

HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Planning Commission Meeting

October 24, 2023

6:00 p.m. – Regular Meeting

-Time and Order of Items are approximate and may be changed as Time Permits-

Public notice is hereby given that the monthly meeting of the Heber City Planning Commission will be in the Heber City Office Building, 75 North Main, South door, in the Council Chambers upstairs.

1. Regular Meeting:

- I. Call to Order
- II. Roll Call
- III. Pledge of Allegiance: By Invitation
- IV. Recuse for Conflict of Interest

2. Consent Agenda: N/A

3. Action Items:

- I. Public Hearing to consider Design Guideline Amendment to the Highlands MDA
- II. Public Hearing to consider Master Development Agreement (MDA) for the Wasatch County Event Center grounds (Kohler)
- III. Public Hearing to consider proposed amendments to the Downtown C-3 Commercial Zone altering permitted uses, historic design standards and reducing parking requirements.
- IV. Public Hearing to consider a General Plan and Zoning Map Amendment with a Master Development Agreement located at 22 South 100 West (Planner Roberts).

4. Work Meeting: N/A

5. Administrative Items:

- I. City Council Communication Item (Jamie Baron)

6. Adjournment:

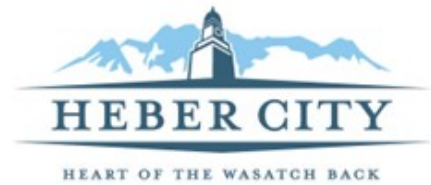
Ordinance 2006-05 allows Commission Members to participate in meetings via telecommunications media.

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 10.12.2023, 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>. Notice provided to the Wasatch Wave.

Planning Commission Staff Report



MEETING DATE: 10/24/2023
SUBJECT: Public Hearing to consider Design Guideline Amendment to the Highlands MDA
RESPONSIBLE: Denna Woodbury
DEPARTMENT: Planning
STRATEGIC RELEVANCE: Community Development

SUMMARY

Highlands and their potential home builder, DR Horton, have analyzed their home models in relation to the Highlands Master Plan and is asking for modification to the Highlands Master Development Agreement (MDA) to address some of the required zoning design elements (including those contained in the North Village Overlay Zone) for the proposed homes. The state code requires that the City go through the rezone process when considering development agreements that permit deviations from the requirements of the zoning ordinance and overlay zones. Highlands is requesting the City consider permitting:

RECOMMENDATION

Staff recommends the Planning Commission hold the public hearing and provide a positive recommendation of approval for the proposed amendment to the MDA.

BACKGROUND

Earlier this year, Highlands submitted a request to amend its MDA, particularly addressing the City's transportation master plan. On July 18, 2023, the City Council accepted these amendments to be processed as Administrative Amendments to be approved by the Administrator, the City Manager. The application is still pending and has not yet been finalized due to the recent issues identified by the developer.

Highlands has reviewed the proposed development layout in context with DR Horton's home designs. Several discussions have occurred with Staff, which have resulted in the developer modifying some of the homes, modifying the subdivision layout, and submitting a formal request to add the MDA Design Guideline Amendment to the current MDA Amendment that is in process.

The issues remaining with the design and NVOZ Code are explained in the Discussion section below.

DISCUSSION

The North Village Overlay Zone Ordinance is the code for the Highlands Development and works with the MDA to guide the development of this master plan. The MDA is utilized to address situations that are unique to the property development. The Highlands has some challenging topography which makes it difficult to implement the NVOZ, and for this reason the request has been made to amend

the Design Guidelines for the Highlands MDA.

The changes requested to the Design Guidelines relate to the design of the residential units and the physical location that is impacted by the topography. The request is listed by section, with their proposal, and an explanation by staff is found below.

Design

1. **Section 3.6. 2. Footnote 2.** Townhome Green Courtyards. Page 19. Requirement for up to 3 of each 5 buildings to front upon a courtyard with a minimum width of 50 feet. Proposal: The developer is requesting to permit more than 3 out of 5 buildings to front on a courtyard and is asking for the 50-foot width minimum to be reduced.

The staff reviewed and found that the locations where this request would apply meet either a one to one ratio of height to distance separation, creating a room effect that the Design Guidelines are trying to achieve, or the average courtyard width exceeds the 50-foot minimum requirement. The locations where this request would apply also provide 20 foot driveways for each of the townhomes, in addition to the garages provided.

2. **Section 3.6.1 Table Line a.** Front Property Line Coverage 65% Page 19. Proposal: Lot coverage to allow 75% - 100% so long as it is deemed as common area/limited common area and maintained by an HOA.

The situations where this applies are adjacent to the common area/limited common area and will be maintained.

3. **Section 3.7. 2. Line i and Foot Note 5.** Garage Façade Setback Page 21. Requirement for garages to be setback 5 feet further than living space. Proposal: The developer is asking for that living space to be reduced to 2 feet and be measured from the second story and include other design elements to reduce the visual impact of the garage.

This request provides housing products and variations that minimize the garage and provide a better street frontage than if the front porch and entryway are located in front of the garage.

4. **Section 3.0 Buildings Page 25** – Craftsman, Farmhouse, Mountain Modern, North Village Natural/MDA Defined - Minimum Required Elements Front porch that addresses the street, either full or partial-width (60 square feet minimum). Proposal: The developer is requesting some of the porches be permitted to be less than 60 square feet.

In order to provide variation to the facade, the size of the porches need to vary. Each unit has at least 200 square feet of private open space.

5. **Section 3.1. 5. Unique Architecture. Page 12** Requirement of no single-family buildings on the same block face may have the same street facing façade within a 400-foot distance. Proposal: The developer is seeking that it be based on the frontage distance of the lot adjacent and across the street within a 120-foot distance.

The proposed single-family lot sizes are smaller than a typical quarter acre lot, so the 400-foot

distance would require 20 different facades. The 120-foot distance proposed would provide 6 different facades that would ensure that the homes next to you and across the street directly and to the corner, would not look the same.

6. Section 3.6 Figure 3.6 (5) Townhouse Building. Page 25 - Townhouses facing common greens, must also have three-sided architecture with wrapping porches and windows. Proposal: The developer is requesting that Townhouses facing common greens, must also have a three-sided architecture with windows and not include wrapping porches. Additional architectural elements that are cohesive with the architectural style.

In certain locations, the townhomes face each other and not the street. Staff will work with the applicant to include porch-like elements so the facade from the private streets is pleasing.

Street Façade Requirements

7. Section 3.2.4, page 12: 360-degree architecture, public right-of-way, parking lot, rear or interior side yards. Proposal: To be discussed with planning staff. 360-degree architecture conflicts with other sections of the NVOZ and within the same paragraph.

The purpose of the 360-degree architecture is to ensure that there are not blank walls along the street frontages. The proposed products do not have blank walls. Staff will work with the applicant to ensure that the intent of the code is met.

8. Section 3.2.4 Table 3.4(1), item P, page 15: 25% transparency requirement per story. Proposal: Transparency requirements only apply to public street-facing facades, not rear or side facades. The transparency requirement does not apply to tuck-under garages and facades facing parking lots.

The stacked flat product is tucked under garages that are accessed from internal parking lots and cannot be seen from the right of way. The buildings are street forward and provide a better street presence.

9. Section 3.15.5, page 35 Building Variety & Adjacent Buildings: Proposal: Material and color variations may be used as the sole requirement to meet the building variety requirements of adjacent buildings.

Staff will work with the applicant to ensure a variety of colors, textures, and materials are used including variation in singles to provide a varied roofline.

