council declares April 13 through April 20, 2026 as International Dark Sky Week, and encourages community members to learn about opportunities to protect the night sky.

ADOPTED and PASSED by the City Council of Heber City, Utah this 3rd day of March, 2026, by the following vote:

	AYE	NAY	ABSENT	ABSTAIN
Yvonne M. Barney	_____	_____	_____	_____
Aaron Cheatwood	_____	_____	_____	_____
Mike Johnston	_____	_____	_____	_____
Morgan Murdock	_____	_____	_____	_____
Sid Ostergaard	_____	_____	_____	_____

APPROVED:

Mayor Heidi Franco

ATTEST:

RECORDER

Date: _____



Heber City Council Staff Report

MEETING DATE: 3/3/2026

SUBJECT: Community Alliance of Mainstreet (CAMS) TAP Tax Funding Request

RESPONSIBLE: Rachel Kahler

DEPARTMENT: Administrative

STRATEGIC RELEVANCE:

SUMMARY

The Heber City Council has allocated funds specifically to support arts, parks, and trail development through the TAP TAX grant process. However, due to the timing of that process, TAP TAX funding is not available until May. At the same time, the Community Alliance for Main Street (CAMS) is actively planning and producing more than **50 events** at Main Street Park to support downtown revitalization, economic development, and community engagement.

Several of these events require funding commitments prior to final TAP TAX award decisions by the advisory board. To ensure continuity of programming and successful execution of key community events, CAMS respectfully requests that the City Council allocate interim funding support for select Main Street Park events.

RECOMMENDATION

Staff is seeking Council support for CAMS spring and summer downtown events.

BACKGROUND

Two spring events CAMS is currently programming include Cinco de Mayo Block Party and Dogs Day in the Park

Cinco de Mayo Block Party, designed to bring residents together in celebration, foster unity and cultural understanding, and highlight the rich traditions that strengthen our community. This event will honor Mexican culture through food, music, dance, and youth engagement while creating a welcoming, family-friendly gathering in downtown Heber City.

Event: Cinco de Mayo Block Party

Date: Tuesday, May 5, 2026

Time: 5:00–8:00 PM

Location: Main Street Park / Festival Street / C Street

Funding Request

CAMS is requesting **\$3,000** to support entertainment costs, along with City assistance through Public

Works for the installation of barriers on Festival Street and C Street, and support for vendor-related infrastructure including public restrooms and handwashing stations. City participation in these foundational event costs will help ensure a safe, inclusive, and well-organized community celebration while supporting downtown businesses and reinforcing Main Street Park as Heber City's central gathering space.

Dogs Day in the Park is a fun, family-friendly celebration marking an exciting update to Heber City's park policy—dogs on leash are now welcome in all city parks. This event brings dog lovers together to celebrate responsible pet ownership, educate the community on proper dog care, and highlight the positive role well-cared-for dogs play in overall quality of life. At its core, the event celebrates good human behavior—showing up for our pets with care, training, responsibility, and respect for shared public spaces. Also reinforcing the new "Dog on lease in Park" Policy.

Event: Dogs Day in the Park

Date: Saturday, May 23

Time: 10:00 AM – 12:00 PM

Location: Heber City Main Street Park

Funding Request

CAMS is requesting **\$2,000** to support entertainment, a sound system for announcements and educational programming, and public restroom facilities to ensure a safe and accessible event for all attendees. As well as Parks department support at the park for set-up.

Music on Main Entertainment Costs:

Launching in May 2026, Music on Main will activate downtown Heber three days a week—Thursdays, Saturdays, and Sundays—with live music and family-friendly activities. The series creates consistent opportunities to gather, support local businesses, and enjoy Main Street as Heber City's "community living room." More than entertainment, Music on Main strengthens walkability, local commerce, and community connection while celebrating local talent and the character of the Heber Valley. Programming includes over 50 local musicians booked across the Saturday Sunset Series and Soulful Sundays, along with 12 nights of live music in conjunction with the Heber Market on Main.

Funding Request: \$3,000 to secure entertainment contracts

DISCUSSION

Funding Request:

Cinco De Mayo: \$3,000

Dogs Day in the Park: \$2,000

Music on Main: \$3,000

TOTAL request: \$8,000

Information Only: CAMS submitted a Wasatch County TAP TAX grant request in the amount of \$3,900. The request to Heber City is for \$500 in support, to be used as a match alongside sponsor funds.

The funding request includes the purchase and installation of 21 dog waste stations to be placed in five Heber City parks, providing lasting infrastructure that supports responsible pet ownership beyond the event itself. These stations will help keep parks clean, accessible, and welcoming for all users while reinforcing proper behavior by dog owners.

CAMS is seeking Tap Tax support for spring and summer programming events in downtown Heber.

FISCAL IMPACT

\$8k from Tap Tax Funds

CONCLUSION

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve the item** as amended, as follows.

Alternative 3 - Continue

I move to **continue the item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny the item** with the following findings.

ACCOUNTABILITY

Department: Administrative

Staff member:

EXHIBITS

1. Community Alliance for Main Street - Event Funding Request
2. Upcoming Community Event Handout

Request for Funding Support – Main Street Park Programming

The Heber City Council has allocated funds specifically to support arts, parks, and trail development through the TAP TAX grant process. However, due to the timing of that process, TAP TAX funding is not available until May. At the same time, the Community Alliance for Main Street (CAMS) is actively planning and producing more than **50 events** at Main Street Park to support downtown revitalization, economic development, and community engagement.

Several of these events require funding commitments prior to final TAP TAX award decisions by the advisory board. To ensure continuity of programming and successful execution of key community events, CAMS respectfully requests that the City Council allocate interim funding support for select Main Street Park events.

Cinco de Mayo Block Party, designed to bring residents together in celebration, foster unity and cultural understanding, and highlight the rich traditions that strengthen our community. This event will honor Mexican culture through food, music, dance, and youth engagement while creating a welcoming, family-friendly gathering in downtown Heber City.

- **Event:** Cinco de Mayo Block Party
- **Date:** Tuesday, May 5, 2026
- **Time:** 5:00–8:00 PM
- **Location:** Main Street Park / Festival Street / C Street

Funding Request

CAMS is requesting **\$3,000** to support entertainment costs, along with City assistance through Public Works for the installation of barriers on Festival Street and C Street, and support for vendor-related infrastructure including public restrooms and handwashing stations, Rate TBD.

City participation in these foundational event costs will help ensure a safe, inclusive, and well-organized community celebration while supporting downtown businesses and reinforcing Main Street Park as Heber City’s central gathering space.

Dogs Day in the Park is a fun, family-friendly celebration marking an exciting update to Heber City’s park policy—dogs on leash are now welcome in all city parks. This event brings dog lovers together to celebrate responsible pet ownership, educate the community on proper dog care, and highlight the positive role well-cared-for dogs play in overall quality of life. At its core, the event celebrates good human behavior—showing up for our pets with care, training, responsibility, and respect for shared public spaces. Also reinforcing the new Dog in Park Policy.

- **Event:** Dogs Day in the Park
- **Date:** Saturday, May 23
- **Time:** 10:00 AM – 12:00 PM
- **Location:** Heber City Main Street Park

Funding Request

CAMS is requesting **\$2,000** to support entertainment, a sound system for announcements and educational programming, and public restroom facilities to ensure a safe and accessible event for all attendees. As well as Parks department support at the park for set-up.

Music on Main Entertainment Costs:

Launching in May 2026, Music on Main will activate downtown Heber three days a week—Thursdays, Saturdays, and Sundays—with live music and family-friendly activities. The series creates consistent opportunities to gather, support local businesses, and enjoy Main Street as Heber City’s “community living room.” More than entertainment, Music on Main strengthens walkability, local commerce, and community connection while celebrating local talent and the character of the Heber Valley. Programming includes over 50 local musicians booked across the Saturday Sunset Series and Soulful Sundays (Sundays no compensation for entertainers), along with 12 nights of live music in conjunction with the Heber Market on Main.

Funding Request: \$3,000 to secure entertainment contracts

Cinco De Mayo: \$3,000

Dogs Day in the Park: \$2,000

Music on Main: \$3,000

TOTAL request: \$8,000

Information Only: CAMS submitted a Wasatch County TAP TAX grant request in the amount of \$3,900. The request to Heber City is for \$500 in support, to be used as a match alongside sponsor funds.

The funding request includes the purchase and installation of 21 dog waste stations to be placed in five Heber City parks, providing lasting infrastructure that supports responsible pet ownership beyond the event itself. These stations will help keep parks clean, accessible, and welcoming for all users while reinforcing proper behavior by dog owners.

Cinco de Mayo Block Party – Event Plan

Date: Tuesday, May 5, 2026

Time: 5:00–8:00 PM

Location: Downtown Heber City parking lot of Verizon/ Los Cuñados/Odgen’s Carpet

Host: Community Alliance for Main Street (CAMS)

Primary Partner: Los Cuñados & Croft Properties

The Cinco de Mayo Block Party is designed to bring residents together in celebration, foster unity and cultural understanding, and highlight the rich traditions that strengthen our community. This event will honor Mexican culture through food, music, dance, and youth engagement while creating a welcoming, family-friendly gathering in downtown Heber City. CAMS invites the Wasatch County Latino Coalition to participate as a key community partner, assisting with:

- Event planning and coordination
- Marketing and outreach
- Cultural guidance and authenticity
- Day-of activities and community engagement
- Authentic Mexican food provided by *Los Cuñados*
- Live mariachi band
- Authentic Mexican dance performances by students from Wasatch High School
- Youth volunteers from:
 - Wasatch High School *Latinos in Action*
 - Timpanogos Middle School
 - Rocky Mountain Middle School

The event encourages cross-cultural connection and understanding while creating a positive, inclusive public gathering space for residents and visitors. It highlights youth leadership and cultural pride through student performances and volunteer involvement, and strengthens downtown Heber City as a place for shared celebration and meaningful community connection.

Dogs Day in the Park

Celebrating Responsible Dog Ownership in Heber City

Date: Saturday May 23

Time: 10:00 AM – 12:00 PM

Location: Heber City Main Street Park

Partners:

Paws for Life

Nuzzles & Co.

Heber City Police Department & K9 unit

Heber City Animal Shelter

Dogs Day in the Park is a fun, family-friendly celebration marking an exciting update to Heber City's park policy: dogs on leash are now welcome in all city parks. This event brings dog lovers together to celebrate responsible pet ownership, educate our community on proper dog care, and highlight the positive role well-cared-for dogs play in our quality of life.

This is a celebration of good human behavior—showing up for our pets with care, training, responsibility, and respect for shared public spaces.

Event Highlights

- **Dog Parade** – Show off your pup and kick off the celebration in style
- **Dog Costume Contest** – Creativity encouraged (fun + family-friendly)
- **Dogs vs. Owners Look-Alike Contest** – Who wore it better?
- **Agility Course** – Let your dog test their skills
- **Dog-Focused Activities** – Games, demonstrations, and interactive fun

All activities are designed to be inclusive, safe, and educational for dogs and humans alike.

Education & Community Focus

Throughout the event, attendees will have opportunities to learn about:

- Responsible dog ownership
- Leash etiquette and park safety
- Training, enrichment, and exercise
- Pet wellness and care resources

Music On Main

Overview

Music on Main 2026 is an expanded community event series designed to bring more residents and visitors to downtown Heber City through consistent, vibrant programming at the Heber City Main Street Park. Building on the success of the Heber Market on Main, which draws thousands each Thursday from June through August, this initiative extends that energy earlier into the season and across more days of the week. Beginning in May 2026, Music on Main will feature live performances and family-friendly activities every Thursday, Saturday, and Sunday, creating a dependable rhythm of arts, culture, and community gathering in the heart of downtown.

This expanded schedule aligns with major spring events such as high school rodeos and end-of-school celebrations, encouraging visitors to stay longer, explore local businesses, and dine downtown. By activating Main Street Park during the shoulder season, Music on Main 2026 strengthens efforts to create a lively, walkable, and welcoming downtown—supporting local businesses, building community pride, and showcasing Heber City as a destination for entertainment and connection.

Marketing Plan

As part of its 2026 marketing strategy, the Community Alliance for Main Street (CAMS) proposes partnering with Mid Utah Radio to attract visitors from Utah County and Central Utah to downtown Heber City. Radio advertising will serve as the primary out-of-county outreach tool, promoting Market on Main, Saturday Sunrise Series, and Soulful Sunday Music from May 15 through August 20 on 93.7 FM The Wolf, a station well-suited to weekend travelers and live-music audiences.

The proposed \$3,000 budget includes 400 thirty-second ads at a discounted rate of \$8 per spot, plus 25 bonus ads, averaging about 100 ads per month. Additional benefits include website event listings and live on-air DJ mentions. Together, this mix of paid and bonus coverage will provide strong regional visibility, drive visitors to Main Street Park, and support downtown businesses throughout the season. Social Media will be a key component of community outreach, with weekly posts of upcoming musicians and activities.



Heber City Council
75 North Main Street
Heber City, Utah 84032

Wasatch County Council
25 North Main Street
Heber City, Utah 84032

Dear Director and Project Team,

On behalf of both the Heber City and Wasatch County Council, we extend our appreciation for the substantial effort undertaken by UDOT in preparing the Heber Valley Corridor EIS. We recognize the regional importance of improving safety, mobility, and system redundancy within the Heber Valley and respect the complexity of the balancing required in this process.

After careful review of the Draft EIS, the Preferred Alternative Technical Report, and extensive public engagement within our community, Heber City and Wasatch County Council respectfully submits that:

An alternate alignment based on Route B located in parallel to the existing US-40 is a more appropriate and sustainable long-term solution for the Heber Valley Corridor. (see table 1)

This position is grounded in fact, supported by state and federal law, and reflective of overwhelming public support within both Heber City and Wasatch County. We present the following considerations in a spirit of partnership and constructive dialogue.

1. Protection of Water Quality, the Class 1A Aquifer, and Drinking Water Standards

Portions of the Heber Valley are underlain by high-quality groundwater resources classified under **Utah Administrative Code R317-6** as **Class 1A – Pristine Ground Water**, the highest level of groundwater protection under Utah law.

The regulatory objective for Class 1A groundwater is to maintain existing high quality and prevent degradation. Transportation infrastructure that expands into recharge areas increases exposure to:

- Highway stormwater infiltration,
- De-icing chemical loading,
- Long-term pollutant migration,
- Spill risk in proximity to recharge zones.

Although surface water modeling may show compliance with numeric standards, groundwater protection under R317-6 is preventative in nature and designed to avoid degradation before it occurs.

Rerouting Route B to run in parallel to US-40 limits expansion into new recharge areas and better aligns with the preventative intent of Utah's groundwater protection framework.

Therefore both Heber City and Wasatch County requests:

- A route-specific recharge/vulnerability narrative and map set (with GIS) identifying where each alternative overlies the most sensitive recharge areas and DWSP zones (R309-600);



- Long-term chloride/TDS loading projections that extend meaningfully beyond the design year (to reflect multi-decade operations and accumulation trends);
- Clear groundwater monitoring commitments (locations, frequency, thresholds, and corrective actions) tied to enforceable triggers; and
- A transparent demonstration that selecting Route B would not increase the risk of groundwater degradation relative to Route A under Utah’s groundwater and drinking water source protection standards.
- An assessment of how the selected alternative affects potential future compliance under §19-4-113.

Protection of drinking water resources is among Heber City’s and Wasatch County’s highest priorities. It is both Heber City’s and the County’s findings that **currently proposed Route B demonstrates the highest practicable risk to groundwater and is not consistent with Utah’s groundwater and DWSP frameworks.**

Therefore it is both the City and County’s opinion that by realigning Route B to run as closely as possible to the existing US-40 corridor will mitigate these risks to this irreplaceable aquifer.

2. Historic Preservation, Agricultural Cultural Landscapes and Section 106/4(4) Risks

We acknowledge UDOT’s concerns regarding historic resource impacts under Route A.

However, under **Section 106 of the National Historic Preservation Act (54 U.S.C. §306108)** and **Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. §303)**, the law requires avoidance of historic properties unless there is no feasible and prudent alternative.

Rerouting Route B in parallel with US-40 historic impacts, while serious, are not inherently insurmountable. Design refinements — including alignment shifts, retaining wall configurations, and intersection geometry adjustments — should be fully evaluated to determine whether avoidance or minimization is feasible before concluding that Route B constitutes the “least overall harm.”

Furthermore, under Section 106 implementing regulations (**36 CFR 800.5**), the “adverse effect” inquiry extends beyond demolition or direct physical alteration. They also include effects that diminish the integrity of historic properties through changes to **setting, feeling, and association**, including the introduction of visual, atmospheric, or audible elements that are out of character.

Both Heber City and Wasatch County is concerned the Draft EIS is overly structure-focused and does not fully evaluate the North Fields as an **agricultural cultural landscape**, including:

- Historic agricultural landscape integrity and field patterns,
- Irrigation ditch/canal networks as contributing systems,
- Rural farm complex context and continuity, and
- The integrity elements of setting, feeling, and association.

Route B introduces a new limited-access corridor into currently intact rural landscapes, creating new visual and noise intrusion and permanently altering the broader historic agricultural context. Even where Route A may present discrete, site-specific right-of-way or structure impacts that must be avoided or mitigated, Route B creates



a wider “setting-based” impact envelope that elevates risk under both **Section 106** (adverse effects to integrity) and **Section 4(f)** (use of protected historic resources).