Topography

10. Section 3.2.2(d), page 11 Building Height. Proposal: The requirement only applies to adjacent buildings along the front property line which are facing a public street and on the same side of the street. The height variation requirement does not apply if the natural topography of the site enables a perceived height variation between adjacent buildings. 3 / 4 split buildings shall be treated as 3-story buildings with respect to height variation requirements.

The topography on the site creates a height variation and makes it challenging to meet the ADA requirements for stacked flats.

11. Table 3.4(1), item B, page 15 Front Build to Zone. Proposal: The front build-to-zone may be increased to accommodate topography or when the front property line curves such that a 10'-20' front build-to-zone is not reasonably achievable.

The buildings will be located as close to the street and as practically as possible, without having to create giant retaining walls.

12. Table 3.4(1) item A, page 15 Front Property Line Coverage (80%) Proposal: The front property line coverage may be reduced when site topography has unbuildable areas. Access drives from public streets shall be excluded from the front property line coverage calculation.

Due to the topography, to meet this standard, large retaining walls would need to be built to accommodate the stacked flats. By allowing less than 80% it provides a more open feel in between buildings.

13. Section 4.2.3.5 and Table 4.2(1) footnote 1, page 39 Maximum Block Perimeter: 2000 ft. Proposal: The block perimeter may be increased to accommodate topography, which makes street connectivity requirements reasonably unachievable. Single parcel communities consisting of multiple buildings may substitute internal parking lots, pathways, and private access drives to achieve connectivity.

Due to the topography and the collector road, the 2000 block perimeter cannot be achieved. The applicant is providing pedestrian street connectivity so that residents

FISCAL IMPACT

None

CONCLUSION

The Highlands Master Plan has challenging topography and makes it difficult to meet some of the required zoning design elements (including those contained in the North Village Overlay Zone) for the proposed homes. The changes that are being proposed to the MDA address the unique topography challenges and provide design elements to meet the intent of the required zoning design elements.

ALTERNATIVES

Staff Recommended Option - Approval

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

Alternative 2 - Continuance

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

Alternative 3 - DENIAL

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

POTENTIAL MOTIONS

ACCOUNTABILITY

Department: Planning

Staff member: Denna Woodbury, Planning Consultant

EXHIBITS

1. Proposed Base V10-EX-01
2. 2023-10-20 Highlands Proposed Base V11 B-EX-01
3. Highlands Street Concept
4. HEBER HIGHLANDS ELEVATION CONCEPT
5. NVOZ 10-19-23 reduced



HIGHLANDS-CONCEPTUAL MASTER PLAN-V10
HEBER CITY, UTAH
JULY 26, 2023

DEVELOPMENT SUMMARY

TOTAL SITE ACREAGE = 114.458 AC.

DR HORTON	UNITS	ERUs/UNIT	ERUs
SINGLE FAMILY RESIDENTIAL LOTS	44	1.0	44.0
SINGLE FAMILY RESIDENTIAL ALTA LOTS (36.5x80)	101	0.75	75.8
SINGLE FAMILY RESIDENTIAL COTTAGE LOTS (42x85)	68	1.0	68.0
STACKED FLATS	235	N/A	104.6
TOWNHOMES - OLIVER	89	1.0	89.0
TOWNHOMES - MILLBROOK	106	0.75	79.5
TOWNHOMES - DALTON	158	0.75	118.5
TOTAL UNITS = 801 TOTAL ERUs = 579			

TOWN CENTER PRODUCT (179 ERU's)

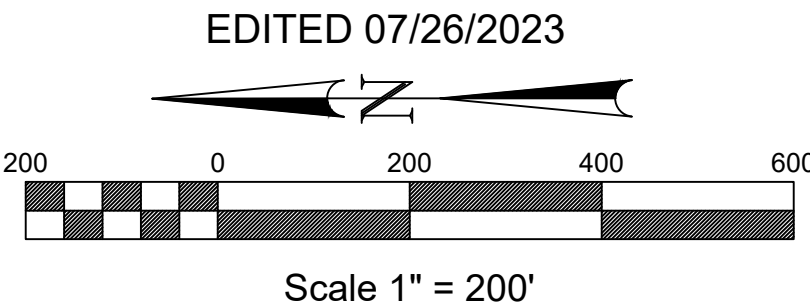
- MULTI-FAMILY-88 PLEX : 4 STORIES + GARAGE
2 BUILDINGS = 176 UNITS
GARAGE PARKING = 264 SPACES (1.5/ UNITS)
- COMMERCIAL / MIXED -USE (C-A) : 4 STORIES + GARAGE
RETAIL (1ST FLOOR): 28,000 SF
RESIDENTIAL (3 FLOORS): 40 UNITS (STUDENT HOUSING)
GARAGE PARKING = 200 SPACES
-COMMERCIAL = 140 SPACES (5/1000 SF)
- RESIDENTIAL = 60 SPACES (1.5/ UNIT)
- COMMERCIAL / MIXED -USE (C-B) : 4 STORIES + GARAGE
RETAIL (1ST FLOOR): 27,000 SF
RESIDENTIAL (3 FLOORS): 60 UNITS (STUDENT HOUSING)
GARAGE PARKING = 225 SPACES
-COMMERCIAL = 135 SPACES (5/1000 SF)
- RESIDENTIAL = 90 SPACES (1.5/ UNIT)
- COMMERCIAL (C-C) : 1 STORY
RETAIL (GROCERY) : 16,000 SF
- COMMERCIAL (C-D) : 1 STORY
RESTAURANT (1ST FLOOR): 5,000 SF
- COMMERCIAL (C-E) : 1 STORY
RESTAURANT (1ST FLOOR) : 5,000 SF
- COMMERCIAL (C-F) : 4 STORIES
HOTEL (4 FLOORS) : 135 KEYS
TOTAL: 60,000 SF * (15,000/FLOOR)
- COMMERCIAL (C-G) : 1 STORY
GYM (1 ST FLOOR) : 15,000 SF
- COMMERCIAL (C-H) : 3 STORIES + BASEMENT
STORAGE UNIT (4 FLOORS) : 25,000 SF EA
TOTAL: 100,000 SF*

LINEAR PARK = 6.95 AC

TOTAL COMM / MIXED-USE = 96,000 SF
(STORAGE UNIT NOT INCLUDED IN TOTAL PER DA)
TOTAL ERU= 758
AFFORDABLE HOUSING AT 10% (STUDENT HOUSING APPLIES)

TOTAL ERUs = 758

NOTE: THE HIGHLANDS DEVELOPMENT IS BASED ON AN EQUIVALENT RESIDENTIAL UNIT (ERU), AS DEFINED BY HEBER CITY. THE ACTUAL NUMBER OF PHYSICAL UNITS MAY CHANGE. HOWWWW THE TOTAL NUMBER OF ERU WILL NOT EXCEED 758 ERUs.



HIGHLANDS
HEBER CITY, UT
PROPOSED BASE V10

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning • Engineering • Surveying
PH: 801-487-8040

CLIENT: D.R. HORTON
DWG: PROPOSED BASE V10.DWG
JOB No: 3891-DRH01-22
DESIGNED BY: J.S.
CHECKED BY: J.S.
DATE: 07-26-2023

DRAWN BY: WARD
DESIGN BY: WARD
CHECKED BY: J.S.
DATE: 07-26-2023

REVISIONS

SHEET
EX-01



HIGHLANDS-CONCEPTUAL MASTER PLAN-V11B
HEBER CITY, UTAH
OCTOBER 20, 2023

DEVELOPMENT SUMMARY

TOTAL SITE ACREAGE = 114.458 AC.