To avoid any misunderstanding: the importance of the North Fields as agriculturally and historically significant has long been established through both City and County actions, municipal planning, and voter initiatives. A few examples include:

- Joint Wasatch County/Heber City UDOT letter with map showing preferred bypass route – June 13, 2000 (see table 2)
- Wasatch County RPO Proposed By-Pass map – June 2000 (see table 3)
- Resolution No. 06-04 in support of bypass with map alignment – Aug. 2006 (see table 4)
- Resolution No. 2007-05 in support of bypass with map alignment – June 2007 (see table 5)
- South Bypass Study presentation – 2009 (see table 6)
- Heber City Master Road Plan – April 2010 (see table 7)
- Voter initiative approving open space preservation bonds – Nov. 2018 (see table 8)
- Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022 (see table 9)
- Resolution No. 24-03 supporting conservation of the North Fields – May 2024 (see table 10)

Therefore the City and County requests:

- Evaluate the North Fields explicitly as a potential historic district/agricultural cultural landscape (including irrigation systems and field patterns) and compare alternatives using integrity factors (including setting, feeling, and association) **per 36 CFR 800.5**;
- Clearly distinguish “direct effects” from “setting-based/cultural landscape effects” so the record does not underweight Route B’s broader landscape intrusion; and
- Provide a transparent Section 4(f) pathway explanation identifying feasible/prudent avoidance options and, if use is unavoidable, the minimization framework (49 U.S.C. § 303).

In summary, **Route B** — because it introduces a new corridor through intact rural and agricultural historic landscapes — presents materially higher setting-based adverse effect risk and a higher likelihood of Section 4(f) vulnerability than if Route B were to be realigned to run in parallel to US-40.

Realigning Route B to run parallel to US-40 presents opportunities to consolidate improvements within an established corridor, reducing the risk of broad cultural landscape fragmentation.

3. Protection and Expansion of Conservation Easements and Vote-Mandated Open Space Policy

Heber City’s and Wasatch County’s commitment to open space preservation is voter-mandated. In 2018, Wasatch County voters approved a \$10 million Open Space Bond to preserve agricultural lands and conservation easements, with an emphasis on the North Fields. That bond reflects a clear and direct policy mandate from the residents of this County.



Under **Utah Code §17-27a-305 and §17-41-101 et seq.**, counties are authorized to protect agricultural land and establish Agriculture Protection Areas. Infrastructure placement that unnecessarily fragments such areas undermines the very statutory framework the State has created to preserve them.

As such, the County has partnered with landowners to secure voluntary conservation easements that preserve:

- Working agricultural lands
- Scenic viewsheds and rural character
- Wildlife corridors
- Long-term community identity and heritage

Route B directly undermines these objectives by introducing a new limited-access corridor through the North Fields, which:

- Complicates or constrains easement design and long-term stewardship;
- Reduces landowner willingness to participate due to uncertainty and corridor-adjacency impacts; and
- Has already chilled and/or delayed easement negotiations in practical terms.

However realigning Route B to run parallel to US-40 is substantially more compatible with the County's conservation easement strategy because it reinforces an existing corridor footprint rather than creating a new barrier spine across intact open space.

4. Minimization of Open Space and Aquatic Resource Fragmentation (Wetland/LEDPA/404)

Protection of the Provo River watershed and associated groundwater resources is a foundational priority for both Heber City and Wasatch County.

Under the **Clean Water Act (33 U.S.C. §1251 et seq.)**, federal agencies must comply with Section 404 permitting requirements when waters of the United States are impacted. The Section 404(b)(1) Guidelines require selection of the **Least Environmentally Damaging Practicable Alternative (LEDPA)** unless another alternative demonstrates fewer overall significant adverse environmental consequences.

The Draft EIS reflects that **Route B results in materially greater impacts to wetlands, canals, and other aquatic resources than Route A.** While modeling indicates no predicted exceedance of water quality standards, increased geographic disturbance of aquatic features inherently expands long-term exposure to:

- Sedimentation during construction,
- Stormwater pollutant loading,
- De-icing chemical accumulation,
- Accidental spill risk,
- Regulatory complexity under Section 404 and associated Section 401 state certification.

Additionally, under **Utah Code Title 19, Chapter 5 (Water Quality Act)** and **Utah Administrative Code R317-6 (Groundwater Quality Protection)**, the State requires the protection of waters of the state and high-quality groundwater from degradation.



Realigning Route B to run in parallel to US-40, reinforces an existing transportation corridor, better aligns with the preventative framework embedded in federal and state water protection laws and minimizes expansion into previously undisturbed hydrologic systems.

5. Protection of Agricultural Viability, Parcel Continuity, and Working-Lands Functionality (FPPA)

The inclusion of Farmland Protection Policy Act (FPPA) evaluation materials in the Draft EIS confirms the presence of prime and important agricultural lands within the project area. Agricultural viability depends on:

- Contiguous parcels suitable for mechanized farming
- Efficient irrigation canal systems
- Practical equipment crossings and predictable access patterns
- Minimizing corridor-induced fragmentation and operational inefficiency

Both routes incorporate free-flow elements that consolidate access and reduce at-grade crossings. However, **Route B's creation of a new corridor across working agricultural lands increases risk** by:

- Splitting viable farm parcels and reducing operational efficiency,
- Increasing travel distance and complexity for agricultural equipment and irrigation management, and
- Accelerating speculative land value pressures and growth inducement near new interchanges.

The Draft EIS recognizes that accessibility changes can influence development patterns. It is the County's opinion that reinforcing and improving upon an existing corridor is less likely to introduce new development nodes within presently intact agricultural areas vs establishing a new limited-access spine through the North Fields.

6. Consolidation of Infrastructure Within an Existing Corridor

From a land-use, open space, and preservation standpoint, consolidating transportation improvements within an established corridor is significantly preferable to introducing a new limited-access corridor through currently intact agricultural and open lands.

Rerouting Route B to run in parallel to US-40:

- Builds upon an existing transportation footprint;
- Avoids creating a second barrier corridor across the valley;
- Limits the geographic spread of transportation infrastructure;
- Better aligns with adopted City and County land-use priorities; and
- Aligns with voter-mandated open space preservation.

Route B as presented introduces a new transportation spine into areas that presently function as open space and working agricultural landscape. Even where direct right-of-way impacts may be debated on a parcel-by-parcel basis, the long-term fragmentation and setting-based impacts differ substantially.



It is both the City's and County's position that the project purpose and need can be met through improvements along the existing US-40 corridor, paired with access management and context-sensitive design, without introducing a new limited-access corridor through the intact North Fields landscape.

7. Segment Road Closures, Access Consolidation, and Proposed Overpasses

Both the City and the County have particular concern regarding the proposed road closures, access consolidation measures, and grade-separated overpasses. While both the City and the County recognize the safety and operational objectives associated with free-flow traffic patterns, the cumulative effect of eliminating at-grade intersections and consolidating access points warrants closer examination.

The southern segment of the corridor functions differently than more urbanized portions of the Valley. It serves a high concentration of agricultural parcels, irrigation infrastructure, and rural residences that rely on distributed east–west connectivity. The proposed consolidation of local road connections into fewer interchange locations — combined with permanent closure of certain at-grade crossings — may substantially alter local mobility patterns in ways that are not fully quantified in the Draft EIS.

Specifically, both the City and the County requests clarification and further analysis in the following areas:

- A comprehensive, side-by-side matrix identifying every existing public road, private access, and agricultural crossing proposed for closure, relocation, grade separation, or consolidation through both proposed routes;
- Quantified analysis of increased travel distance for agricultural equipment resulting from the elimination of at-grade crossings;
- Evaluation of farm equipment turning movements and the operational feasibility of the proposed overpass locations;
- Emergency response modeling demonstrating that response times and route redundancy will not be adversely affected by closure of local connections;
- Before-and-after connectivity mapping showing redistribution of local traffic patterns.

While individual closures may appear minor when evaluated independently, the cumulative effect of multiple closures — combined with limited crossing opportunities — may create increased travel burden for agricultural operators, reduce network redundancy during emergency events, and concentrate local traffic at fewer high-speed interchange nodes.

Both the City and the County also requests that UDOT document whether alternative design configurations were evaluated, including:

- partial grade separation,
- modified intersection control,
- utilization of roundabouts,
- reduced design speed approaches in limited areas,
- or context-sensitive solutions that could preserve additional local crossings while still achieving safety objectives.



Both the City's and County's concern is not simply the presence of overpasses, but whether the recommended design represents the **minimum necessary intervention** to achieve corridor safety and mobility goals.

Accordingly, both the City and the County respectfully requests additional documentation demonstrating that the proposed road closures and overpasses reflect the least disruptive practicable design and that all reasonable avoidance and minimization measures have been fully considered.

8. Pedestrian Safety, Walkability, and Community Connectivity

Both Heber City and Wasatch County respectfully submit that pedestrian safety and walkability warrant greater emphasis in the evaluation of both corridor alternatives.

Under the **National Environmental Policy Act (42 U.S.C. §4321 et seq.)**, federal agencies must take a “hard look” at impacts to the human environment, including community cohesion, safety, and quality of life. Additionally, under **23 U.S.C. §217** and applicable federal transportation planning guidance, pedestrian accommodation is a recognized component of transportation system performance—not merely an ancillary design feature.

While the Draft EIS includes discussion of nonmotorized opportunities and multi-use trails, pedestrian considerations appear secondary to vehicle mobility metrics. The comparative analysis of Route A and Route B does not include detailed quantitative evaluation of:

- Pedestrian crash history and projected risk reduction,
- Pedestrian Level of Service (LOS),
- Crossing distance and exposure at interchanges,
- Truck–pedestrian conflict points,
- Impacts to downtown walkability and historic Main Street vitality,
- Long-term pedestrian connectivity within future growth areas.

Given that one of the stated goals of the project is to improve conditions within Heber City's historic core, pedestrian comfort and safety must be treated as a primary performance criterion, not simply a secondary benefit.

Large free-flow interchange configurations, particularly in new alignment areas, may increase crossing distances, create high-speed merge zones, and introduce pedestrian barriers that divide neighborhoods or future development areas. These design elements can have generational impacts on community connectivity and walkability that extend well beyond traffic operations.

Heber City and Wasatch County respectfully requests:

- A comparative pedestrian safety and connectivity analysis for all proposed routes, including projected pedestrian exposure and crossing safety metrics;
- A detailed assessment of pedestrian conditions in and around Heber City's historic town center under each alternative;
- Evaluation of interchange design impacts on pedestrian continuity and crossing feasibility;
- A commitments framework ensuring pedestrian infrastructure is designed to meet or exceed current safety best practices.



Pedestrian mobility is not a peripheral concern within either Heber City or Wasatch County — it is central to the character, economic vitality, and public safety of our communities. Infrastructure decisions made today will define walkability for decades to come.

We respectfully urge UDOT to elevate pedestrian safety and community connectivity as a primary consideration in final route selection and to ensure that the selected alternative demonstrably improves — not merely accommodates — pedestrian conditions.

Conclusion

Heber City and Wasatch County do not approach this matter in opposition to UDOT, but in partnership.

When measured against both the City's and County's priorities — and particularly in light of the voter-approved conservation easement program — **Realigning Route B to run in parallel to US-40, along with a stronger emphasis on pedestrian mobility, represents a more responsible and compatible long-term solution for the Heber Valley.**

This proposal better aligns with:

- Consolidating infrastructure within an established corridor;
- Federal Clean Water Act and LEDPA principles,
- Utah groundwater and water quality protections,
- State agricultural preservation statutes,
- NEPA's balanced alternatives analysis requirements,
- Wasatch County's voter-mandated open space priorities.

Both Heber City and Wasatch County stand ready to work collaboratively with UDOT to ensure that the final corridor selection is legally durable, environmentally responsible, and reflective of the values of the community it will serve.

Respectfully,

Heber City Council

Wasatch County Council

_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Supporting Documents

Table 1: Proposed parallel alignment for Route B along US-40





Table 2: Joint Wasatch County/Heber City UDOT letter with map showing preferred bypass route

June 13, 2000

Allen Mecham
c/o Utah Department of Transportation, Region Three
825 North 900 West
Orem, Utah 84057

RE: Heber Valley By-Pass Road

Dear Mr. Mecham,

The Wasatch County Interlocal Advisory Board met on April 11, 2000 to discuss the Heber Valley bypass road. After reviewing different options, Wasatch County and Heber City have come to an agreement on the alignment of the road. The suggested alignment would be a connection off Highway 40 on the north and tying into the South Fields Road area on the south. The attached map shows the recommended by pass road alignment.

It was also concluded that if the Heber City Airport is expanded to the west to include the existing highway 189, we would like to see the extension of a road from the South Fields Road thru the sewer farm and connect with Highway 40 in the vicinity of 1200 South.

We ask that UDOT investigate any possible funding to help our communities pay for the improvements of Highway 189. A few property owners with land along the proposed alignment, have even expressed interest in dedicating some of their property as part of the right of way for the by-pass.

We feel that with the growth in the area, the urgency for safety, the tremendous increase in both tourist and local traffic, along with the rapidly approaching 2002 Olympic's, it is imperative that action be taken immediately to move forward on this project.

If you have any questions regarding these proposals, we would be happy to discuss them with you.

Sincerely,

T. LaRen Provost, Chairman
Wasatch County Commission

Lynn Adams, Mayor
Heber City

Table 2 (cont): Joint Wasatch County/Heber City UDOT letter with map showing preferred bypass route

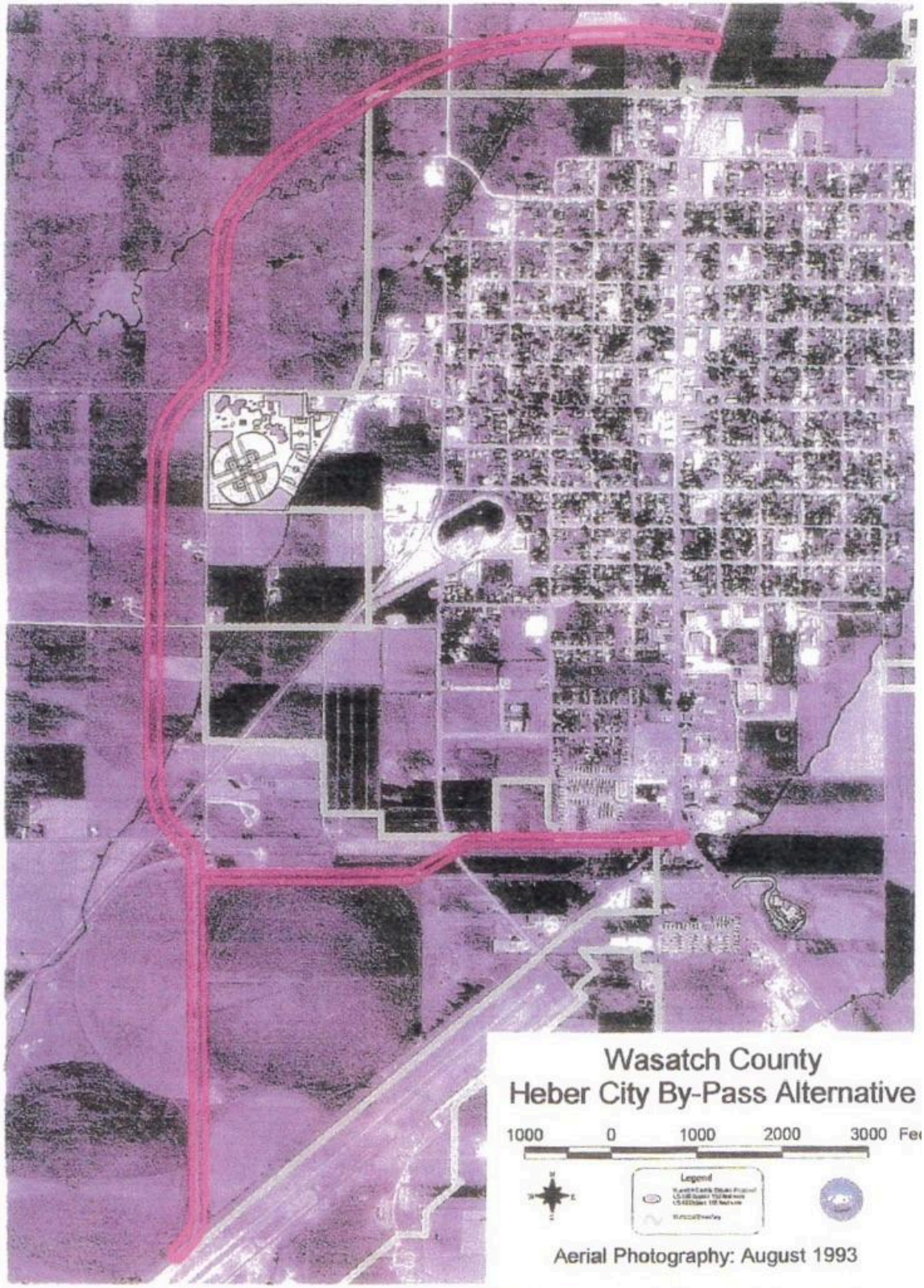


Table 3: Wasatch County RPO Proposed By-Pass map – June 2000

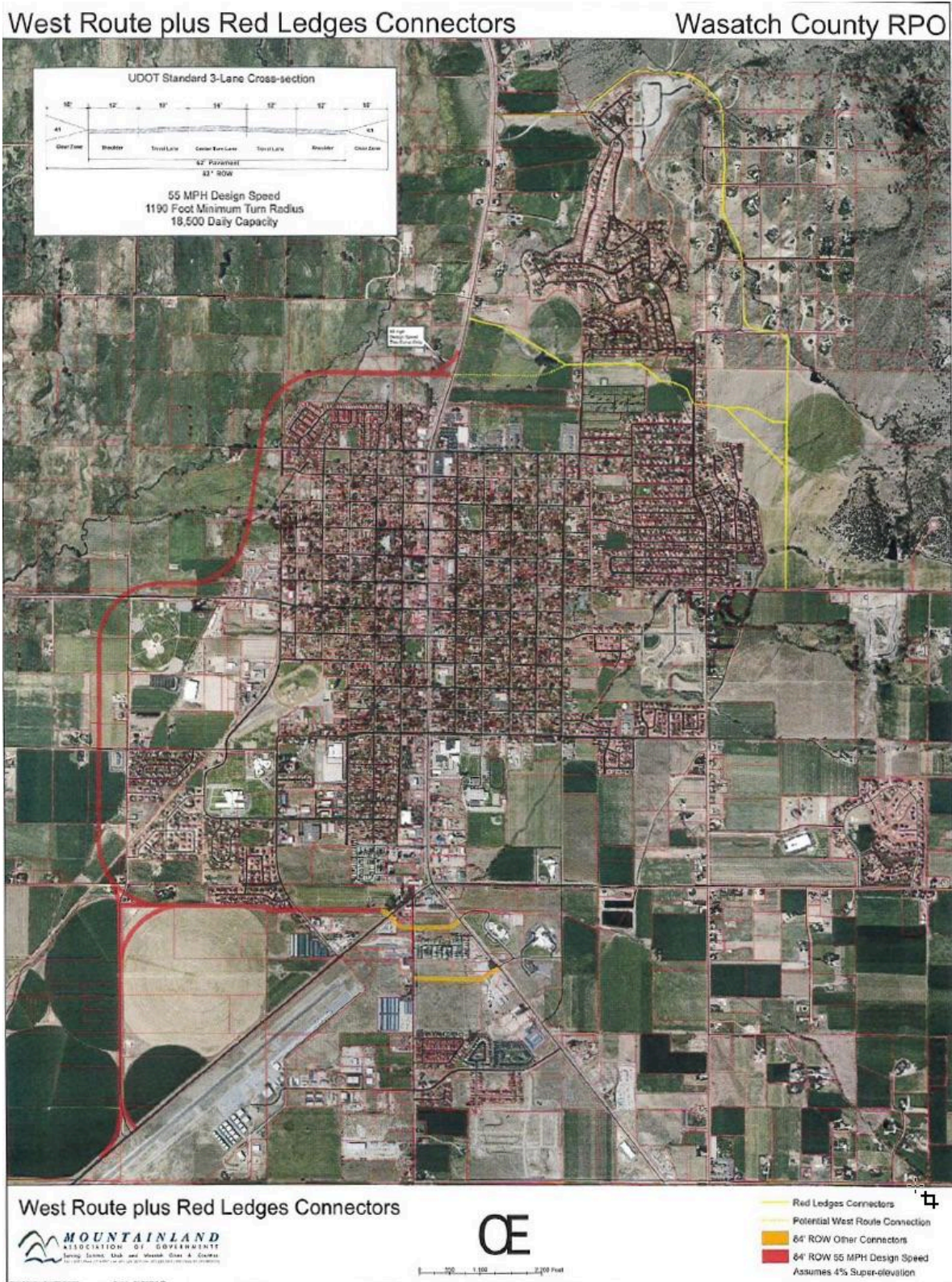




Table 4: Resolution No. 06-04 in support of bypass with map alignment – Aug. 2006

RESOLUTION NO. 06-04

**A RESOLUTION SUPPORTING THE ESTABLISHMENT OF
A TRANSPORTATION CORRIDOR CONNECTING SR 189 AND US 40
IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT
OF HEBER CITY'S MAIN STREET.**

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

WHEREAS such Bypass Road, in order to be effective, must connect SR 189 and US 40 in a convenient and efficient manner, including exit lanes, merge lanes, overpasses and limited access as necessary so that by-pass traffic may access and use said road without being stopped; and

WHEREAS Wasatch County has recently enacted an ordinance establishing a Transportation Corridor Preservation Fee for the purpose of raising funds to preserve an appropriate alternate traffic corridor for such a Bypass Road; and

WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.

NOW, THEREFORE, BE IT RESOLVED that the Wasatch County Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto. *Non stop intersection @ North & South ends*

APPROVED and PASSED this 9th day of August, 2006.

ATTEST:

WASATCH COUNTY COUNCIL

Brent R. Titcomb
Brent R. Titcomb
Wasatch County Clerk / Auditor

Jay Price
Jay Price Chair



Table 5: Resolution No. 2007-05 in support of bypass with map alignment – June 2007

Resolution 2007-05

A RESOLUTION SUPPORTING THE ESTABLISHMENT OF A TRANSPORTATION CORRIDOR CONNECTING STATE ROAD 189 AND US HIGHWAY 40 IN A MANNER THAT WILL BYPASS THE BUSINESS DISTRICT OF HEBER CITY'S MAIN STREET.

WHEREAS SR 189 and US 40 are the principal thoroughfares through Wasatch County and Heber City; and

WHEREAS the traffic on SR 189 and US 40 in Wasatch County has increased dramatically over recent years due to increased recreational opportunities in the County, improved roads leading to the County, and a variety of other reasons; and

WHEREAS the increased traffic through Heber City's Main Street, which occupies US 40 for a distance of approximately two miles, has resulted in congestion, inconvenience, and safety concerns for local citizens and visitors to the area; and

WHEREAS Wasatch County and Heber City both recognize the need for an alternate traffic corridor (hereafter "Bypass Road") through the County that can relieve the traffic on Heber City's Main Street; and

WHEREAS such Bypass Road, in order to be effective, must connect SR 189 and US 40 in a convenient and efficient manner, including exit lanes, merge lanes, overpasses and limited access as necessary so that by-pass traffic may access and use said road without being stopped; and

WHEREAS Wasatch County has recently enacted an ordinance establishing a Transportation Corridor Preservation Fee for the purpose of raising funds to preserve an appropriate alternate traffic corridor for such a Bypass Road; and


WHEREAS it is essential that Heber City and Wasatch County agree, as soon as possible, on an appropriate route for a Bypass Road corridor so that the corridor can be preserved.

NOW, THEREFORE, BE IT RESOLVED that the Heber City Council hereby expresses its support and endorsement for the adoption of the Bypass Road corridor described on the map that is attached hereto.

APPROVED and **PASSED** this 21st day of June, 2007.

ATTEST:

HEBER CITY COUNCIL


Paulette Thurber
City Recorder

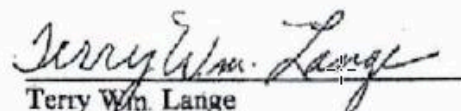

Terry Wm. Lange
Mayor Pro Tempore

Table 5 (cont): Resolution No. 2007-05 in support of bypass with map alignment – June 2007

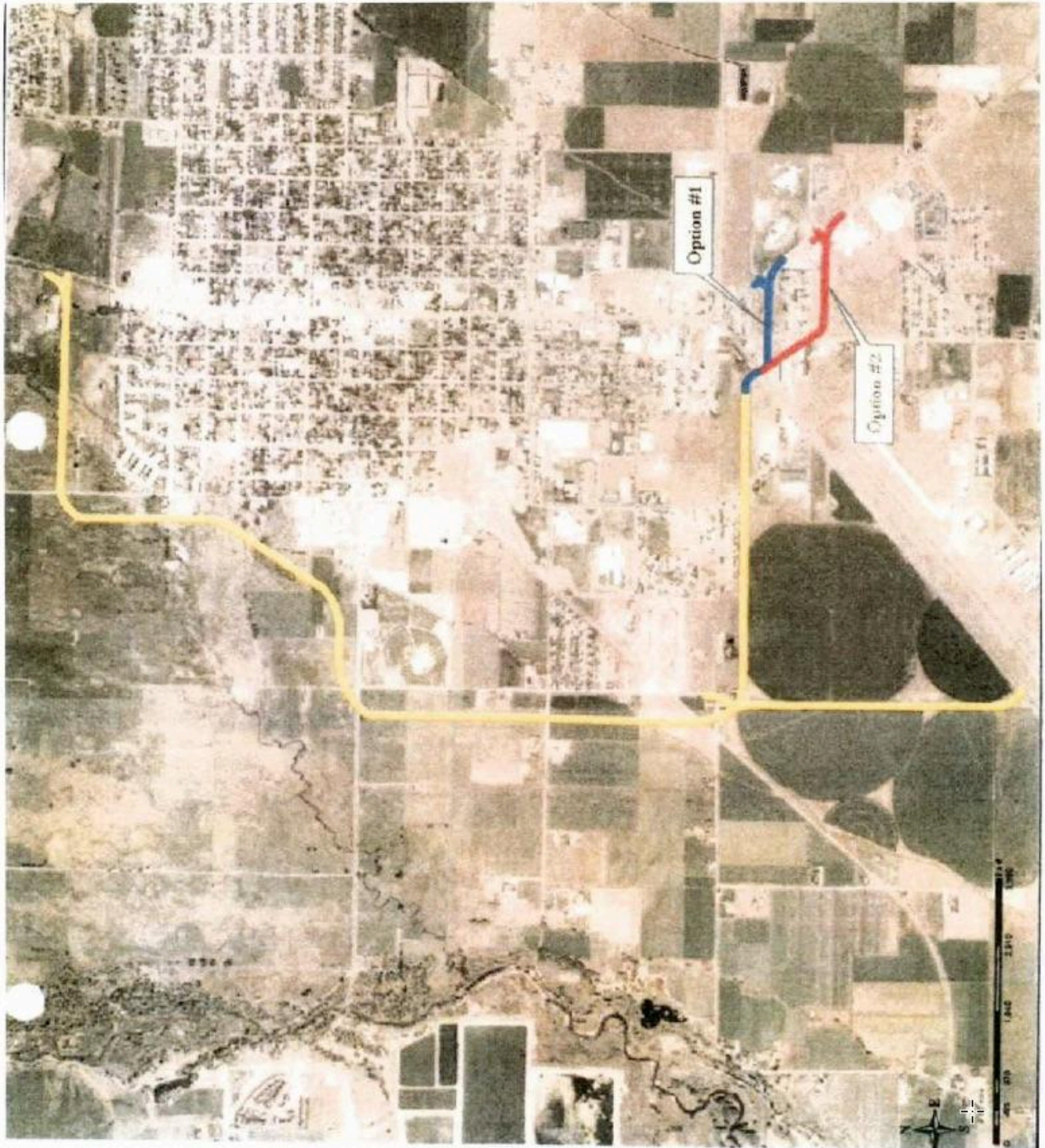




Table 6: South Bypass Study presentation – 2009

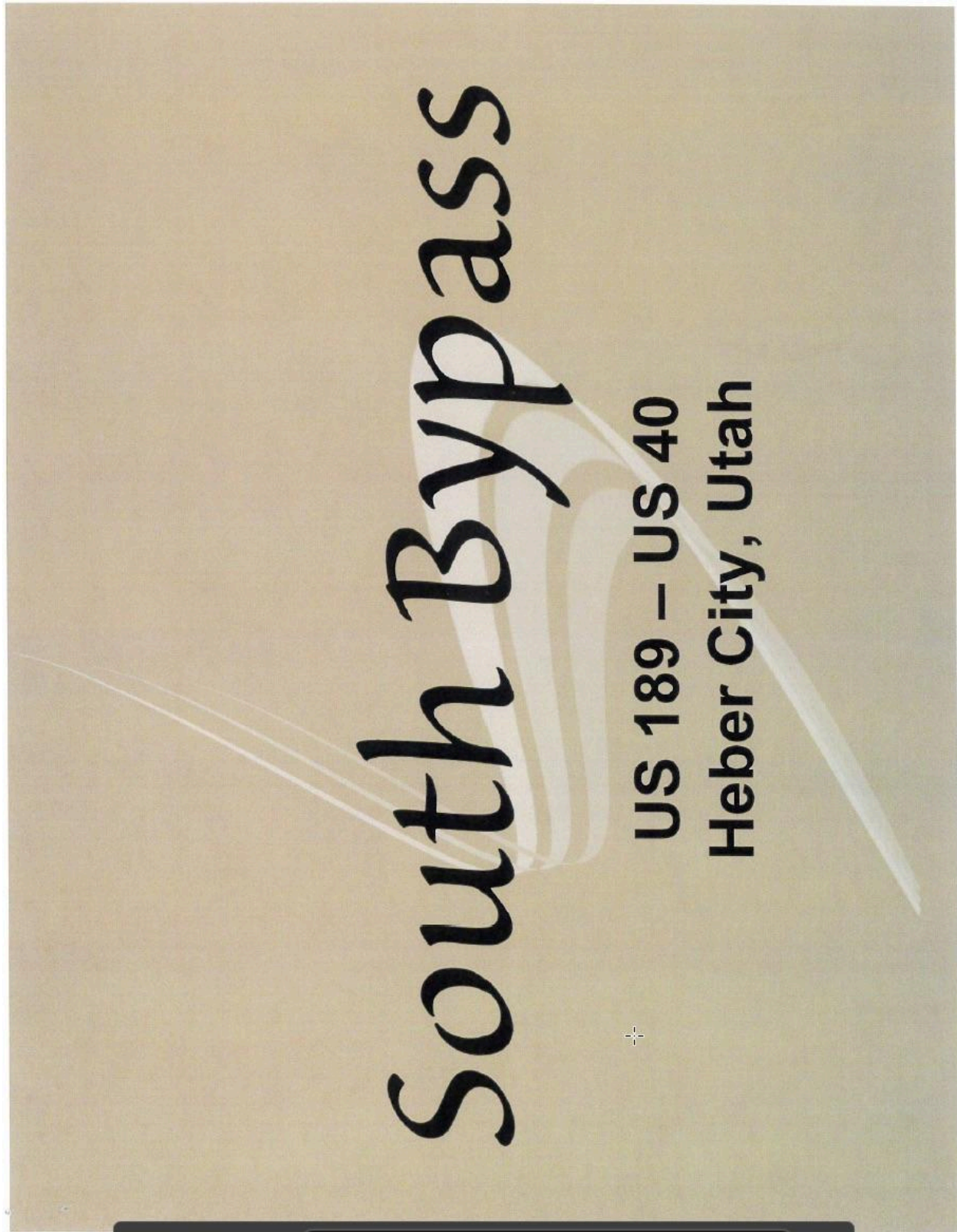


Table 6 (cont): South Bypass Study presentation – 2009

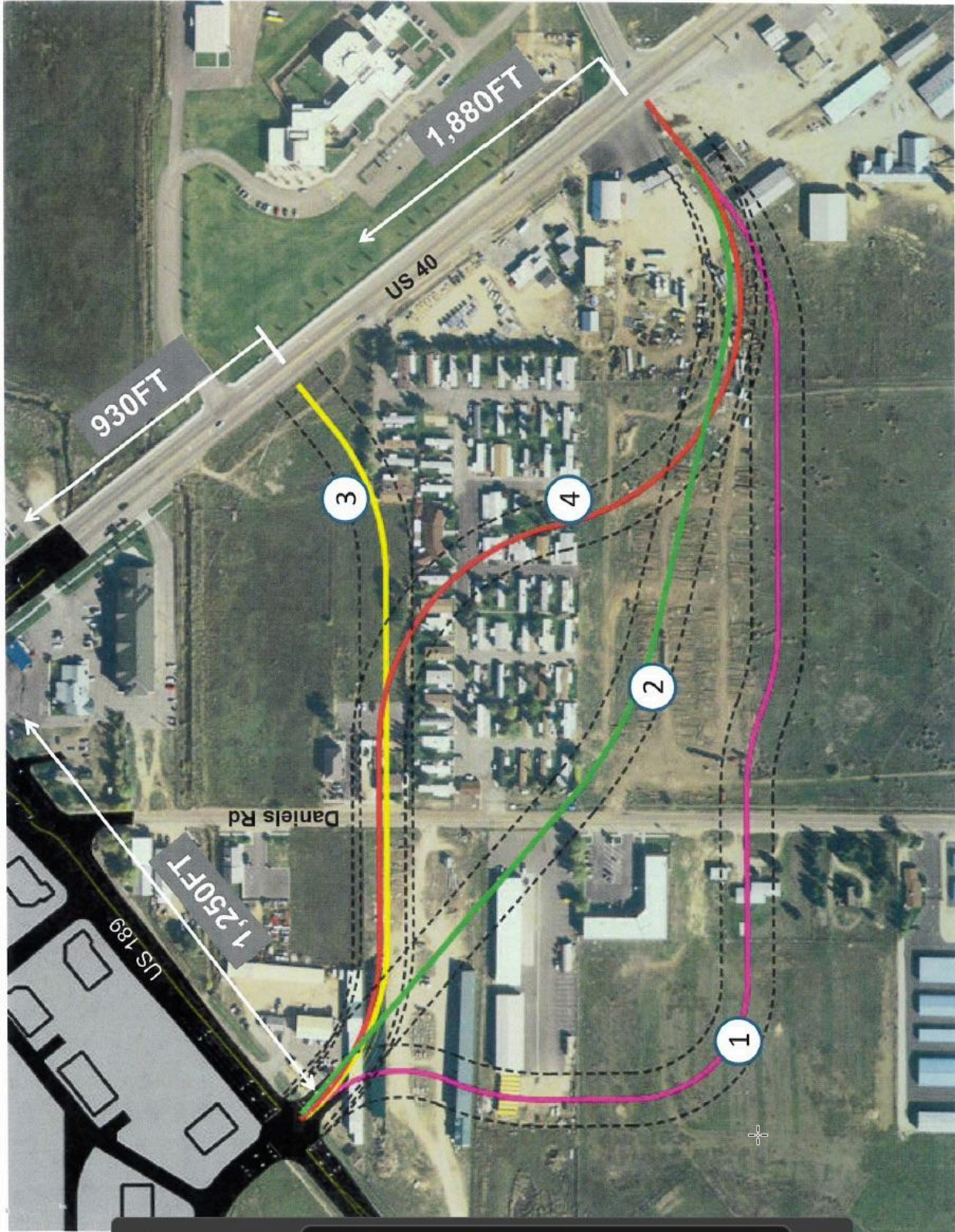
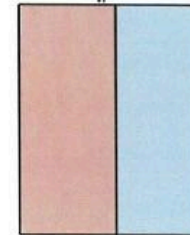