DR HORTON	UNITS	ERUs/UNIT	ERUs
SINGLE FAMILY RESIDENTIAL ALTA LOTS (40.5x93)	111	0.75	83.25
SINGLE FAMILY RESIDENTIAL COTTAGE LOTS (46.5x93)	96	1.0	96.0
STACKED FLATS	235	N/A	104.6
TOWNHOMES - OLIVER	89	1.0	89.0
TOWNHOMES - MILLBROOK	119	0.75	89.25
TOWNHOMES - DALTON	156	0.75	117.0
TOTAL UNITS = 806		TOTAL ERUs = 579	

TOWN CENTER PRODUCT (179 ERU's)

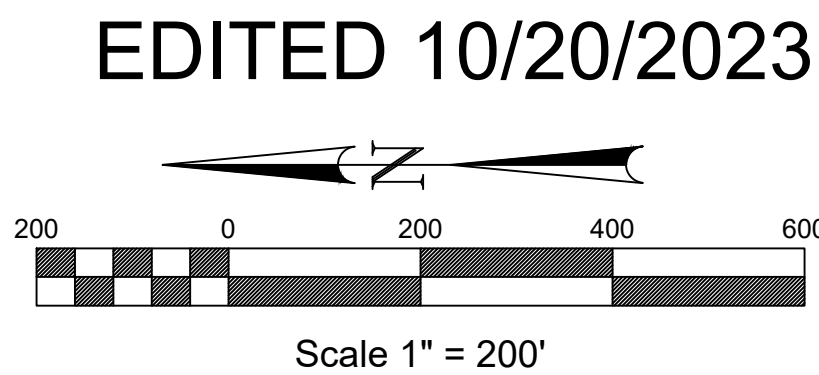
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HIGHLANDS
HEBER CITY, UT
PROPOSED BASE V11B

231 West 800 South Salt Lake City, Utah 84101
Ward Engineering Group
Planning • Engineering • Surveying
PH: 801-487-8040

CLIENT: D.R. HORTON
DWG: 2023-10-19 HIGHLANDS PROPOSED
BASE V11B EX-01
JOB No: 3891-DRH01-22
DESIGNER: A.J.S.
CHECKED BY: A.J.S.
DATE: 10/20/2023