Table 6 (cont): South Bypass Study presentation – 2009

Tabulation of alignment impacts

Alignment	Number of Parcels Effected	Effected SQ.FT	Historic (Section 4f & 6f)	Number of Relocations	Geometry (Consistent with AASHTO)	Runway Protection Zone Impact	Within Recommended Intersection Spacing of 1320'
1 / Purple	10	336,161	NO	5	YES	YES	YES
2 / Green	8	270,235	NO	8	YES	NO*	YES
3 / Yellow	7	179,910	NO	6	YES	NO*	NO
4 / Red	10	288,372	NO	20	YES	NO*	YES

—+—



= WORST (most) IMPACT OUT OF THE FOUR ALIGNMENTS

= LEAST IMPACT OUT OF THE FOUR ALIGNMENTS

* Intersection only

Table 6 (cont): South Bypass Study presentation – 2009

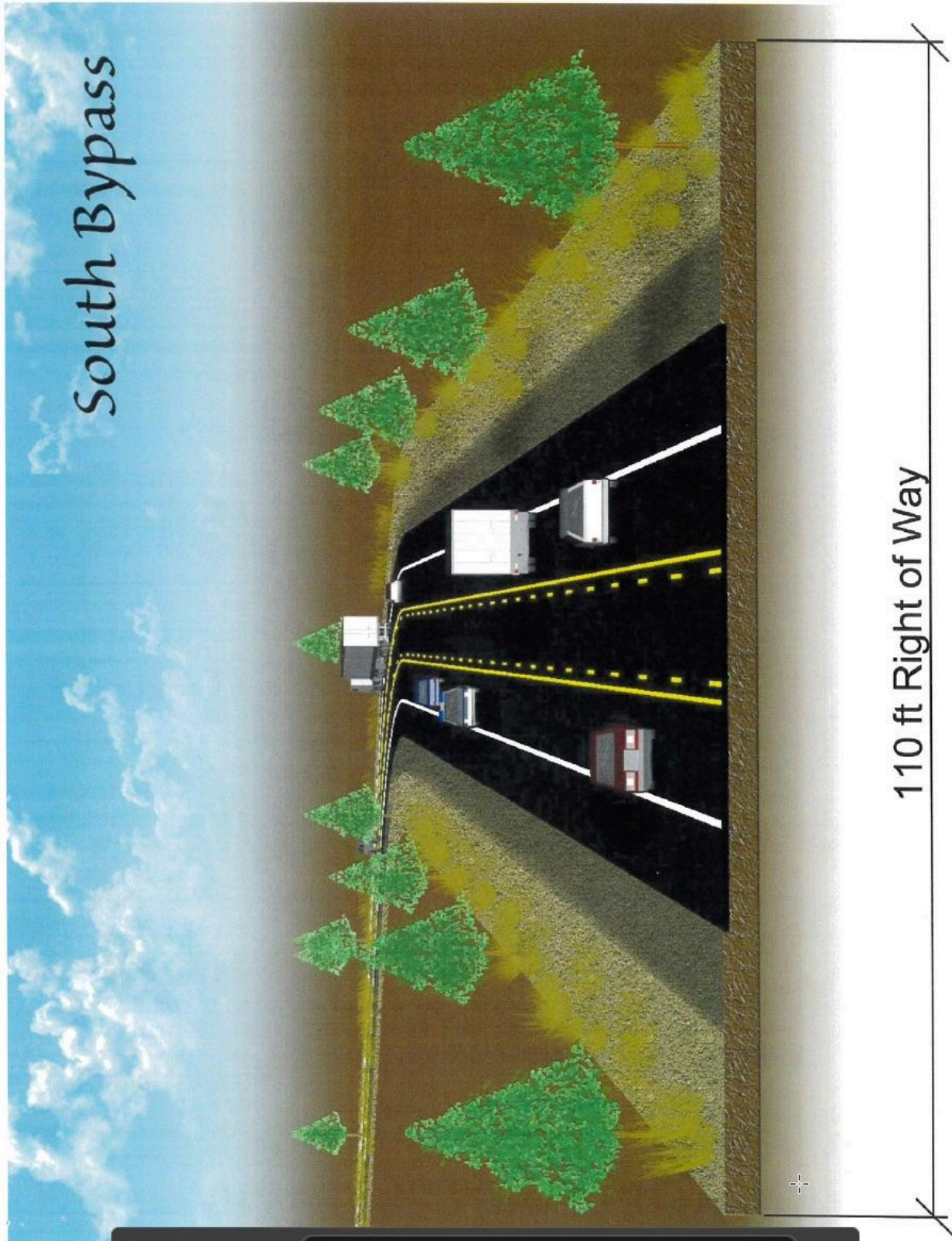



Table 6 (cont): South Bypass Study presentation – 2009



Pedestrian Study Update

PEC analyzed the following to quantify pedestrians:

- Reviewed Data from UDOT, Local Schools, & Bus Garage
- Identified number of students taking the bus and how many students are at each bus stop
- Reviewed Current and Planned Land Use Data
- Waiting for Spring Condition to Conduct on site ped/bike count

Table 6 (cont): South Bypass Study presentation – 2009



Pedestrian Study Update

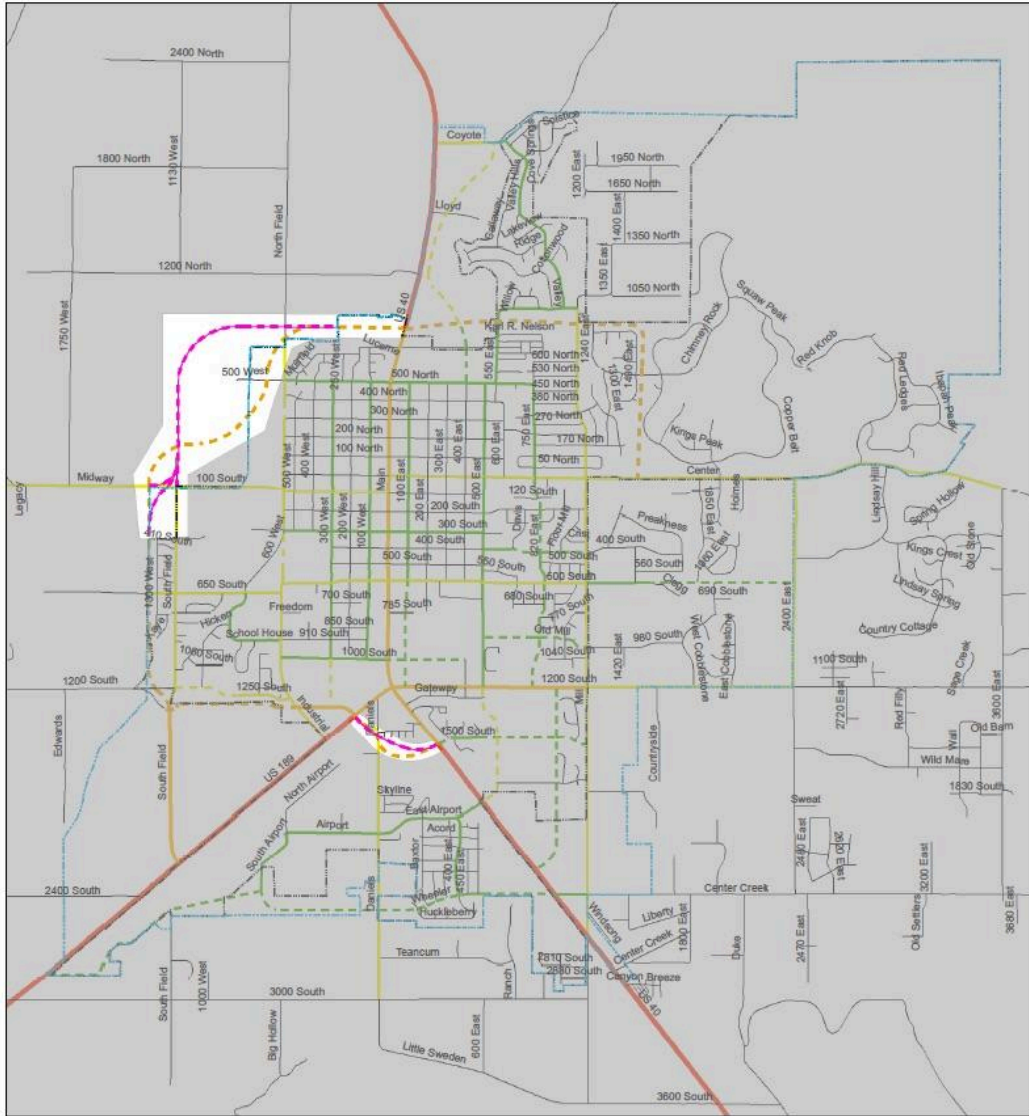
Forecasting/Modeling:

- PEC will use the Spring bike/ped counts and also take into account projected developments and future land uses to forecast trips.

Recommendations at this point:

- Perform another on site bike/ped count once Wal-Mart and the new High School is open to acquire accurate base data for modeling future ped counts.
- During count watch for any J-walking problems that might occur at Daniels road or across US-189
- Install missing links of sidewalk on both sides of US-189

Table 7: Heber City Master Road Plan – April 2010



Heber City Master Road Plan Changes April 2010

This map shows the current and future roads planned for Heber City. Heber City's goals for transportation include, alleviating congestion, improving corridors and improving parking. It is hoped that by creating a complete transportation system these goals will be met. The future roads on this map are planned to create a more efficient circulation system. Although the map shows specific roads, it is not intended to show absolute final alignments.

Legend

- Local
- Minor Collector
- Collector
- Minor Arterial
- Minor Arterial- Bypass (Route Undetermined)
- Minor Arterial- Bypass (City & County Council Adopted)
- Principal Arterial
- Heber City Boundary
- Heber City Annexation Boundary





Table 8: Voter initiative approving open space preservation bonds – Nov. 2018

**Summary Results Report
GENERAL ELECTION
November 6, 2018**

**FINAL RESULTS
As of Nov 14 Canvas
Wasatch County**

LOCAL BALLOT PROPOSITION

Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	6,916	57.80%
AGAINST THE ISSUANCE OF BONDS (NO)	5,050	42.20%
Total Votes Cast	11,966	100.00%

PROPOSITION 10

Vote For 1

	TOTAL	VOTE %
AGAINST	7,001	62.41%
FOR	4,217	37.59%
Total Votes Cast	11,218	100.00%

MIDWAY CITY PROPOSITION LOCAL BALLOT

Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	1,467	54.68%
AGAINST THE ISSUANCE OF BONDS (NO)	1,216	45.32%
Total Votes Cast	2,683	100.00%

OFFICIAL BALLOT PARK CITY BOND

Vote For 1

	TOTAL	VOTE %
AGAINST THE ISSUANCE OF BONDS	2	66.67%
FOR THE ISSUANCE OF BONDS	1	33.33%
Total Votes Cast	3	100.00%



Table 9: Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

**WASATCH COUNTY
RESOLUTION NO. 22-09**

**A RESOLUTION SUBMITTING COMMENTS TO UDOT ON THE HEBER VALLEY
CORRIDOR EIS DRAFT ALTERNATIVE DEVELOPMENT SCREENING REPORT**

WHEREAS, the Wasatch County supports the design and construction of road improvements to reduce traffic congestion on U.S. 40 in Heber City; and,

WHEREAS, the Wasatch County Council desires to raise public awareness of options being explored by UDOT; and,

WHEREAS, the Wasatch County Council desires to submit an official comment during the current comment period on the selection process of alternatives; and,

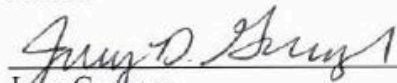
WHEREAS, Wasatch County Council is united in its concern about factors related to three of the options advancing through the screening process; and,

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Wasatch County Council as follows:

The Wasatch County Council submits the attached document (exhibit A) as an official comment to UDOT on the Heber Valley Corridor Environmental Impact Statement.

APPROVED and **PASSED** this 13 day of July, 2022.

Attest:


Joey Granger
Wasatch County Clerk / Auditor

WASATCH COUNTY COUNCIL:


Mark Nelson, Chair
Wasatch County Council

VOTE

Mark Nelson, Chair	<u>Y</u>	
Kendall Crittenden	<u>Y</u>	
Steve Farrell	<u>Y</u>	+
Jeff Wade	<u>—</u>	
Danny Goode	<u>Y</u>	
Marilyn Crittenden	<u>Y</u>	
Spencer Park	<u>—</u>	



Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

EXHIBIT A

Section I: Heber Valley Corridor EIS Draft Alternatives Development and Screening Report Feedback

1. Included in the criteria for the report are the following two directives:

- a. Clean Water Act:
 - i. Wasatch County Feels that the North Fields, specifically the Provo River corridor, qualify as a special aquatic site under the clean water Act.
 - ii. Option WA1 would significantly impact the water flow of properties located on the south and east of the route and affect historic flows into the special aquatic site.
 - iii. Because option WB3 and WB4 discharge into this special aquatic site, both options should account for this adverse impact.
- b. Department of Transportation Section 4(f):
 - i. Wasatch County Feels that the North Fields qualifies as a Historic site of significant value and as such WB3 and WB4 adversely impact this site.
 - ii. The North Fields qualifies for this designation under the grounds that it represents broad patterns of Wasatch County's agricultural heritage and rural character; properties included in the north fields include those of locally significant historical persons; and the North Fields represents a collectively distinguishable entity valued by the public as being of locally significant historical value.

Section II: Wasatch County and Heber City General Plans Protections on the North Fields

- 1. Wasatch County feels that the value the community places on the North Fields and the impacts to that area were not adequately considered in the selection of options WB3 and WB4. Public statements and official documents on the importance of this area are as follows:
 - a. In the Heber City General Plan:
 - i. "Preserve the beautiful open lands that surround us" (pg. 5).
 - ii. Heber shows future land use in the north fields (pg. 18) and shows the north fields as part of the city. The zoning is AP (Agricultural Preservation).
 - iii. "Heber actively works with neighboring communities and the County on strategies to implement the permanent protection of farmlands, natural open spaces and rural character to maintain distinct separation between communities". (GP, Ch. 6 pg. 49)
 - iv. "Maintain open space between Heber and surrounding communities". It is the second most important feature that defines "small town" for Heber residents (according to a recent survey completed as a part of the City's visioning process). Residents want to preserve larger open spaces that provide a rural feel and promote a distinct identity for each community in the Heber Valley. (GP, Ch. 6, pg. 50)
 - v. Promote a Countywide effort to retain the open spaces between communities through such techniques as clustering and agricultural 20-acre lot zoning. (GP Ch. 6, Pg. 51)
 - vi. Consider bonding as an important open space preservation strategy. (GP. Pg. 76)



Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

- vii. Partner with non-profits, such as Utah Open Lands to preserve open space. (GP. Pg. 76)
- viii. Envision Heber City 2050 “Big Ideas”. The number 1 big idea was; “preservation of Open space/rural preservation”. (GP. Pg. 187)
- ix. Envision Heber City 2050 “Big Ideas”. Number 6 big idea was: Small town character by separating towns with open space. (GP. Pg. 199)
- x. Preferred approach to conserving the North Fields? Almost half want to permanently protect the North Fields by purchasing land or development rights, and there’s a lot of support for maintaining 20-acre zoning. (GP. Pg. 13)
- xi. Heber currently enjoys highly visible open spaces. The North Fields provide a strong rural feel when coupled with the mountainside on the east side of US 40. (GP. Pg. 49)

b. In the Wasatch County General Plan

- i. A major impact to the green belt area between Heber City and Midway will be the construction of the Heber City truck route which would allow trucks to bypass Heber City’s Main Street. Care must be taken to see that this road is constructed as close to Heber City as possible. (GP. Ch. 4. Pg. 167)
- ii. 9.1.1 POLICY: Establish the alignment of the Heber City bypass route and oppose proposals that encourage incompatible development within the corridor. (Ch.3, Pg. 6). The alignment was adopted and made part of the GP.
- iii. GOAL: Protect the rural agricultural economy of the County by establishing agricultural operations as a priority use of the land, protect existing and future agricultural operations, and encourage farmers and ranchers to stay on the land.
- iv. Both Heber City and Wasatch County have passed resolutions of support (2007-05 and 06-04 respectively) for the bypass and the bypass alignment shown on Maps 32 and 20A.
- v. 1.1.1 POLICY: Preserve a greenbelt between Heber City and Midway to maintain the agricultural heritage of the area.
- vi. The County should adopt a general sales tax and/or bonding as a way to fund the purchase of development rights or the fee title to land that has been identified as having a public benefit as open space. (Ch. 6 GP)
- vii. The Central Planning Area (North Fields) is highly prized by many local residents of Heber Valley as open space. This area’s scenic value contributes significantly to the real value of all land within the Heber Valley area. Therefore, the following strategies should assist the county in preserving some of this area as open space at the same time providing property owners with a reasonable value for the removal of development rights from their property. (GP. Ch. 4, Pg. 167)
- viii. Land within the Central Planning Area has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for
- ix. he is area should be allowed. (GP. Ch. 4, Pg. 167)
- x. The County should adopt a general sales tax and/or bonding as an additional ways to fund the purchase of development rights and/or fee title to land identified as having a public benefit as open space. (GP. Ch. 4, Pg. 167)



Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

- xi. The preservation of open space in the Central Planning Area will also provide for a desired green belt separation between Heber City and Midway. The Development code should ensure that any development along SR 113 is set well back from the road and the rural character along this road is maintained. (GP. Ch. 4, Pg. 167)
- xii. The Soil Survey of the Heber Valley Area further identifies that many of the soils shown on Map 24 have severe limitations for roads, foundations for dwellings and septic tank absorption field. These severe conditions are a result of the high ground water table and high potential for frost action. While these limitations may be overcome with proper engineering, the cost is considerably higher and should be considered when it comes to the maintenance and operation of a public infrastructure. (GP, Ch. 4, Pg. 153)
- xiii. The physical constraints of the Central Planning (North Fields) Area by themselves will likely ensure that the historical land use pattern for this planning area will largely be maintained. Therefore, as a matter of public policy, the Central Planning Area is to be maintained in its historical land use pattern of open meadows, and river and small stream riparian habitat. The use of this area for housing and other types of development is discouraged due to the physical constraints and the higher costs of providing governmental services. GP. Ch. 4, Pg. 167)
- xiv. Land within the Central Planning Area (North Fields) has been identified as having a public benefit as open space. In this area while development may occur at the underlying zone of one unit per 20 acres if a suitable area can be identified, an increase in transferable density credit for the area should be allowed. (GP. Ch. 4. Pg. 167)



Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022



WASATCH COUNTY, UTAH

Our Vision

Wasatch County is recognized as a desirable destination to live, work and play. **We are dedicated to honoring & protecting the heritage and rural character of our community, and are committed to creating a unique sense of place.**

Our Purpose

In cooperation with the community and local governments, Wasatch County will address public needs, deliver quality services, and provide responsive decisions.

Through thoughtful planning and zoning that manages the impacts of growth, the County strives to balance the preservation of the area's highly valued rural and agricultural character with the promotion of clean and sustainable economic, residential, recreational, and tourism development opportunities.

Our Values

We manage and communicate our affairs in a fiscally sound and transparent manner while enforcing state and county ordinances consistently to promote a sense of trust between the county and its citizens. All county departments and employees are focused on good governance which includes professionalism, respect, ethics, integrity, transparency, and accountability to all of its citizens.

Revised April 2022
Photo: Courtesey of Ryan Rowland

Wasatch County General Plan map 32

Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

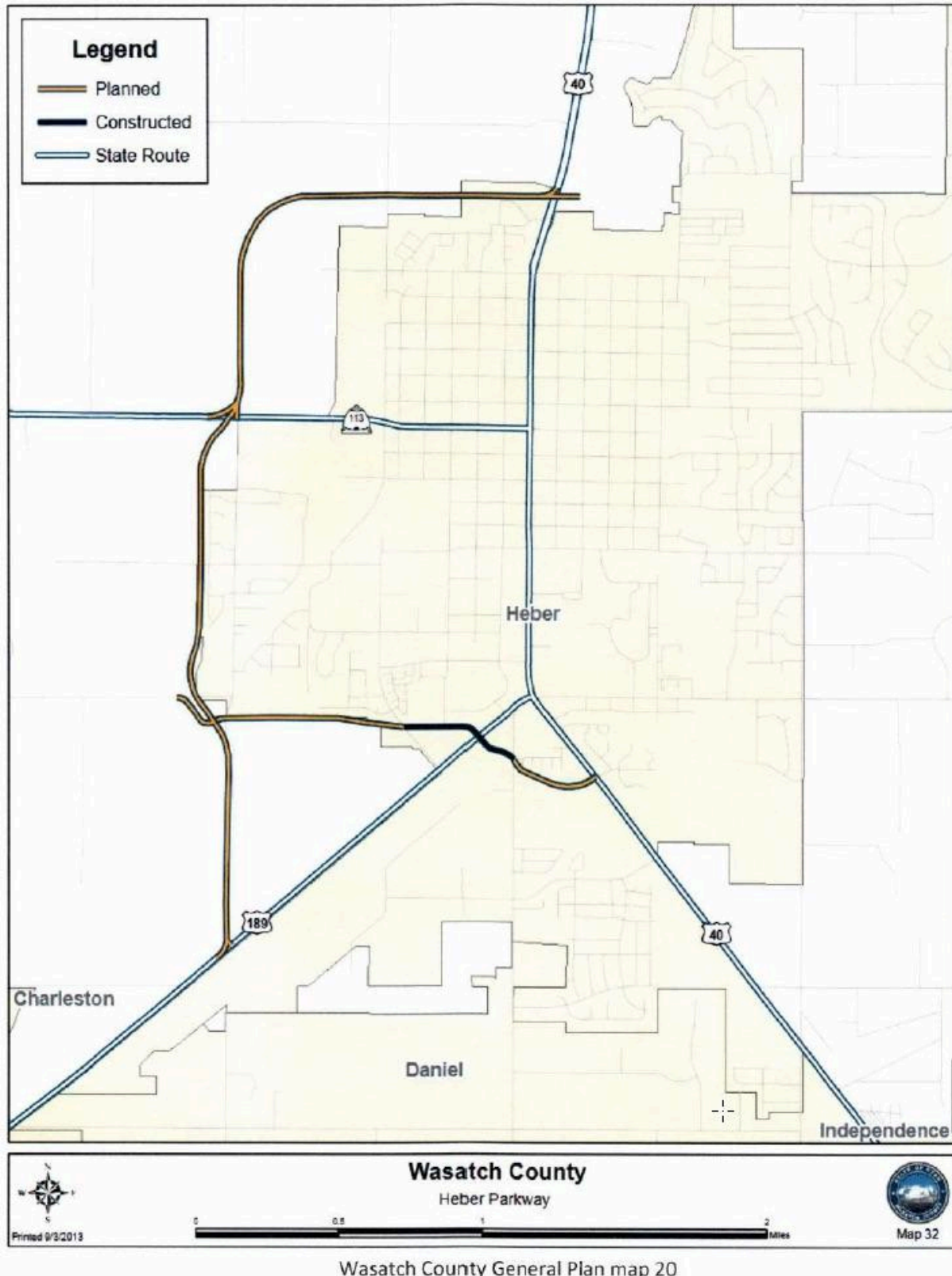


Table 9 (cont): Resolution No. 22-09 comments specifying routes that do not utilize the North Fields – July 2022

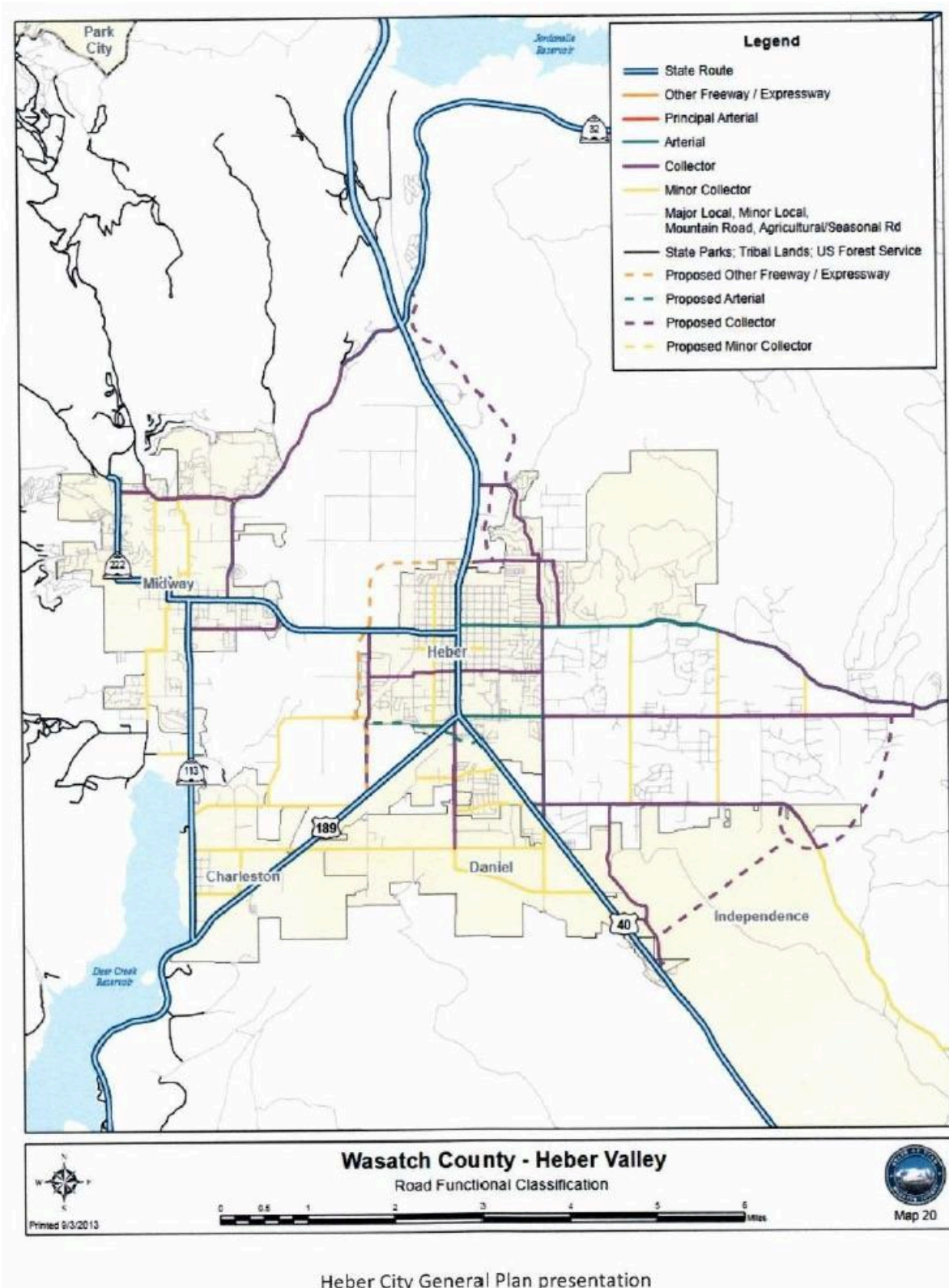




Table 10: Resolution No. 24-03 supporting conservation of the North Fields – May 2024

**WASATCH COUNTY
RESOLUTION NO. 24-03**

**A RESOLUTION SUPPORTING CONSERVATION IN THE NORTH FIELDS AND
HEBER VALLEY EIS BYPASS SUPPORT**

WHEREAS, the Wasatch County supports the design and construction of road improvements to reduce traffic congestion on U.S. 40 in Heber City; and,

WHEREAS, the Wasatch County Council desires to raise public awareness of options being studied by UDOT; and,

WHEREAS, the Wasatch County is aware that UDOT has not yet completed the Draft Environmental Impact Statement Phase of the multi-year process to choose the location and design of the road improvements; and,

WHEREAS, Wasatch County Council is united in its support of some of the Alternative Concepts that are included in the January 16, 2023 Final Alternatives Development and Screening Report; and,


WHEREAS, Wasatch County Council desires to protect the pristine nature of the North Fields and the agricultural character of this area, as demonstrated by the voter approval of open space bonds in 2018 and adoption of agricultural protection areas in 2022; and,

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Wasatch County Council as follows:


The Wasatch County Council is actively pursuing means to responsibly preserve the rural character of our community through perpetual conservation easements and supports the improvement of transportation alternatives through the Heber Valley EIS process. Wasatch County believes that both priorities can be simultaneously achieved and is willing to continue to work with all parties to accomplish these outcomes.

APPROVED and PASSED this 15 day of May, 2024.

Attest:


Joey Granger
Wasatch County Clerk / Auditor

WASATCH COUNTY COUNCIL:


Spencer Park, Chair
Wasatch County Council

VOTE

Spencer Park , Chair	<u>Y</u>
Kendall Crittenden	<u>Y</u>
Steve Farrell	<u>Y</u>
Karl McMillan	<u>Y</u>
Erik Rowland	<u>Y</u>
Luke Searle	<u>Y</u>
Spencer Park	<u>Y</u>

Heber Valley Corridor EIS

Joint City/County Response Letter

Key Message

Realign Route B to run parallel to existing US-40, coupled with stronger pedestrian mobility emphasis, as the most responsible long-term solutions for the Heber Valley Corridor.

Purpose & Context

What this presentation covers

- Summary of joint City/County position on the Draft EIS
- Key issues raised for final route selection and legal durability
- Requested actions/analyses for the Final EIS and subsequent permitting
- Recommended next steps for structured collaboration with UDOT and landowners

Ground rules / tone

- Recognize the regional importance of improving safety, mobility, and redundancy
- Focus on prevention of irreversible resource impacts (water, open space, historic landscapes)
- Seek a selection that is defensible under state and federal frameworks
- Maintain a partnership and provide concrete, actionable requests

Community Priorities

The joint response emphasizes outcomes that protect long-term community assets and reduce legal/permit risk:

Drinking water & aquifer protection

Class 1A groundwater / DWSP zones

Historic & agricultural cultural landscape

Section 106 / Section 4(f) integrity

Voter-mandated open space

Conservation easements & North Fields

Aquatic resources & 404/LEDPA

Permit-ready alternatives record

Working lands viability

FPPA / parcel continuity / irrigation

Local connectivity & walkability

Road closures, emergency response, pedestrian safety

Recommendation: Realign Route B Parallel to US-40

Rationale: consolidate improvements within an established corridor; reduce expansion into new recharge and open-space areas; and improve long-term compatibility with local plans.



Supporting Documents

Table 1: Proposed parallel alignment of Route B along US-40



11

What this accomplishes

- Limits footprint in sensitive recharge areas
- Avoids a “second barrier corridor” across the valley
- Reduces fragmentation of working lands and open space
- Keeps future design refinements within an established corridor context

Table 1: Proposed parallel alignment concept

1) Water Quality: Class 1A Aquifer & Drinking Water Standards

Concern

- Class 1A (Pristine) groundwater resources require preventive protection.
- Expanded roadway footprint in recharge areas increases exposure to stormwater infiltration, de-icing chemicals, long-term pollutant migration, and spill risk.
- A parallel-to-US-40 Route B concept is intended to limit expansion into new recharge areas.

Requested Actions for Final EIS

- Route-specific recharge/vulnerability narrative + GIS map set (incl. DWSP zones).
- Multi-decade chloride/TDS loading projections beyond the design year.
- Groundwater monitoring commitments (locations, frequency, thresholds, corrective actions).
- Transparent comparison showing Route B realignment does not increase degradation risk vs. Route A.

Bottom Line

Protecting drinking water resources is a top priority. The response argues the currently proposed Route B carries the highest practicable groundwater risk unless realigned closer to US-40.

Reference frameworks mentioned

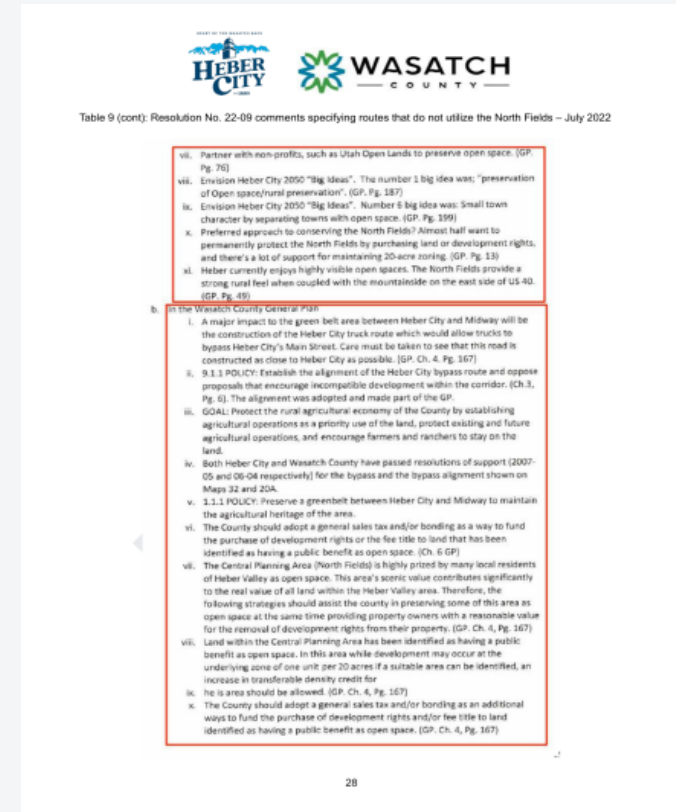
- Utah Admin Code R317-6 (Class 1A)
- DWSP zones (R309-600)
- Potential future compliance (§19-4-113)

2) Historic Preservation: North Fields as Cultural Landscape

Key concern: Route B introduces a new limited-access corridor through intact rural/agricultural landscapes, increasing “setting-based” adverse effects risk.

Key Points

- Yes – there are historic impacts under Route A
- Under Section 106 extends beyond demolition of physical buildings.
- North Fields is an agricultural cultural landscape / historic district.
- Concerned the EIS is overly structure-focused –Under Section 4(f), evaluation must also consider:
 - Historic agricultural landscapes
 - Irrigation networks
 - Rural farm context and continuity



Example: prior City/County planning language on North Fields (Resolution 22-09 exhibit)

3) Open Space & Conservation Easements (Voter Mandate)

Key Points

- Open space preservation is voter-mandated;
- The proposed Route B complicates easement design/stewardship and chills participation.
- A parallel-to-US-40 concept aligns better with conservation strategy by reinforcing an existing corridor footprint.