DRAWN BY: WARD
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REVISIONS

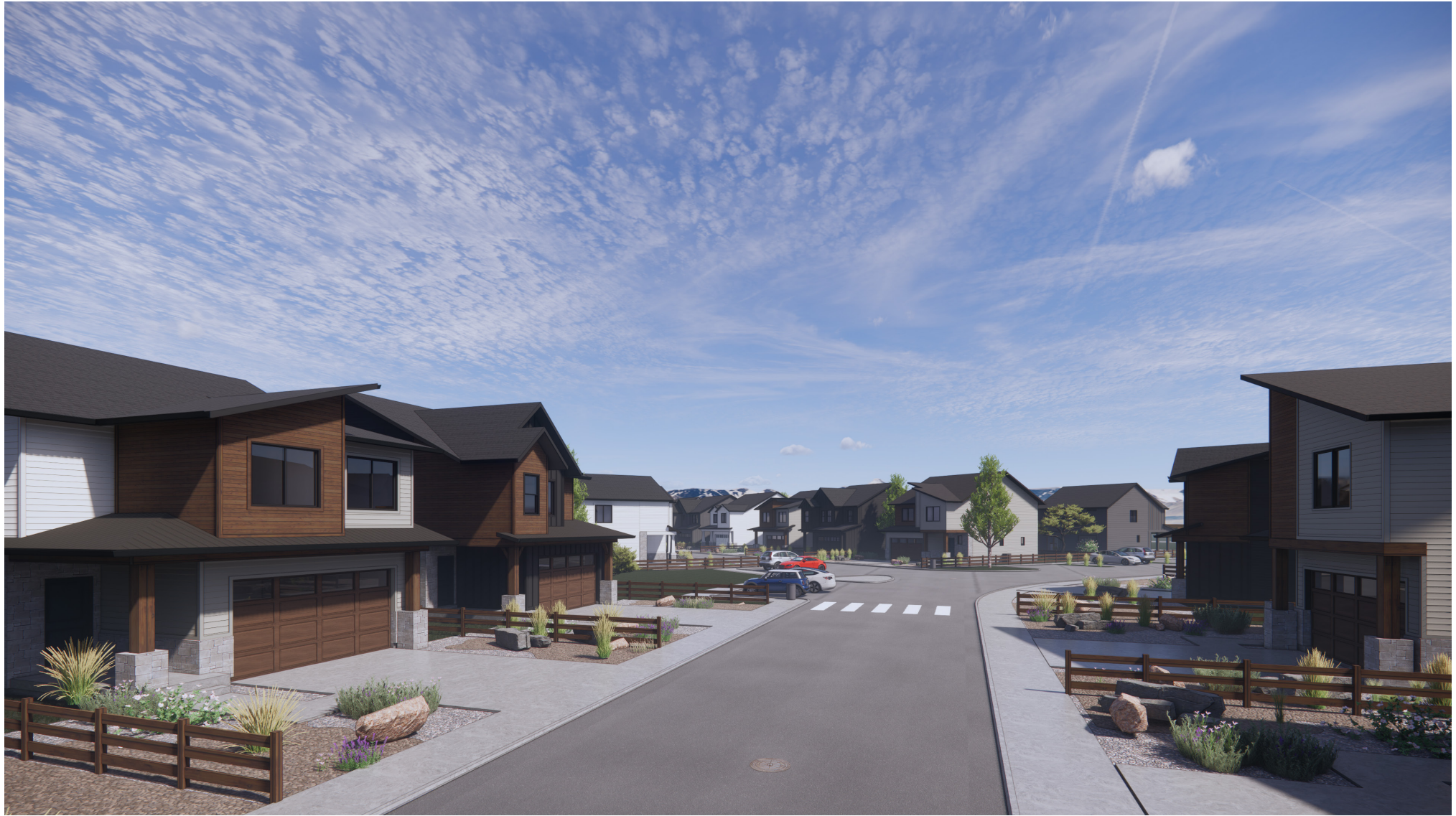
SHEET
EX-01











HEBER HIGHLANDS ELEVATION CONCEPT COTTAGES



ASPEN — CRAFTSMAN ELEVATION



ASPEN — CRAFTSMAN ELEVATION



ASPEN — FARMHOUSE ELEVATION



ASPEN — FARMHOUSE ELEVATION



ASPEN — MOUNTAIN MODERN ELEVATION



ASPEN — MOUNTAIN MODERN ELEVATION



ASPEN — NORTH VILLAGE NATURAL ELEVATION



ASPEN — NORTH VILLAGE NATURAL ELEVATION



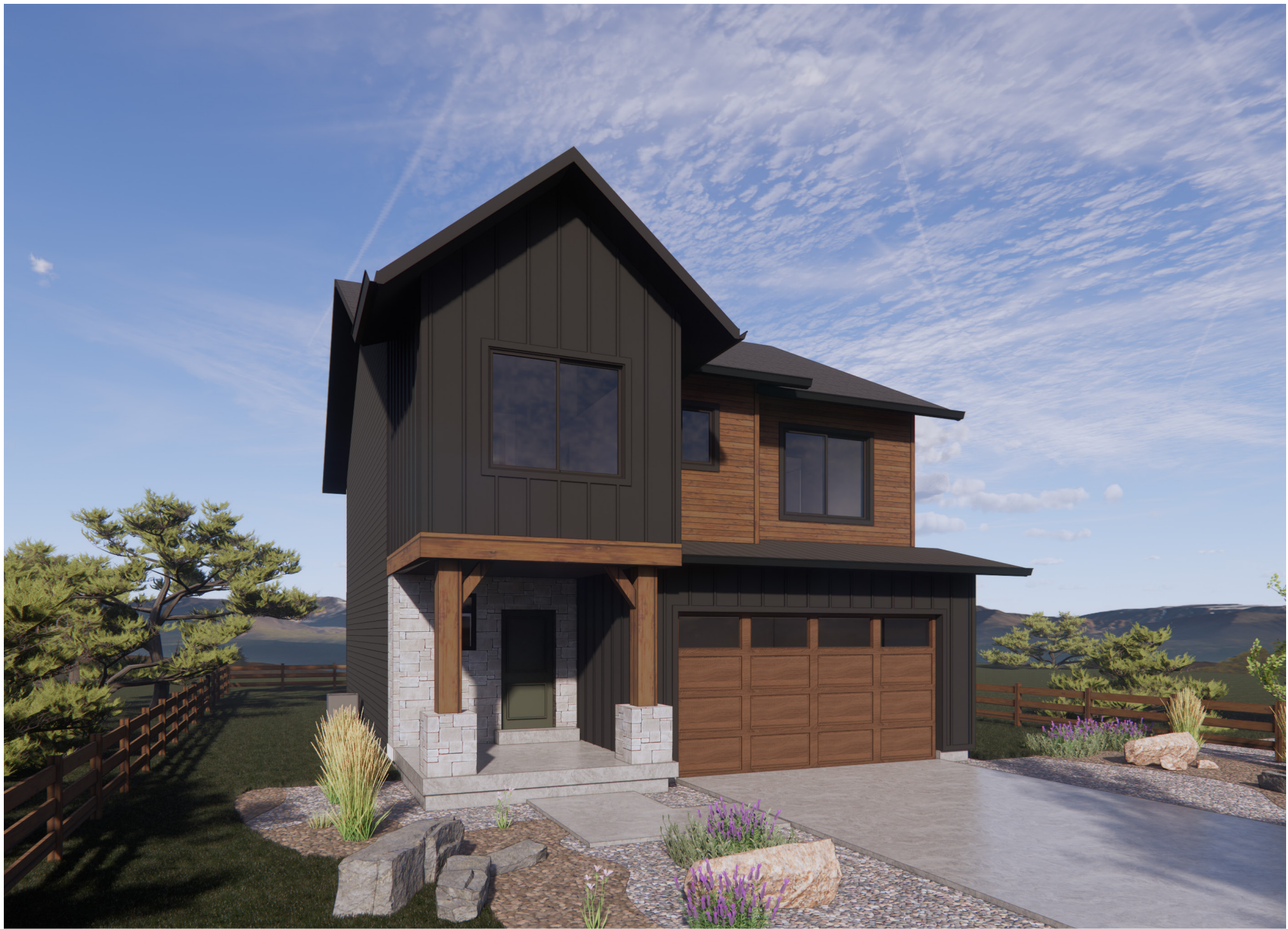
BEECHWOOD — FARMHOUSE ELEVATION



BEECHWOOD — FARMHOUSE ELEVATION



BEECHWOOD — MOUNTAIN MODERN ELEVATION



BEECHWOOD — MOUNTAIN MODERN ELEVATION



BEECHWOOD — NORTH VILLAGE NATURAL ELEVATION



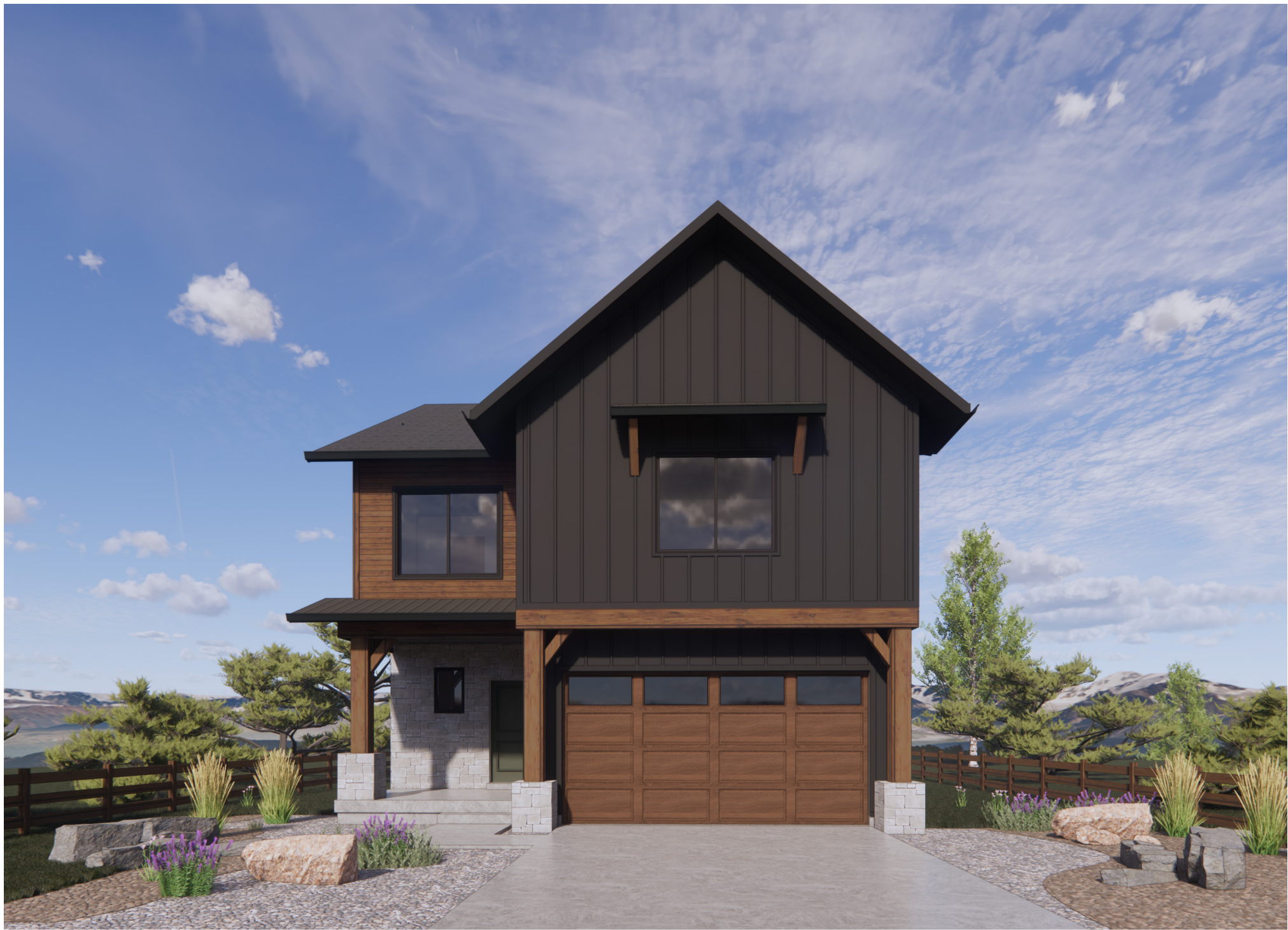
BEECHWOOD — NORTH VILLAGE NATURAL ELEVATION



CLOVER — FARMHOUSE ELEVATION



CLOVER — FARMHOUSE ELEVATION



CLOVER — MOUNTAIN MODERN ELEVATION



CLOVER — MOUNTAIN MODERN ELEVATION



CLOVER — NORTH VILLAGE NATURAL ELEVATION



CLOVER — NORTH VILLAGE NATURAL ELEVATION



BRIGHTON — CRAFTSMAN ELEVATION



BRIGHTON — CRAFTSMAN ELEVATION



BRIGHTON — FARMHOUSE ELEVATION



BRIGHTON — FARMHOUSE ELEVATION



BRIGHTON — MOUNTAIN MODERN ELEVATION



BRIGHTON — MOUNTAIN MODERN ELEVATION



BRIGHTON — NORTH VILLAGE NATURAL ELEVATION



BRIGHTON — NORTH VILLAGE NATURAL ELEVATION



HEBER HIGHLANDS ELEVATION CONCEPT TOWNHOMES



DALTON — CRAFTSMAN ELEVATION



DALTON — MOUNTAIN MODERN ELEVATION



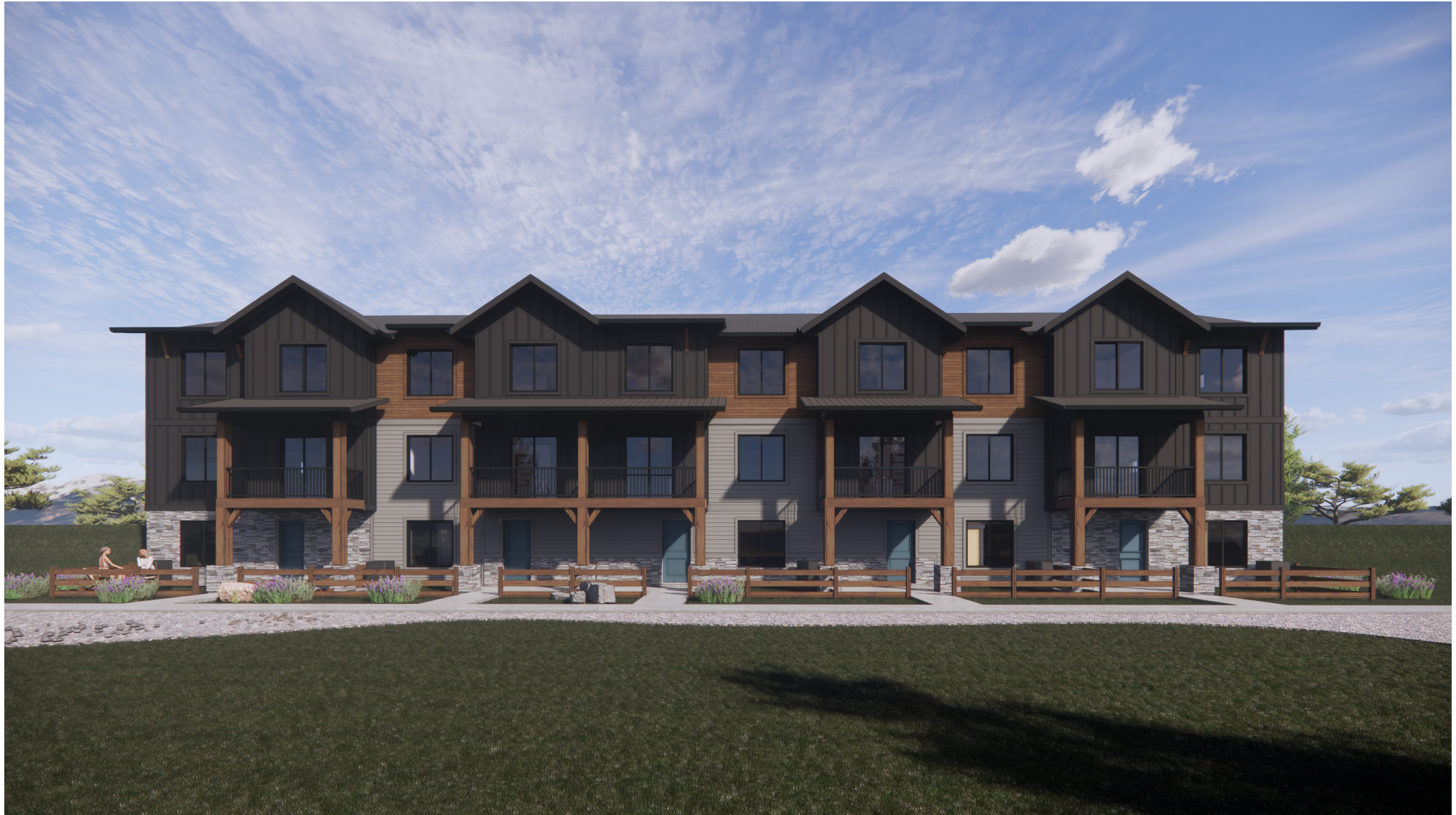
DALTON — FARMHOUSE ELEVATION



DALTON — NATURAL VILLAGE ELEVATION



MILLBROOK OAKRIDGE — CRAFTSMAN ELEVATION



MILLBROOK OAKRIDGE—MOUNTAIN MODERN ELEVATION



MILLBROOK OAKRIDGE — FARMHOUSE ELEVATION



MILLBROOK OAKRIDGE—NATURAL VILLAGE ELEVATION



OLIVER — CRAFTSMAN ELEVATION



OLIVER — MOUNTAIN MODERN ELEVATION



OLIVER — FARMHOUSE ELEVATION



OLIVER — NATURAL VILLAGE ELEVATION

North Village Overlay Zone



NVOZ CHAPTER 18.21

Heber City Planning Commission
October 19, 2023

PURPOSE:

- DR Horton is requesting changes to the Development Agreement due to topographic conditions and proposed site grading that preclude our ability to comply with some of the NVOZ design standards.
- DR Horton is also seeking clarification regarding urban design principles contained in the current code and how to correctly apply them within the master plan.