Compatibility Checklist

- Protect scenic viewsheds and rural character
- Maintain wildlife movement corridors where feasible
- Avoid creating a new east–west barrier spine
- Support long-term agricultural identity and heritage

Table 8: Voter initiative approving open space preservation bonds – Nov. 2018

Summary Results Report
GENERAL ELECTION
November 6, 2018

FINAL RESULTS
As of Nov 14 Canvass
Wasatch County

LOCAL BALLOT PROPOSITION
 Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	5,974	57.80%
AGAINST THE ISSUANCE OF BONDS (NO)	4,396	42.20%
Total Votes Cast	11,966	100.00%

PROPOSITION 10
 Vote For 1

	TOTAL	VOTE %
AGAINST	7,801	62.41%
FOR	4,217	37.59%
Total Votes Cast	11,218	100.00%

MIDWAY CITY PROPOSITION LOCAL BALLOT
 Vote For 1

	TOTAL	VOTE %
FOR THE ISSUANCE OF BONDS (YES)	1,467	64.68%
AGAINST THE ISSUANCE OF BONDS (NO)	774	43.32%
Total Votes Cast	2,883	100.00%

OFFICIAL BALLOT PARK CITY BOND
 Vote For 1

	TOTAL	VOTE %
AGAINST THE ISSUANCE OF BONDS	2	66.67%
FOR THE ISSUANCE OF BONDS	1	33.33%
Total Votes Cast	3	100.00%

25

2018 open space bond vote (Wasatch County)

4) Aquatic Resources: Clean Water Act §404 & LEDPA

The response requests a clearer, permit-ready §404(b)(1) alternatives record supporting the Least Environmentally Damaging Practicable Alternative (LEDPA) conclusion.

Clarify the LEDPA record

- What was evaluated to avoid/minimize aquatic impacts?
“no discharge...shall be permitted if there is a practicable alternative...which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences.”
- Quantified support for “other significant adverse consequences.”
- Status of USACE coordination + what will constitute the permit record.

Requested deliverables

- Acknowledge ongoing local coordination efforts.
- Explicitly identify the tables/GIS layers/reports to be submitted to USACE for the §404 permit decision.
- Document how any “parallel-to-B” refinement concepts will be screened and recorded for permitting materials.

5) Working Lands: Farmland Viability & FPPA Considerations

Why this matters

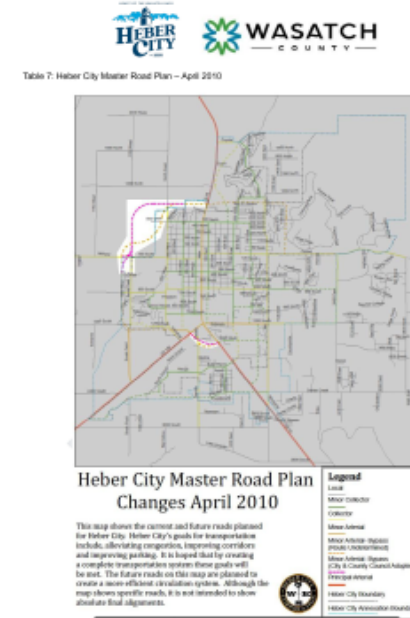
- Agricultural viability depends on contiguous parcels, irrigation systems, equipment crossings, and predictable access.
- The proposed Route B splits parcels, increase operational inefficiency, and induce growth pressure near interchanges.

Requested Commitments

- Keep acquired agricultural land in active AG use where practicable (leases/cooperative agreements).
- Coordinate on identifying suitable agricultural lands for applicable 2:1 mitigation.
- Minimize remnant parcels and corridor-induced fragmentation impacts.

Design Focus Areas

- Equipment crossings and turning movements
- Irrigation canal/ditch continuity
- Access spacing and predictable farm operations
- Avoidance/minimization within a consolidated corridor



6) Consolidate Infrastructure Within an Existing Corridor

Parallel-to-US-40 Route B concept

- Builds on an existing transportation footprint
- Avoids creating a second barrier corridor
- Limits geographic spread of infrastructure
- Aligns with adopted City/County land-use priorities
- Aligns with voter-mandated open space preservation

Supporting maps (examples)



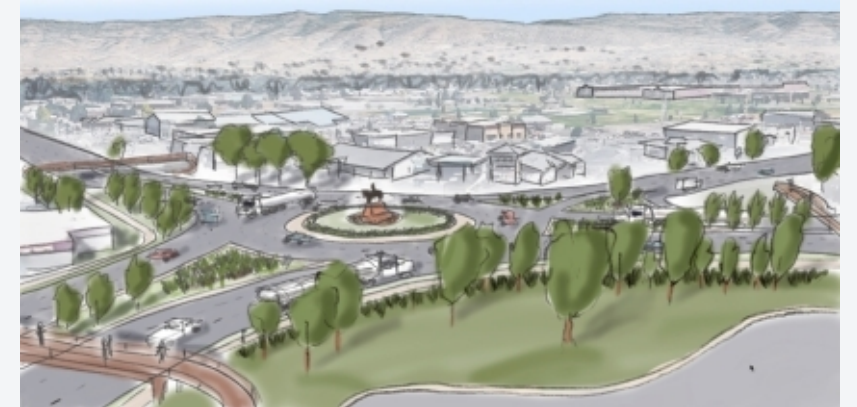
2000 joint letter (map) • 2000 RPO map • County General Plan map excerpts

7) Local Connectivity: Road Closures, Access Consolidation & Overpasses

Concern: the cumulative effect of closures and limited crossing opportunities may increase travel burden for agriculture, reduce redundancy, and concentrate traffic at fewer high-speed nodes.

Requested Clarifications and Analysis

- Side-by-side matrix of every public road, private access, and agricultural crossing affected (closures/relocations/grade separations).
- Quantified travel-distance impacts for agricultural equipment from eliminating at-grade crossings.
- Farm equipment turning movement evaluation and operational feasibility of overpass locations.
- Emergency response modeling for response time and route redundancy impacts.
- Before/after connectivity mapping showing redistributed local traffic patterns.
- Documentation of alternative design configurations that have been evaluated (roundabouts, partial separation, reduced speeds, context-sensitive solutions).



Roundabout concept at Main St and 1200 S, northeast view – Credit: Lythgoe Design Group

8) Pedestrian Safety, Walkability & Community Connectivity

What is Being Requested

- Greater emphasis on pedestrian safety and walkability.
- Comparative pedestrian safety & connectivity analysis for all routes (exposure/crossing safety metrics).
- Detailed assessment of pedestrian conditions near the historic town center.
- Evaluation of interchange designs on crossing feasibility and pedestrian continuity.
- A commitments framework ensuring pedestrian infrastructure meets or exceeds safety best practices.



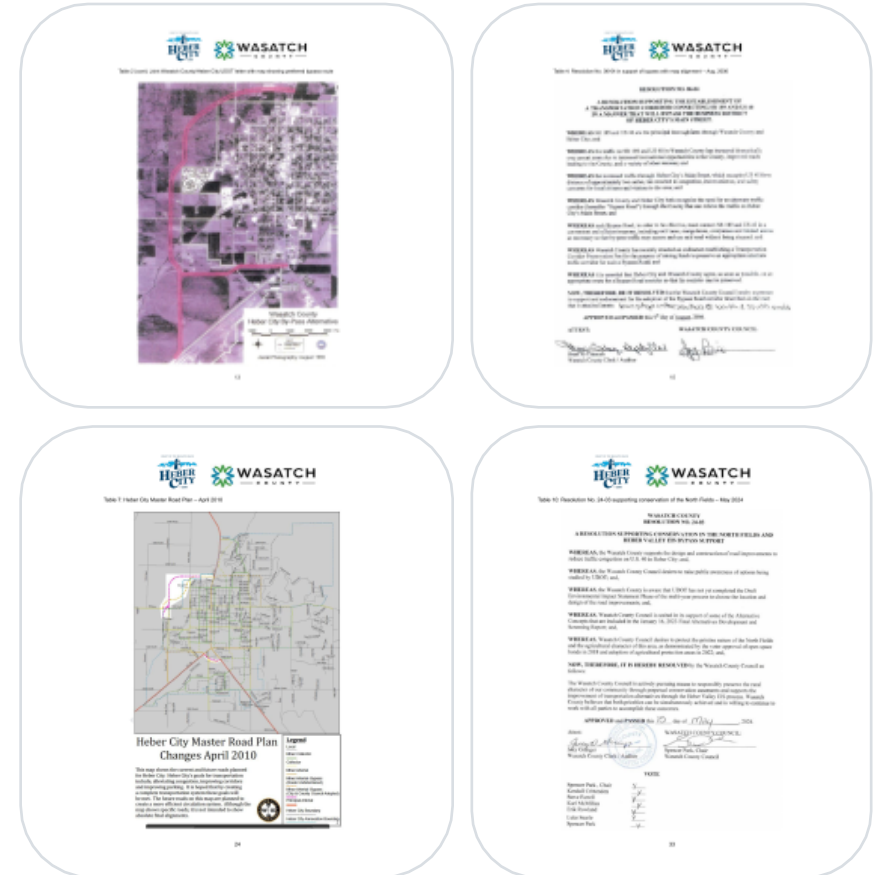
Elevated Pedestrian Walkway at Main Street – Credit: Lythgoe Design Group

Supporting Record: Long-Standing Direction on the North Fields

The letter cites a consistent, multi-decade policy record favoring bypass concepts that avoid the North Fields and support open-space preservation.

- 2000 Joint letter + RPO bypass maps
- 2006–07 City/County resolutions supporting bypass alignment
- 2009–10 South Bypass study + Master Road Plan
- 2018 Open Space Bond approved by voters
- 2022 Resolution comments: avoid North Fields
- 2024 Resolution supporting North Fields conservation

Selected supporting documents (thumbnails)



Requested Next Steps: Collaboration & Refinement

Near-term Process Requested

- Acknowledge ongoing local coordination with landowners affected by a proposed Route B running in parallel to US-40.
- Define a clear schedule for structured work sessions (UDOT + City + County + landowners).
- Describe how “parallel-to-B” refinement concepts will be screened and documented (aquatic impacts, practicability, avoidance/minimization).
- Ensure documentation is suitable for NEPA administrative record and future §404 permitting materials.

Outcome goal

A corridor selection that is legally durable, environmentally responsible, and reflective of community values — while meeting the project purpose and need.

Closing Summary

Recommendation

Realign Route B to run parallel to existing US-40, coupled with stronger pedestrian mobility emphasis, as the most responsible long-term solution for the Heber Valley.

Alignment with stated priorities

- Consolidate within an established corridor
- Protect groundwater and drinking water sources
- Reduce cultural landscape fragmentation risk
- Support voter-mandated open space priorities
- Strengthen §404/LEDPA transparency and permit readiness
- Improve pedestrian safety and community connectivity

Thank you

Questions / discussion

Heber City Council
Wasatch County Council

Appendix: supporting letter and exhibits are in the attached PDF.



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Heber City's America 250 Monument Proposal
RESPONSIBLE: Matt Brower
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

During the Council's annual retreat held in January, an item was added to the Council's Action Register to establish a monument celebrating the Semiquincentennial (250th anniversary) of the adoption of the Declaration of Independence. Mayor Franco and several Council members expressed a formal desire to have the monument completed and unveiled by July 4, 2026, to coincide with the national celebration. Muirfield Park was identified as a preferred location for the monument. Utilizing AI-assisted design, staff developed three distinct alternatives for review. Since the February 17th council meeting when this item was last discussed, staff has generated a new AI-assisted design, with the input of Council member Murdock, and several site recommendations. Staff is seeking Council direction regarding the final site selection and preferred design.

RECOMMENDATION

Staff is seeking Council direction regarding the final site selection and preferred design.

BACKGROUND

Muirfield Park was mentioned at council's retreat as a possible site for the monument. Several other locations have been suggested by staff and members of the public, including: PD grass area; the area adjacent to the Main Stage on the north side of the city park; near the 2002 Olympic memorial at the Tabernacle building; the traffic island located on the south side of town on the north-west corner of the Hub intersection (near Les Schwab Tire store); new roundabout on Lewis Lane; and Jordan Park.



DISCUSSION





FISCAL IMPACT

Unable to determine until site design and location are finalized. Its anticipated that a majority of the work will be undertaken by Public Works staff.

CONCLUSION

ALTERNATIVES

1. Approve as proposed
2. Approve as amended
3. Continue
4. Deny

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve the item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member:

EXHIBITS

None



Project Proposal

March 3, 2026



Purpose

In 2026, the United States celebrates its 250th anniversary. This proposal outlines a meaningful way for the Heber Leadership Academy to support Heber City’s celebration of this once-in-a-generation milestone while creating a permanent local legacy.

Heber City Geocache Scavenger Hunt

- o A family-friendly program highlighting eight historically or culturally significant locations.

How It Works

- o First 1,776 participants receive a commemorative passport
- o Participants use a geocaching app to locate eight designated sites
- o Each site includes a passport stamp and a brief historical context
- o Completed passports earn a commemorative coin (first 1,776)

Proposed Locations

- o Daughters of the Utah Pioneers Museum
- o Fort Heber Corner Marker
- o Chief Tabby-To-Kwanah’s grave site
- o Wasatch County Library
- o Heber Valley Canals
- o Heber Valley Railroad
- o Heber City Tabernacle
- o Coyote Springs Park

Funding Request

Item	Estimated Cost
8 Geocache Installations	~\$1,000
Printing	~\$2,500
Completion Tokens	~\$2,000
Contingency	~\$500
Estimated Total	~\$6,000

Creating a permanent legacy while bringing the community together to celebrate America 250 in Heber City.

Project Proposal.

MARCH 3
2026



AMERICA



UTAH

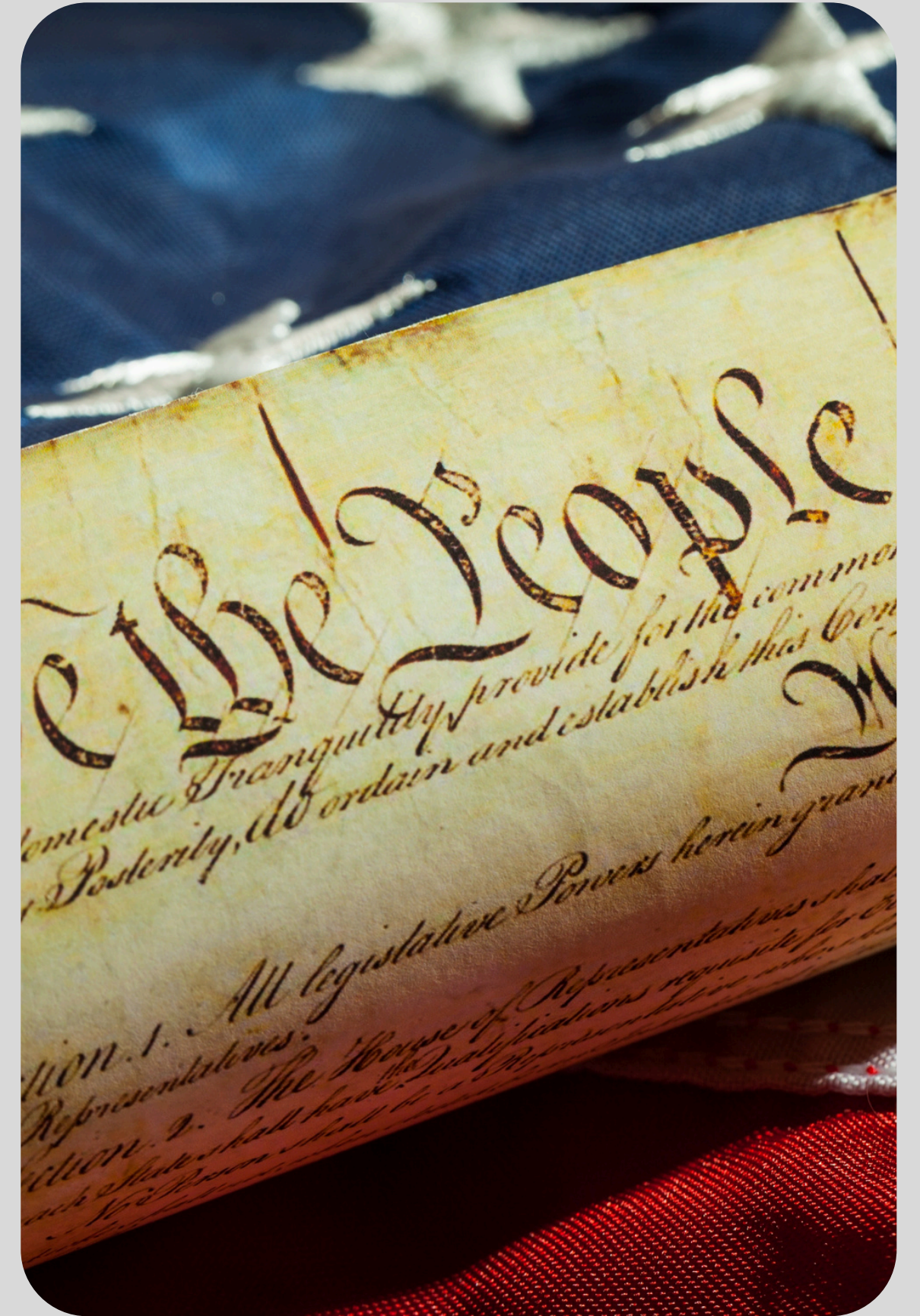
HEBER CITY

Celebrating America 250 in Heber City

- In 2026, our nation celebrates its 250th anniversary.
- This is a once-in-a-generation opportunity.
- Heber Leadership Academy would like Heber City to be part of that national celebration in a meaningful, lasting way.

Our project combines:

- Permanent commemoration
- Local history education
- Community engagement
- Civic pride
- Alignment with America 250
- Tourism activation



Geocaching Scavenger Hunt

- Interactive, family-friendly experience
- Highlights 8 historically or culturally significant locations in Heber City
- Encourages exploration and education

Geocache Locations & Themes

- Fort Heber - Arrival & Survival
- Heber Valley Canals - Water & Ingenuity
- Chief Tabby-To-Kwanah's grave site - Peace & Cooperation
- Daughters of the Utah Pioneers Museum - Community Identity
- Wasatch County Library - Knowledge & Freedom
- Heber Valley Railroad - Growth & Connection
- Coyote Springs Park - Agricultural Life
- Heber City Tabernacle - Government & Patriotism



How the Scavenger Hunt Works

www.geocaching.com

Passport

First 1,776 participants receive a commemorative passport from the Heber Valley Visitor Center.



Hunt

Using the geocaching app, participants locate 8 designated sites. Each location includes a rubbing plate to emboss their passport. Within the app, is a photo & brief description of why the site is significant to Heber City.



Token

After finding all 8 caches, participants return with their completed passport to the Heber Valley Visitor Center. First 1776, receive a commemorative coin.



Funding Request



Geocache Sites: 8 Permanent Installations	~\$1,000
Printing	~\$2,500
Completion Tokens	~\$2,000
Contingency	~\$500
Estimated Total	~\$6,000



AMERICA



UTAH

HEBER CITY

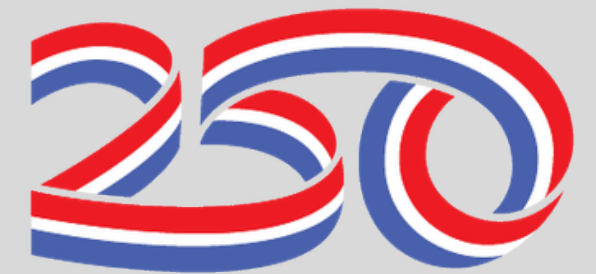
Creating a permanent legacy while bringing our community together to celebrate America 250 in Heber City.

Project Proposal.

MARCH 3
2026



AMERICA



UTAH

HEBER CITY

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Funding Request



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AMERICA



UTAH

HEBER CITY

Creating a permanent legacy while bringing our community together to celebrate America 250 in Heber City.



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Proposed Changes to Sawmill Phase 6 & 8
RESPONSIBLE: Jamie Baron
DEPARTMENT: Planning
STRATEGIC RELEVANCE: Community and Economic Development

SUMMARY

Ryan Poleman is the owner of Sawmill Phases 6 and 8. He is seeking feedback from the Council on a potential change of layout for phases 6 and 8. The change would require a MDA amendment.

RECOMMENDATION

Staff and the property owner are seeking feedback from the council on a potential development agreement amendment.

BACKGROUND

The Sawmill Development was originally approved in 2018. Since the original approval, there have been multiple changes. The most applicable change was in 2021 where the master plan layout was amended to accommodate a 10 acre school site for Wasatch County School District. Since this change, phase 8 and 6 have received preliminary and final plat approval. The property owner is looking at potentially changing the layouts of the said phases to respond to the housing market.

DISCUSSION

Current Layout vs New Layout

Key Changes

1. Transfers 42 Condo units to Town Home Units
2. Reduces overall units by 2 units
3. Changes town homes from 3 stories to 2 stories
4. Changes the 17 10-plex stacked flats buildings to 7 18-plex stacked flat buildings
5. Increases open space by .31 acres
6. Moves 3 story buildings farther from Medical Way
7. Lines Medical Way with Town Homes

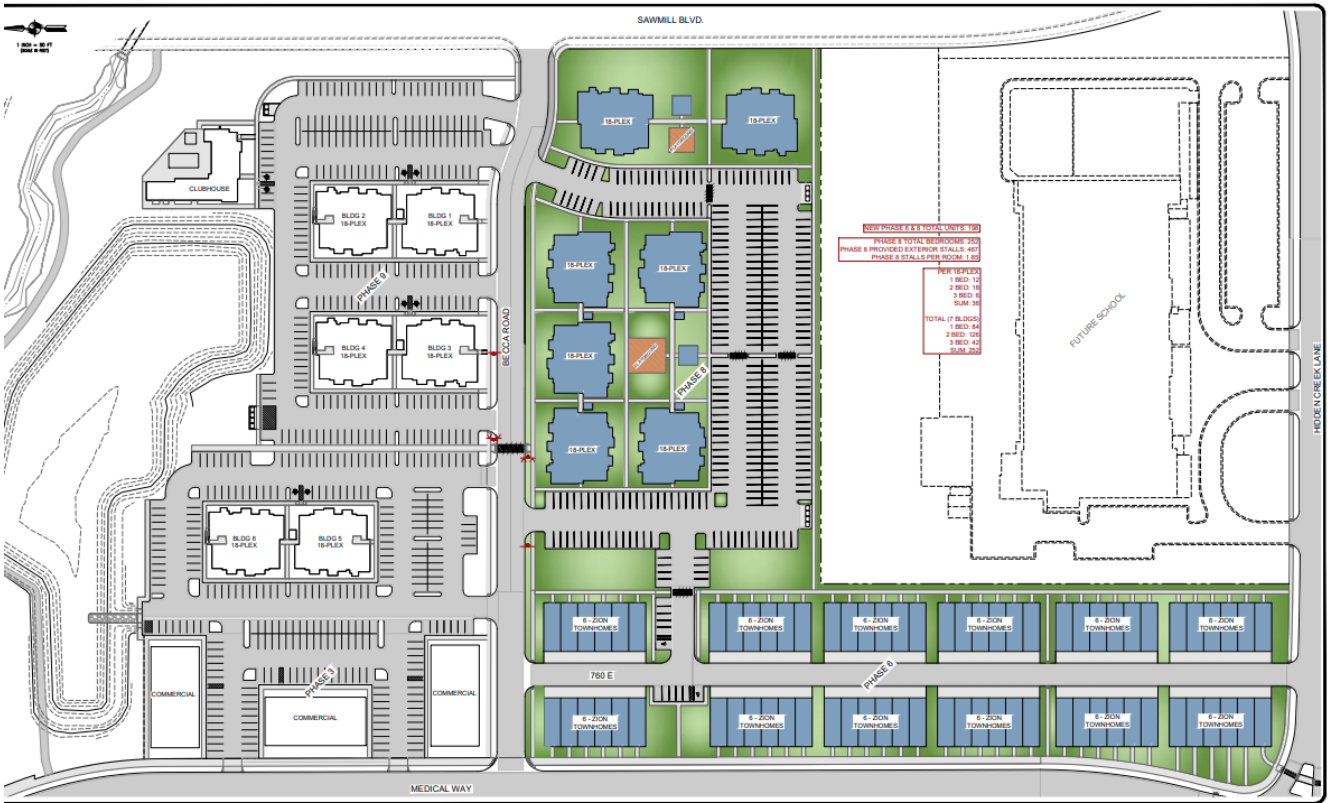
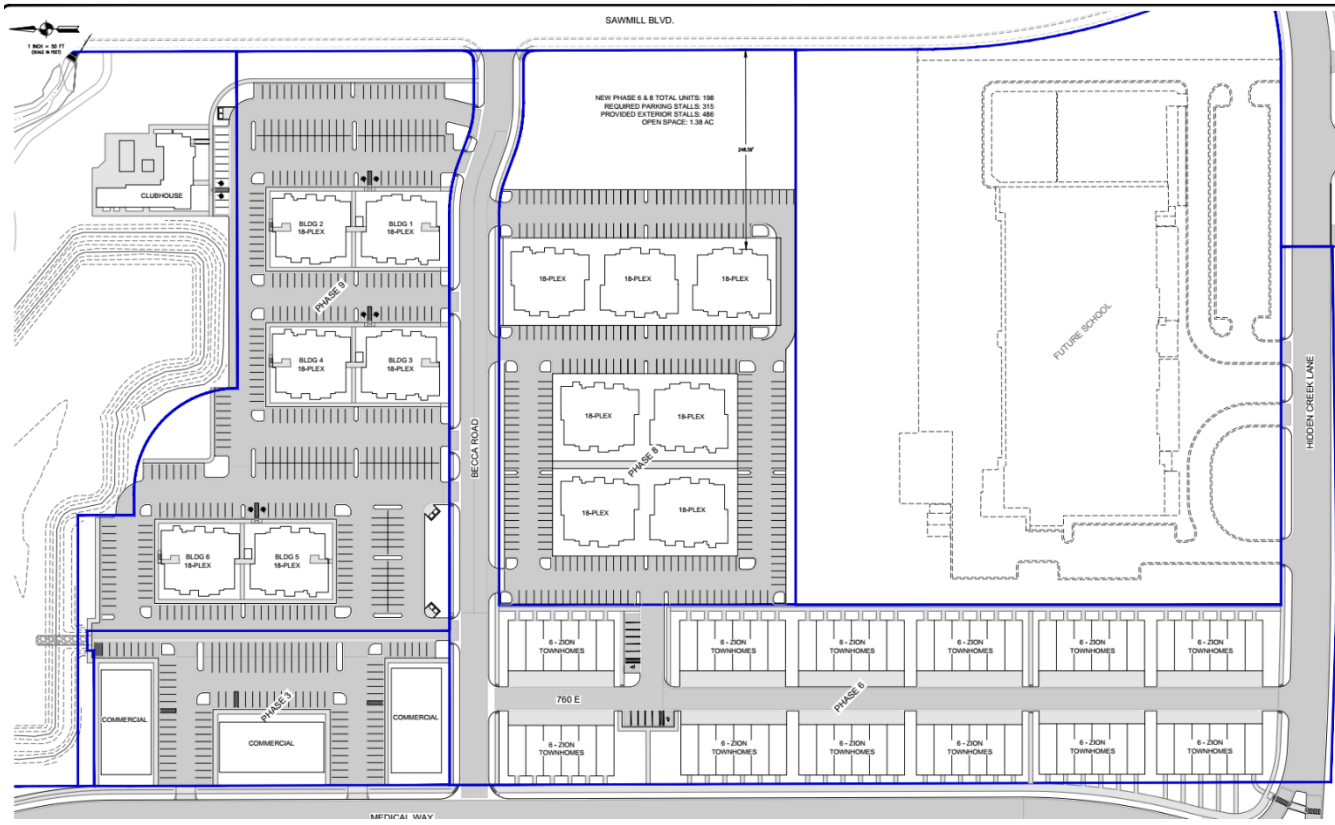
OLD PHASE 8 & 9 APPROVED LAYOUT

	BUILDINGSUNITS		FOOTPRINT (SF)
TOWNHOMES (6-UNIT / 6600 SF)	5	30	33000
STACKED FLATS (10-UNIT / 6230 SF)	17	170	105910
TOTAL	22	200	138910
NORTHEAST OPEN SPACE	46960	SF	
	1.08	AC	
BUILDING DISTANCE FROM SAWMILL BLVD	132	FT	

NEW PHASE 8 & 9 CONCEPTUAL LAYOUT

	BUILDINGSUNITS		FOOTPRINT (SF)
TOWNHOMES (6-UNITS / 8316 SF)	12	72	99792
STACKED FLATS (18-UNITS / 7130 SF)	7	126	50897
TOTAL	19	198	150689
NORTHEAST OPEN SPACE	60172	SF	
	1.38	AC	
BUILDING DISTANCE FROM SAWMILL BLVD	246	FT	

Initially, the proposed layout clustered the 18 Plex buildings with parking all around. This version has pulled the building to the streets and placed parking in the rear and placed more open space around the buildings.



FISCAL IMPACT

N/A

CONCLUSION

Ryan Poleman is the owner of Sawmill Phases 6 and 8. He is seeking feedback from the Council on a potential change of layout for phases 6 and 8 to address the housing market. This change would result in 2 less units, more town homes, less stacked flat buildings, 18-plex buildings.

ALTERNATIVES

Not an Action Item

POTENTIAL MOTIONS

Not an Action Item

ACCOUNTABILITY

Department: Planning
Staff member: Jamie Baron, Planning Manager

EXHIBITS

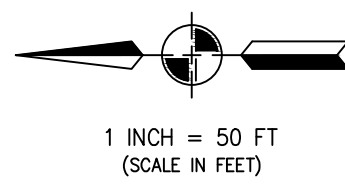
1. Current 10 Plex Elevations
2. 18 Plex Elevations 1
3. 18 Plex Elevations2
4. 18 Plex Elevations 3
5. C18-030 SAWMILL 6 & 8 - NEW LAYOUT CONCEPT_260225



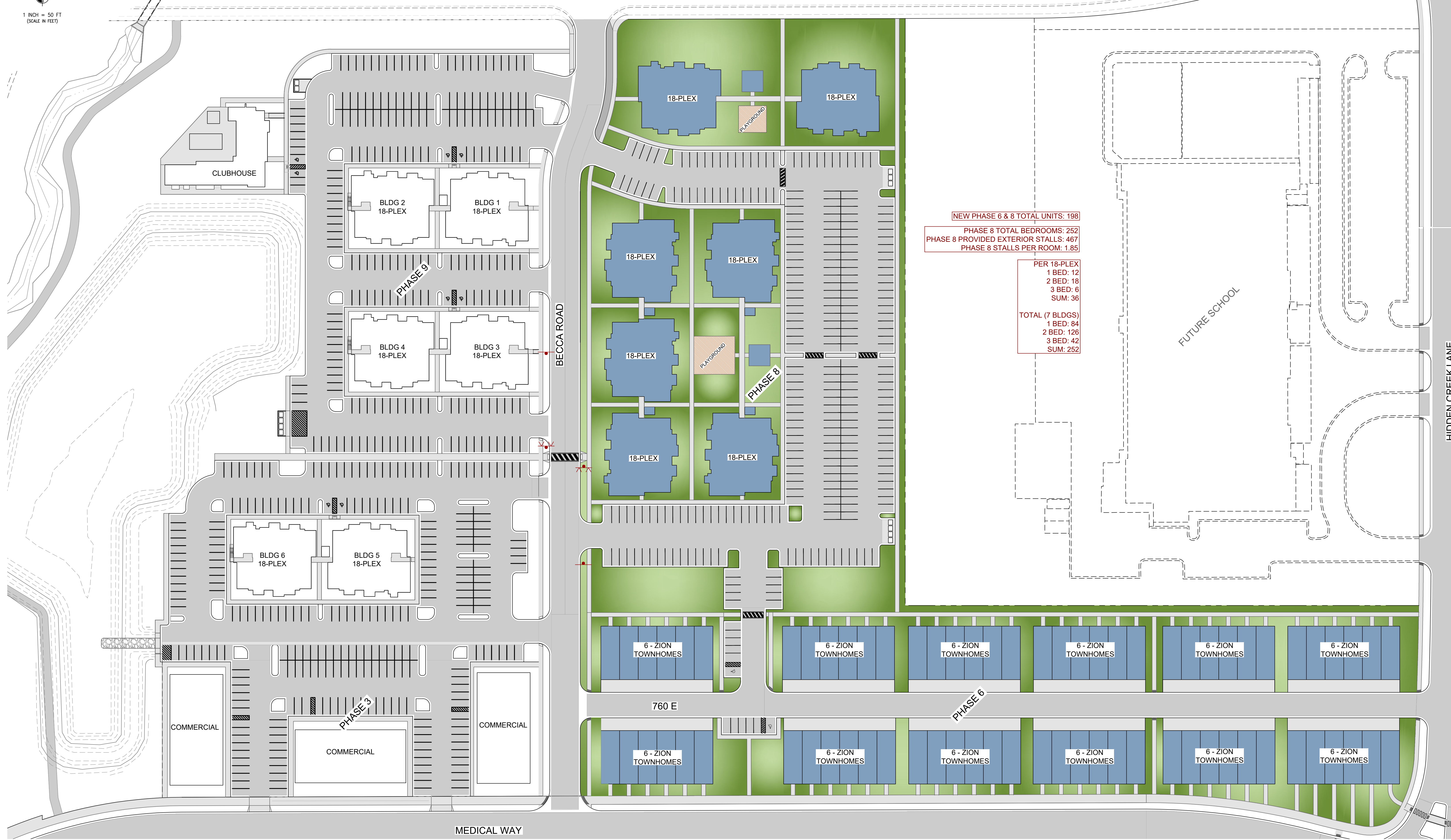








SAWMILL BLVD.



NEW PHASE 6 & 8 TOTAL UNITS: 198

PHASE 8 TOTAL BEDROOMS: 252
 PHASE 8 PROVIDED EXTERIOR STALLS: 467
 PHASE 8 STALLS PER ROOM: 1.85

PER 18-PLEX
 1 BED: 12
 2 BED: 18
 3 BED: 6
 SUM: 36

TOTAL (7 BLDGS)
 1 BED: 84
 2 BED: 126
 3 BED: 42
 SUM: 252

2/25/2026 E:\2026\PROJECTS\CURRENT PROJECTS\C18-030 Sawmill Master Working Files\Drawings\C18-030 SAWMILL 6 & 8 - LAYOUT CONCEPT.dwg

PROJECT C18-030	PREPARED FOR HEBER CITY
SHEET 1 OF 2	PROJECT SAWMILL SUBDIVISION

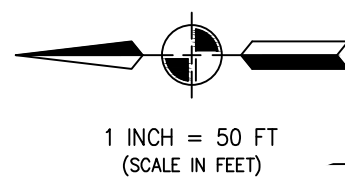
SAWMILL 6 & 8 - NEW LAYOUT CONCEPT

DRAWN BY: ANF	ISSUE DATE 2/25/2026
REVIEWED BY: BMB	SEE SHEET

ATWELL
 866.850.4200 www.atwell.com
 55 WEST CENTER • P.O. BOX 176 HEBER CITY, UTAH 84032
 P: 435-654-9229 • F: 435-654-9231

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1 INCH = 50 FT
(SCALE IN FEET)

SAWMILL BLVD.