NVOZ CHAPTER 18.21

Heber City Planning Commission
October 24, 2023

3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the

per section 3.0. A maximum of six units per building. ² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building, including sidewalks on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



Figure 3.6 (1). Townhouse Green Courtyard

Building Type		Permitted Sub-Districts			
Townhouse		NV	NOS	UV	RR
	Permitted	yes ¹	yes	yes ²	yes
(1) Building Siting Refer to Figure 3.6 (1).					
	Multiple Principal Buildings	permitted ^{1 and 5}	permitted ¹	permitted ^{1 and 5}	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
	Occupation of Corner	required	no	required	no
b	Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c	Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e	Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
f	Minimum Unit Width	20' per unit	20' per unit	20' per unit	20' per unit
	Maximum Building Width	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building
g	Intentionally blank				
h	Intentionally blank				
i	Parking	rear yard	rear yard	rear yard	rear yard
j	Vehicular Access			from alley	
(2) Height Refer to Figure 3.6 (2).					
k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height (42')	3 stories	3 stories	3 stories	3 stories
m	All Stories: Minimum Height	9'	9'	9'	9'
	Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.					
n	Ground Story	live/work	residential	live/work	residential
o	Upper story	live/work	residential	live/work	residential
p	Parking	permitted behind buildings in garage and driveways			
q	Required Occupied Space	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).					
r	Minimum Transparency per each Story	15%	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front			front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit			
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story			
(5) Roof Type Requirements Refer to 3.12					
Permitted Roof Types		parapet, pitched, flat, green/vegetative			
Tower		permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

building type and shall conform to a building style as per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building, including sidewalks on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).