PHASE 6 & 8 TOTAL UNITS: 200

CLUBHOUSE

BLDG 2
18-PLEX

BLDG 1
18-PLEX

BLDG 4
18-PLEX

BLDG 3
18-PLEX

BLDG 6
18-PLEX

BLDG 5
18-PLEX

COMMERCIAL

COMMERCIAL

COMMERCIAL

920 E

BLDG 15
10-PLEX

1590 S

BLDG 16
10-PLEX

BLDG 17
10-PLEX

BLDG 18
10-PLEX

860 E

BLDG 19
10-PLEX

BLDG 20
10-PLEX

BLDG 21
10-PLEX

BLDG 22
10-PLEX

810 E

BLDG 23
10-PLEX

BLDG 24
10-PLEX

BLDG 8
10-PLEX

BLDG 10
10-PLEX

BLDG TH-2
6-PLEX

BLDG 12
10-PLEX

BLDG TH-4
6-PLEX

BLDG 14
10-PLEX

760 E

BLDG 9
10-PLEX

BLDG TH-1
6-PLEX

BLDG 11
10-PLEX

BLDG TH-3
6-PLEX

BLDG 13
10-PLEX

BLDG TH-5
6-PLEX

FUTURE SCHOOL

BECCA ROAD

PHASE 8

1620 S

PHASE 6

MEDICAL WAY

HIDDEN CREEK LANE

7/25/2026 2:50:03 PM Project\CURRENT PROJECTS\C18-030 Sawmill\Working Files\Plan\Map\C18-030 SAWMILL 6 & 8 9 - LAYOUT ORIGINAL.dwg

PROJECT C18-030	PREPARED FOR HEBER CITY
SHEET 2 OF 2	PROJECT SAWMILL SUBDIVISION

SAWMILL 6 & 8 - CURRENT APPROVED LAYOUT

DRAWN BY: ANF	REVIEWED BY: BMB
SCALE: SEE SHEET	ISSUE DATE: 2/25/2026

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Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Parks and Trails Impact Fee Credit Agreement
RESPONSIBLE: Jeremy Cook
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

On November 18, 2025, Heber City adopted an updated Parks and Trails Impact Fee and Impact Fee Enactment. The Park and Trails Impact Fee includes approximately \$13 million in park and trail system improvements that are to be constructed by the Developer of the Upper Jordanelle Ridge Project and are subject to reimbursement by the City through the collection of impact fees. The City has worked with the developer throughout the update of the impact fee, and City and developer have agreed to an impact fee credit agreement in lieu of collecting the full park and trails impact fee within the Upper Jordanelle Ridge project area and reimbursing the City.

RECOMMENDATION

Staff recommends adoption of the Parks and Trails Impact Fee Credit Agreement for Upper Jordanelle Ridge

BACKGROUND

DISCUSSION

FISCAL IMPACT

The Parks and Trails Impact Fee will generate approximately \$7 million dollars in park and trail impact fees (adjusted for inflation) to be utilized by the City outside of the Upper Jordanelle Ridge project area in addition to the park and trail system improvements and project improvements that will be constructed by the developer within the project area.

CONCLUSION

Staff recommends adoption of the Parks and Trails Impact Fee Credit Agreement for Upper Jordanelle Ridge

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member: Jeremy Cook, City Attorney

EXHIBITS

1. Jordanelle Ridge Parks and Trails Impact Fee Credit Agreement - 4898-2976-1656 - 2

**PARKS AND TRAILS IMPACT FEE CREDIT AGREEMENT
FOR UPPER JORDANELLE RIDGE**

This Impact Fee Credit Agreement (this “**Agreement**”) is entered into as of the date last executed below by and among **Heber City**, a municipal corporation of the State of Utah (“**City**”) and **Jordanelle REF Acquisition LLC**, a Utah limited liability company (“**Developer**”). City and Developer are collectively referred to herein as the “Parties.”

RECITALS

A. On June 24, 2020, the Development Agreement for the Upper Jordanelle Master Planned Community (the “**DA**”) was executed by and between City and RE Investment Holdings, LLC, a Utah limited liability company (“**Holdings**”), and recorded on July 28, 2020 as entry 481606 in book 1303, page 1632 of the official records of the Wasatch County Recorder.

B. On October 30, 2020, a certain Assignment of Development Agreement for the Upper Jordanelle Master Planned Community was executed by and between Holdings as assignor and Developer as assignee, pursuant to which Holdings assigned to Developer and Developer acquired from Holdings all of the interests, privileges, and rights of Holdings under the Master Development Agreement, and recorded on November 2, 2020 as entry 487731 in book 1321, page 1398 of the official records of the Wasatch County Recorder.

C. The DA requires Developer to construct certain park and trail improvements within the boundaries of the property subject to the DA (the “**Project Area**”) that qualify as System Improvements for purposes of the City’s Parks and Trail Impact (the “**System Improvements**”).

D. It is the position of Developer that the DA requires that certain System Improvements within the project area be subject to reimbursement by the City from the City’s collection of impact fees.

E. The Parties agree that a portion of the Impact Fee Reimbursable Improvements should be considered as System Improvements subject to reimbursement by the City from the City’s collection of impact fees.

F. City has agreed to provide to Developer a credit against some System Improvements that are eligible for partial or full reimbursement (collectively the “**Impact Fee Reimbursable Improvements**”). An itemized schedule of values including quantities and unit prices of Impact Fee Reimbursable Improvements is attached hereto as Exhibit A.

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

1. Construction and Approval of the Impact Fee Reimbursable Improvements. Developer has or will complete the installation of the Impact Fee Reimbursable Improvements at Developer’s sole cost by a qualified, licensed contractor acceptable to the City, and in accordance with the City’s engineering standards and specifications. Developer acknowledges that

installation of the Impact Fee Reimbursable Improvements is a condition of development approval and failure to construct the Impact Fee Reimbursable Improvements constitutes a default under this Agreement and the DA. Developer will warranty the Impact Fee Reimbursable Improvements in accordance with the City warranty requirements for infrastructure improvements.

2. Credit to Developer from City. In accordance with the City’s Parks and Trails Impact Fee Analysis, adopted November 18, 2025, the proportionate cost of the total impact fee to be paid by Developer based on estimated 2,975 units during the planning window is 41.89% of the total cost of impact fee eligible projects or \$20,011,842.00, of which Developer is entitled to a credit of \$13,105,137, resulting in a Park and Trails Impact Fee of \$2,322.00 per ERU within the Project Area (the “**Adjusted Impact Fee**”), as of February 18, 2026, which amount shall be adjusted annually in accordance with inflationary adjustment in the impact fee analysis. A summary of the Adjusted Impact Fee calculation is attached hereto as Exhibit A.

3. Applicability of Credit. The Adjusted Impact Fee shall apply to the next 2,975 ERUs constructed within the Project Area. Upon completion of the 2,975 ERUs, the City may adjust the impact fee for the remaining ERUs within the Project Area taking into account the credits provide to Developer in this Agreement, the level of service for system improvements within the Project Area that were paid for by Developer, and the impacts fees paid by Developer to fund system improvements outside of the Project Area.

4. Impact Fee Challenges. If the City’s Park and Trails Impact Fee or the Adjusted Impact Fee established in this Agreement is successfully challenged in accordance with the provisions of the Utah Impact Fee Act (Utah Code § 11-36a-101, et seq., as amended) (the “**Impact Fee Act**”), and such challenge would result in a change to the Adjusted Impact Fee or the City’s revenue for Park and Trail Impact Fees due to a change in calculation of or allowance for the Adjusted Impact Fee, the City or Developer may terminate this Agreement. In the event of termination under this paragraph 4, and the City may adopt a new Park and Trail Impact Fee for the Project Area consistent with the Utah Impact Fee Act and the DA.

5. Change to Impact Fee Act or City’s Impact Fee Calculation Methodology. If the Impact Fee Act or the City’s methodology for calculating the Parks and Trails Impact Fee changes in future, and the City is not able to charge the Adjusted Impact Fee within the Project Area and continue to comply with the Impact Fee Act without the City subsidizing the Park and Trail Impact Fees within the Project Area or reducing Park and Trail Impact Fee revenue that the City could legally charge in accordance with the Impact Fee Act, the City may terminate this Agreement and adopt a new Park and Trail Impact Fee for the Project Area consistent with the Utah Impact Fee Act and the DA.

6. No Waiver of Challenge Rights by Developer. If City terminates this Agreement in accordance with Paragraphs 4 or 5, Developer shall be entitled to exercise any and all rights to challenge any future impact fee in accordance with the Impact Fee Act or assert any contractual claims against City, including, but not limited to, claims that Developer is entitled to reimbursement of system improvements costs pursuant to the DA.

7. Developers’ Remedies Upon Default. Developer acknowledges and agrees that Developers’ sole and exclusive remedy under this Agreement shall be specific performance of the

development rights granted in this Agreement and City's obligations under this Agreement. IN NO EVENT SHALL CITY BE LIABLE TO DEVELOPER, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

8. Cooperation and Noninterference. In consideration for the City entering into this Agreement, Developer agrees not to challenge, or to participate in any manner to any challenge, to the City's impact fees that relate to the Project, and shall cooperate with the City in the collection of all impact fees required by the applicable ordinances, provided that City does not disproportionately impose a higher impact fee on the Project than other similar developments.

9. General Provisions. The following provisions are also an integral part of this Agreement:

a. Governmental Immunity. The City is a governmental entity under the "Utah Governmental Immunity Act" (*Utah Code Ann. § 63-30-1, et seq.*) (the "**Immunity Act**"). Nothing herein shall be construed as a waiver of any defenses available under the Immunity Act nor does City waive any limits of liability provided by the Immunity Act or any other provisions of Utah law.

b. Binding Agreement. This Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.

c. Counterparts. This Agreement may be signed in any number of counterparts with the same effect as if the signatures upon any counterpart were upon the same instrument. All signed counterparts shall be deemed to be one original.

d. Severability. The provisions of this Agreement are severable, and should any provision hereof be void, voidable, unenforceable or invalid, such void, voidable, unenforceable or invalid provision shall not affect the other provisions of this Agreement.

e. Waiver of Breach. Any waiver by either party of any breach of any kind or character whatsoever by the other, whether such be direct or implied, shall not be construed as a continuing waiver of, or consent to any subsequent breach of this Agreement.

f. Cumulative Remedies. The rights and remedies of the parties hereto shall be construed cumulatively, and none of such rights and remedies shall be exclusive of, or in lieu or limitation of any other right, remedy or priority allowed by law.

g. Amendment. This Agreement may not be modified except by an instrument in writing signed by both Parties.

h. Interpretation. This Agreement shall be interpreted, construed and enforced according to the substantive laws of the state of Utah.

i. *Exhibits.* All exhibits annexed to this Agreement are expressly made a part of this Agreement as though completely set forth herein. All references to this Agreement, either in this Agreement itself or in any of such writings, shall be deemed to refer to and include this Agreement and all such exhibits and writings.

j. *Recitals.* All recitals are expressly made a part of this Agreement as though completely set forth in the body of this Agreement.

k. *No Partnership.* The Parties do not by this Agreement in any way or for any purpose become partners or joint venturers with each other.

DATED this ____ day of _____, 2026.

HEBER CITY

ATTEST:

Matt Brower, City Manager

City Recorder

APPROVED AS TO FORM:

Jeremy R. Cook, City Attorney

DATED this ____ day of _____, 2026.

Developer

By: _____

Print Name: _____

Title: _____

EXHIBIT A

Impact Fee Credit Calculation

P #	Project Desc	%	Amount
P-038	Coyote Canyon Parkway Trail	100%	\$683,773
P-064	Village 2 Park	100%	\$2,500,000
P-071	Village 1 Park	100%	\$2,500,000
P-072	Village 3,4,or 5 Park	100%	\$2,500,000
P-074	Village 3,4,&5 Trails	100%	\$2,687,293
P-088	NV Wasatch Canal Trail	30%	\$609,969
P-089	NV Timpanogos Canal Trail	80%	\$1,376,968
P-092	North Village SR 32 Loop Connector	30%	\$247,134
Total I.F. Credit			\$13,105,137

Percentage Obligation

2974 units of 7101 units =	41.89%	
41.89% x \$45,026,385 =	\$20,011,842	Jordanelle Ridge Proportionate Share of Improvement Cost Based on Anticipated ERUs
	<u>\$13,105,137</u>	Impact Fee Credit
	\$6,906,705	Remaining Obligation After Credit
	2975 Units	
	\$2,322	Reduced Impact Fee



Heber City Council Staff Report

MEETING DATE: 3/3/2026
SUBJECT: Sixth Amendment to Jordanelle Ridge Development Agreement
RESPONSIBLE: Jeremy Cook
DEPARTMENT: Administrative
STRATEGIC RELEVANCE:

SUMMARY

City staff and Jordanelle Ridge REF Acquisitions, LLC ("REF"), which is the developer of the Upper Jordanelle Ridge development project, have been continuing work to implement the terms and requirements of the Upper Jordanelle Ridge Master Development Agreement, including implementation of the open space requirements, project design and layout, and trail and open space requirements and corresponding impact fee reimbursements. As part of the negotiations, and to establish the developers and City's continued goal of working with the City to timely and reasonably resolve issues that may arise with respect to the development and construction of the Project, REF has agreed to contribute an additional amount of \$1,500 per residential unit to the City to be utilized by the City to fund projects and opportunities that benefit the City and residents of Heber City

RECOMMENDATION

Staff recommends approving the Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community

BACKGROUND

DISCUSSION

FISCAL IMPACT

The additional developer contribution will generate \$4.5 million dollars in unrestricted funds to be utilized by the City.

CONCLUSION

Staff recommends approving the Sixth Amendment to the Development Agreement for the Upper Jordanelle Ridge Master Planned Community.

ALTERNATIVES

1. Approve as proposed
 2. Approve as amended
 3. Continue
 4. Deny
-

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

I move to **approve** the **item** as presented, with the findings and conditions as presented in the conclusion above.

Alternative 2 - Approve as Amended

I move to **approve** the **item** as amended, as follows.

Alternative 3 - Continue

I move to **continue** the **item** to another meeting on [DATE], with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

I move to **deny** the **item** with the following findings.

ACCOUNTABILITY

Department: Administrative
Staff member: Jeremy Cook, City Attorney

EXHIBITS

1. Sixth Addendum Jordanelle Ridge MDA - Developer Contribution - 4913-5249-2372 - 2

**SIXTH AMENDMENT TO
THE DEVELOPMENT AGREEMENT FOR THE UPPER JORDANELLE
RIDGE MASTER PLANNED COMMUNITY**

THIS SIXTH AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR THE UPPER JORDANELLE MASTER PLANNED COMMUNITY (“*Amendment*”) is made and entered into effective as of the 3rd day of March, 2026, by and between HEBER CITY, a Utah municipal corporation (“*City*”) and JORDANELLE REF ACQUISITIONS, LLC (“*REF*”).

RECITALS:

A. The City and REF are parties to that certain Development Agreement for the Upper Jordanelle Master Planned Community (the “**Development Agreement**”), dated June 24, 2020.

B. REF is successor in interest to certain property that is subject to the DA and the developer of the project.

C. The Parties have worked in good faith to resolve certain disagreements between the Parties related to impact fees, development issues and roads.

D. In consideration for the continued cooperation between the Parties, REF has agreed to provide to City certain additional funding to be utilized by City in the discretion of the City Council for projects and opportunities that benefit the City and residents of Heber City.

AMENDMENT:

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Developer agree as follows:

I. A new Paragraph 43 shall be added to the Development Agreement as follows:

43. **Unrestricted Contribution by Developer.** In addition to other requirements of the Developer, and in consideration for the City’s continued good faith cooperation with REF to timely and reasonably resolve issues that may arise with respect to the development and construction of the Project, including, but not limited to, impact fee issues, road and trail alignments, open space issues, etc., REF agrees to pay to the City the amount of One Thousand Five Hundred Dollars (\$1,500.00) for each of the next 3,000 residential units constructed with the area subject to the Development Agreement (the “**Developer Contribution**”). The Developer Contribution shall be paid within ninety days of payment of impact fees for each residential unit. City shall provide to REF an accounting each month notifying REF of any unpaid Developer Contributions from the previous month, and all outstanding Developer Contributions due and owing by REF.

REF's requirement to pay the Developer Contribution shall terminate if any of the following: (1) City or REF terminate the Parks and Trails Impact Fee Credit Agreement for Upper Jordanelle Ridge, dated March 3, 2026; or (2) the City initiates litigation against REF to enforce any terms or conditions of the Development Agreement.

II.. Counterpart Signatures. This Amendment may be executed in counterparts, which, when compiled together shall constitute one and the same document. The exchange of electronic or facsimile copies of signatures to this Amendment shall for all purposes constitute original signatures.

III. Full Force and Effect. Except as expressly amended herein, the Development Agreement remains in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment effective as of the day and year first written above.

HEBER CITY

ATTEST:

By: _____
Trina Cooke, City Recorder

By: _____
Heidi Franco, Mayor

JORDANELLE REF ACQUISITIONS, LLC

Signature

Print Name: _____

Title: _____