Figure 3.6 (1). Townhouse Green Courtyard

3.6 Townhouse Building

1. Description and Intent

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Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



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Footnotes

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³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



Figure 3.6 (1). Townhouse Green Courtyard

Building Type	Permitted Sub-Districts			
	NV	NOS	UV	RR
Townhouse				
Permitted	yes ¹	yes	yes ²	yes
(1) Building Siting Refer to Figure 3.6 (1).				
Multiple Principal Buildings	permitted ¹	permitted ¹	permitted ¹	permitted ¹
a Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
Occupation of Corner	required	no	required	no
b Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
f Minimum Unit Width	20' per unit	20' per unit	20' per unit	20' per unit
Maximum Building Width	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building
g Intentionally blank				
h Intentionally blank				
i Parking	rear yard	rear yard	rear yard	rear yard
j Vehicular Access			from alley	
(2) Height Refer to Figure 3.6 (2).				
k Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l Maximum Overall Height [42']	3 stories	3 stories	3 stories	3 stories
m All Stories: Minimum Height	9'	9'	9'	9'
Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.				
n Ground Story	live/work	residential	live/work	residential
o Upper Story	residential	residential	residential	residential
p Parking				
q Required Occupied Space				
	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).				
r Minimum Transparency per each Story	15%	15%	15%	15%
s Blank Wall Limitations		required per floor refer to 3.2.4 (2)		
t Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u Principal Entrance Location per Unit	front		front	
v Vertical Facade Divisions		each townhouse unit shall have a vertical division with materials per unit		
w Horizontal Facade Divisions		required within 3' of the top of any visible basement or ground story		
(5) Roof Type Requirements Refer to 3.12				
Permitted Roof Types		parapet, pitched, flat, green/vegetative		
Tower	permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

CONCERN

- Site plan exceeds 3 building rule
- Narrowest point is 45'



Linear courtyard defined by 7 buildings

3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

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2. Reg

Footnote

Each building shall meet the front property line coverage requirement, except three buildings of five units *each may front a courtyard* with a minimum width of **50 feet (building to building)**, including sidewalk on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁶ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



Figure 3.6 (1). Townhouse Green Courtyard

Building Type Townhouse	Permitted Sub-Districts			
	NV	NOS	UV	RR
Permitted	yes *	yes	yes *	yes
(1) Building Siting Refer to Figure 3.6 (1).				
Multiple Principal Buildings	permitted	permitted *	permitted	permitted *
Front Property Line Coverage	ASIES	ASIES	ASIES	ASIES

- Proposal: Allow the 100'+ average spacing between building facades in the courtyard to compensate for the 45' pinch point

(3) Uses Refer to 2.0 Uses for permitted uses.				
n	Ground Story	live/work	residential	live/work
o	Upper Story		residential	residential
p	Parking	permitted behind buildings in garage and driveways		
q	Required Occupied Space	15' deep on all full floors from the front facade		
(4) Street Facade Requirements Refer to Figure 3.6 (3).				
r	Minimum Transparency per each Story	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)		
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front		front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit		
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story		
(5) Roof Type Requirements Refer to 3.12				
Permitted Roof Types		parapet, pitched, flat, green/vegetative		
Tower		permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

CONCERN

- Site plan exceeds 3 building rule
- Narrowest point is 45'



3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the

per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building), including sidewalks on all three sides. The green courtyard shall be defined on two-three sides by buildings. See Figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.

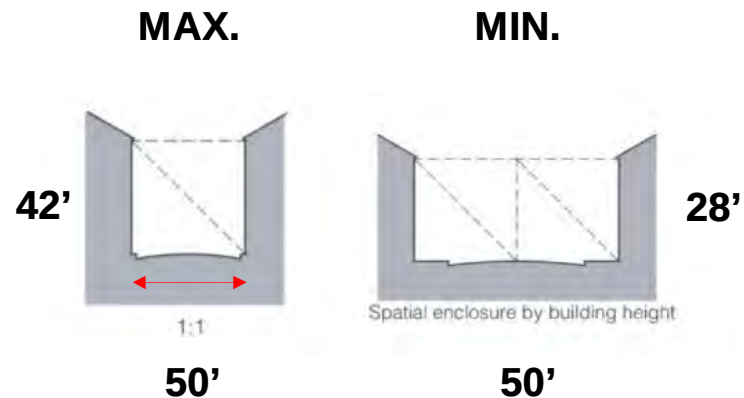


Figure 3.6 (1). Townhouse Green Courtyard

Building Type		Permitted Sub-Districts			
Townhouse		NV	NOS	UV	RR
	Permitted	yes ⁷	yes	yes ⁷	yes
(1) Building Siting Refer to Figure 3.6 (1).					
	Multiple Principal Buildings	permitted ¹	permitted ¹	permitted ¹	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
	Occupation of Corner	required	no	required	no
b	Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c	Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e	Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
	Minimum Unit Width	20' per unit	20' per unit	20' per unit	20' per unit
f	Maximum Building Width	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building
g	Intentionally blank				
h	Intentionally blank				
i	Parking	rear yard	rear yard	rear yard	rear yard
j	Vehicular Access		from alley		
(2) Height Refer to Figure 3.6 (2).					
k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height (42')	3 stories	3 stories	3 stories	3 stories
m	All Stories: Minimum Height	9'	9'	9'	9'
	Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.					
n	Ground Story	live/work	residential	live/work	residential
o	Upper Story	live/work	residential	live/work	residential
p	Parking	permitted behind buildings in garage and driveways			
q	Required Occupied Space	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).					
r	Minimum Transparency per each Story	15%	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front			front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit			
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story			
(5) Roof Type Requirements Refer to 3.12					
Permitted Roof Types		parapet, pitched, flat, green/vegetative			
Tower		permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height (42')	3 stories	3 stories	3 stories	3 stories



- Code seeks to create an urban/suburban environment with defined spatial volumes between 1:1 to 1:2

3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the

per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building), including sidewalks on all three sides. The green courtyard shall be defined on two-three sides by buildings. See Figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



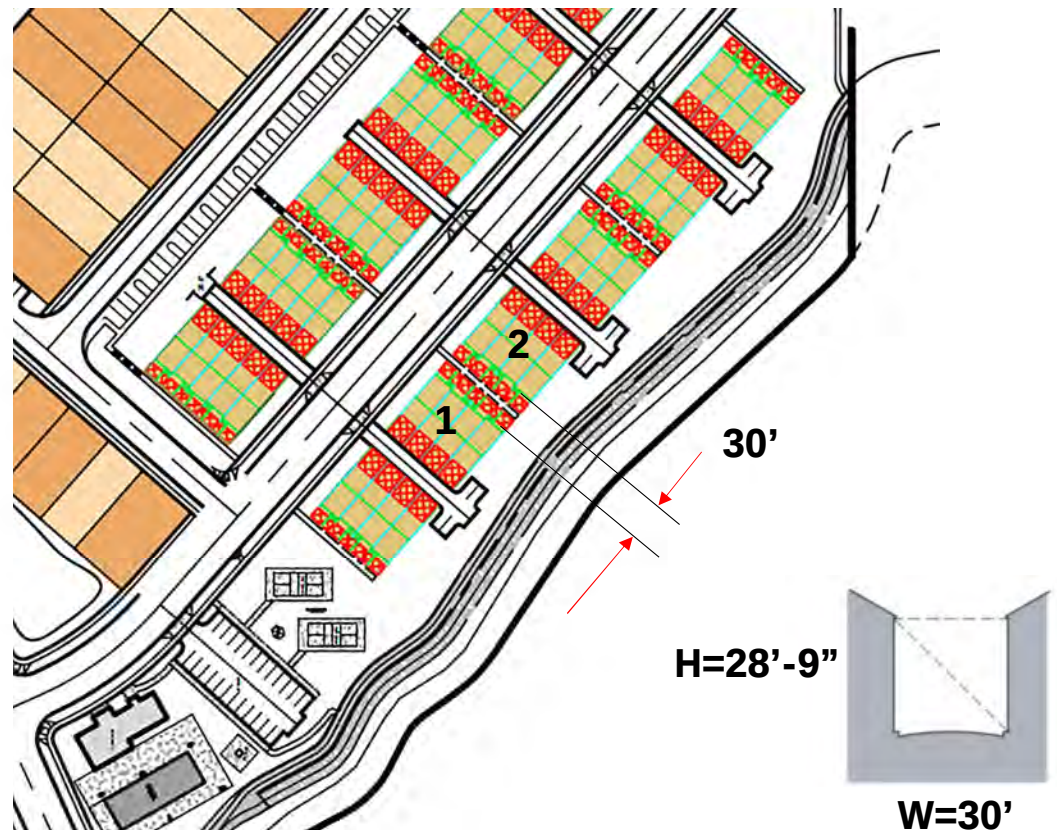
Figure 3.6 (1). Townhouse Green Courtyard

Building Type	Permitted Sub-Districts			
	NV	NOS	UV	RR
Townhouse				
Permitted	yes ¹	yes	yes ²	yes
(1) Building Siting Refer to Figure 3.6 (1).				
Multiple Principal Buildings	permitted ³	permitted ⁴	permitted ⁵	permitted ⁶
a Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
Occupation of Corner	required	no	required	no
b Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
f Minimum Unit Width	20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building
g Intentionally blank				
h Intentionally blank				
i Parking	rear yard	rear yard	rear yard	rear yard
j Vehicular Access			from alley	
(2) Height Refer to Figure 3.6 (2).				
k Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁵	2 story ⁴
l Maximum Overall Height [42']	3 stories	3 stories	3 stories	3 stories
m All Stories: Minimum Height	9'	9'	9'	9'
Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.				
n Ground Story	live/work	residential	live/work	residential
o Upper Story		residential		residential
p Parking				
q Required Occupied Space				
				15' deep on all full floors from the front facade
(4) Street Facade Requirements Refer to Figure 3.6 (3).				
r Minimum Transparency per each Story	15%	15%	15%	15%
s Blank Wall Limitations				required per floor refer to 3.2.4 (2)
t Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u Principal Entrance Location per Unit	front			front
v Vertical Facade Divisions				each townhouse unit shall have a vertical division with materials per unit
w Horizontal Facade Divisions				required within 3' of the top of any visible basement or ground story
(5) Roof Type Requirements Refer to 3.12				
Permitted Roof Types				parapet, pitched, flat, green/vegetative
Tower	permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

CONCERN

- Greenway width between building facades is 30' (less than 50' min.)
- Spatial enclosure ratio of Greenway is 1:1 (consistent with urban design principle)





- Proposal: Allow pedestrian greenways that are compliant with the spatial containment ratios (1:1) prescribed by the existing urban design standards contained in the code.



3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the building type and shall conform to a building style as per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building, including sidewalks on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



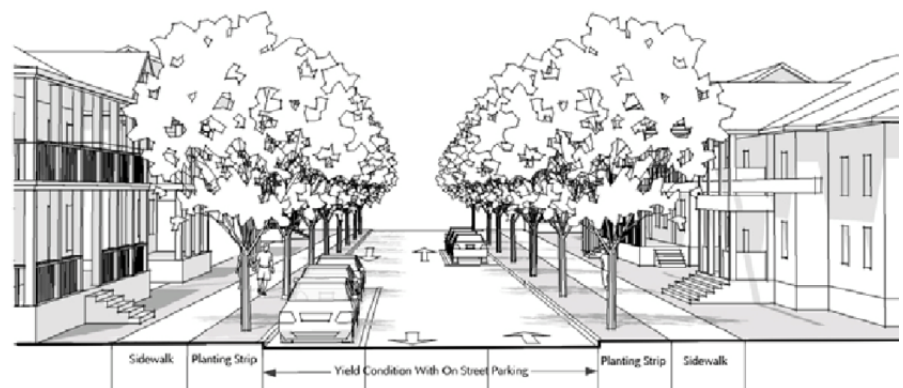
Figure 3.6 (1). Townhouse Green Courtyard

Building Type		Permitted Sub-Districts			
Townhouse		NV	NOS	UV	RR
	Permitted	yes ⁷	yes	yes ⁷	yes
(1) Building Siting Refer to Figure 3.6 (1).					
	Multiple Principal Buildings	permitted ^{1 and 5}	permitted ¹	permitted ¹	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
	Occupation of Corner	required	no	required	no
b	Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c	Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e	Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
	Minimum Unit Width	20' per unit	20' per unit	20' per unit	20' per unit
f	Maximum Building Width	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building
g	Intentionally blank				
h	Intentionally blank				
i	Parking	rear yard	rear yard	rear yard	rear yard
j	Vehicular Access	from alley			
(2) Height Refer to Figure 3.6 (2).					
k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height (42')	3 stories	3 stories	3 stories	3 stories
m	All Stories: Minimum Height	9'	9'	9'	9'
	Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.					
n	Ground Story	live/work	residential	live/work	residential
o	Upper Story	live/work	residential	live/work	residential
p	Parking	permitted behind buildings in garage and driveways			
q	Required Occupied Space	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).					
r	Minimum Transparency per each Story	15%	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front			front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit			
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story			
(5) Roof Type Requirements Refer to 3.12					
Permitted Roof Types		parapet, pitched, flat, green/vegetative			
Tower		permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

URBAN DESIGN PRINCIPLES

- Front property line coverage is designed to regulate the efficiency of a street to contain space
- Powerful streets have both a motorist and pedestrian function, and the primary role of architectural expression along the street is to define the quality and flavor of that spatial volume
- As property line coverage percentage increases the urban character of the street increases



3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

Parking is required to be located in the rear yard (alley loaded) and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is



active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the building type and shall conform to a building style as per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building, including sidewalks on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

⁷ In the NV and UV zone Townhouses shall be located behind commercial buildings and not occupy the commercial street frontage.



Figure 3.6 (1). Townhouse Green Courtyard

Building Type		Permitted Sub-Districts			
Townhouse		NV	NOS	UV	RR
	Permitted	yes ⁷	yes	yes ⁷	yes
(1) Building Siting Refer to Figure 3.6 (1).					
	Multiple Principal Buildings	permitted ^{1 and 5}	permitted ¹	permitted ¹	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
	Occupation of Corner	required	no	required	no
b	Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c	Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e	Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
f	Minimum Unit Width	20' per unit	20' per unit	20' per unit	20' per unit
	Maximum Building Width	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building	maximum of 6 units per building
g	Intentionally blank				
h	Intentionally blank				
i	Parking	rear yard	rear yard	rear yard	rear yard
j	Vehicular Access	from alley			
(2) Height Refer to Figure 3.6 (2).					
k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height (42')	3 stories	3 stories	3 stories	3 stories
m	All Stories: Minimum Height	9'	9'	9'	9'
	Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.					
n	Ground Story	live/work	residential	live/work	residential
o	Upper Story		residential		residential
p	Parking	permitted behind buildings in garage and driveways			
q	Required Occupied Space	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).					
r	Minimum Transparency per each Story	15%	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front			front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit			
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story			
(5) Roof Type Requirements Refer to 3.12					
Permitted Roof Types		parapet, pitched, flat, green/vegetative			
Tower		permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

URBAN DESIGN PRINCIPLES

- Topography has a powerful impact on a street's ability to contain space
- Architectural wall on the upslope side of the street helps frame/maximize downslope viewshed



3.6 Townhouse Building

1. Description and Intent

The Townhouse Building is a building typically comprised of multiple vertical units, each with its own entrance to the street. This Townhouse Type may be organized as townhouses, duplexes, or row houses, or it could also incorporate live/work units where uses are permitted.

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active.

2. Regulations

Footnotes

¹ For the purposes of the townhouse building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the building type and shall conform to a building style as per section 3.0. A maximum of six units per building.

² Each building shall meet the front property line coverage requirement, except three buildings of five units each may front a courtyard with a minimum width of 50 feet (building to building, including sidewalks on all three sides). The green courtyard shall be defined on two-three sides by buildings. See figure 3.6(1).

³ Rear yard setback on alleys is 5 feet.

⁴ When the Mixed-use entrance type is utilized, the maximum ground story transparency for the unit is 55% as measured between 2 feet and 8 feet above grade.

⁵ In conjunction with a planned community, single story townhouses may be constructed for up to 25% of the community.

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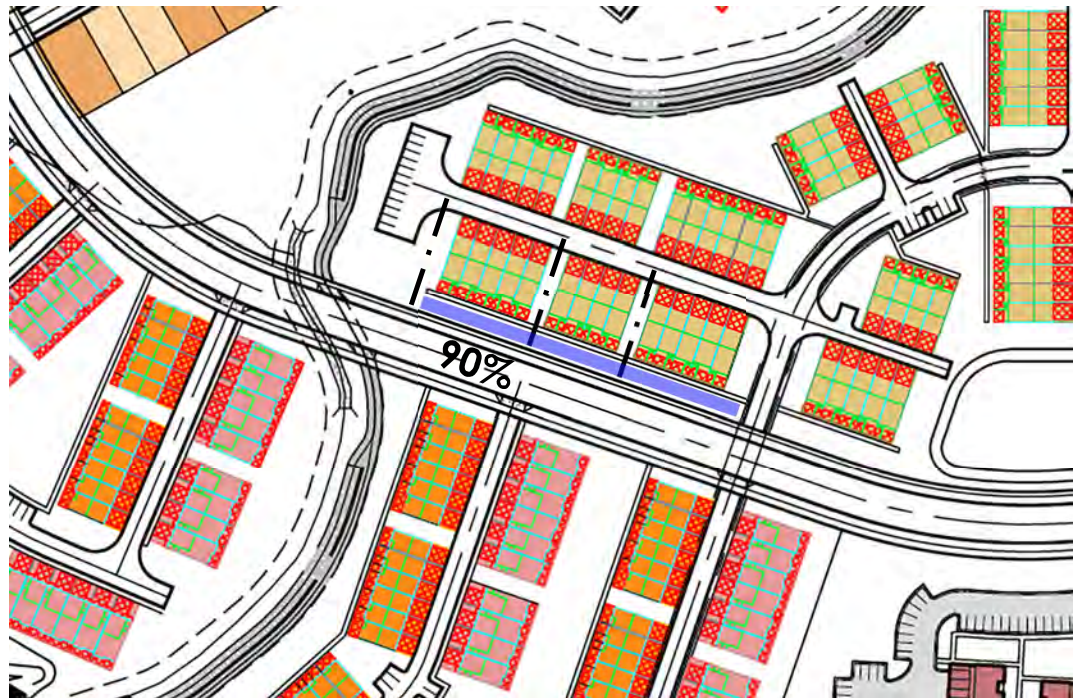


Figure 3.6 (1). Townhouse Green Courtyard

Building Type		Permitted Sub-Districts			
Townhouse		NV	NOS	UV	RR
Permitted		yes ⁷	yes	yes ⁷	yes
(1) Building Siting Refer to Figure 3.6 (1).					
Multiple Principal Buildings		permitted ^{1 and 5}	permitted ¹	permitted ¹	permitted ¹
a	Front Property Line Coverage	65% ²	65% ²	65% ²	65% ²
Occupation of Corner		required	no	required	no
b	Front Build to Zone	10' to 20'	10' to 20'	10' to 20'	10' to 20'
c	Corner Build to Zone	10' to 15'	10' to 15'	10' to 15'	10' to 15'
d	Minimum Side Yard Setback	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings	0' per unit; 15' between buildings
e	Minimum Rear Yard Setback	15' ³	15' ³	15' ³	15' ³
Minimum Unit Width		20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building	20' per unit maximum of 6 units per building
f	Maximum Building Width				
g	Intentionally blank				
h	Intentionally blank				
i	Parking	rear yard	rear yard	rear yard	rear yard
j	Vehicular Access	from alley			
(2) Height Refer to Figure 3.6 (2).					
k	Minimum Overall Height	2 story ⁴	2 story ⁴	2 story ⁴	2 story ⁴
l	Maximum Overall Height [42']	3 stories	3 stories	3 stories	3 stories
m	All Stories: Minimum Height	9'	9'	9'	9'
	Maximum Height	14'	14'	14'	14'
(3) Uses Refer to 2.0 Uses for permitted uses.					
n	Ground Story	live/work	residential	live/work	residential
o	Upper Story		residential		residential
p	Parking	permitted behind buildings in garage and driveways			
q	Required Occupied Space	15' deep on all full floors from the front facade			
(4) Street Facade Requirements Refer to Figure 3.6 (3).					
r	Minimum Transparency per each Story	15%	15%	15%	15%
s	Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
t	Front Facade Permitted Entrance Type	stoop, porch	stoop, porch	stoop, porch	stoop, porch
u	Principal Entrance Location per Unit	front			front
v	Vertical Facade Divisions	each townhouse unit shall have a vertical division with materials per unit			
w	Horizontal Facade Divisions	required within 3' of the top of any visible basement or ground story			
(5) Roof Type Requirements Refer to 3.12					
Permitted Roof Types		parapet, pitched, flat, green/vegetative			
Tower		permitted	permitted	permitted	permitted

Table 3.6 (1). Townhouse Building Table: see letters on left and corresponding Figures 3.6(2)-(4).

- Proposal: Front property line coverage to allow 75% - 100% so long as it is deemed as common area/limited common area and maintained by an HOA



3.7 Single Family Building

1. Description and Intent

The single family building is a residential building incorporating a landscaped yard surrounding all sides of the building. The single family building typically includes one unit per building, but may include one ADU.



2. Regulations

Regulations for the single family building type are defined in the adjacent table. No more than 2 adjacent single family dwellings shall be built at the same setback and lot width. Setback variance is a minimum of 3' and lot width variance is a minimum of 5 feet. In addition, driveway maximum width is 20' for 35' to 40' wide lots, 24' for lots up to 100 and 36' for over 100' wide lots.

Footnotes:

¹ Each building shall meet all requirements of the single family building type.

² When multiple buildings are located on a single lot, each building shall meet the front property line coverage requirement.

³ Rear yard setback for detached garages on alleys is 5 feet.

⁴ Street facing garage width is measured as the maximum percentage of total lot width.

⁵ Garages shall be a minimum setback from front of building (not including porch or stoop).

Building Type Single Family	Permitted Sub-Districts			
	NV	NOS	UV	RR
Permitted	no	yes	yes, using NOS standards	yes
(1) Building Siting Refer to Figure 3.7 (1).				
Multiple Principal Buildings		not permitted		not permitted
a Front Property Line Coverage		65% ²		35% ²
Occupation of Corner		recommended		recommended
b Front Setback Minimum		10'		20'
b Front Setback Maximum		25'		35'
c Minimum Side Yard Setback		4' total 10'		5' total 15'
d Minimum Rear Yard Setback		15' ³		10' ³
e Minimum Lot Width		35'		45'
f Minimum Lot Depth		70'		80'
g Parking Location		rear yard/side on arterials/collectors		rear yard/side on arterials/collectors
h Garage Door Maximum Width		60% ⁴		40% ⁴
i Garage Setback (from Facade)		5' ⁵		5' ⁵
j Garage Door Setback Minimum		25'		25'
k Vehicular Access		from alley, if no alley exists, 1 driveway (max 22' width) per street frontage		
(2) Height Refer to Figure 3.8 (2).				
k Minimum Overall Height		2 story ⁴		1 story ⁴
l Maximum Overall Height		3 stories		3 stories
m All Stories: Minimum Height		9'		9'
m Height Maximum		14'		14'
(3) Uses Refer to 3.0 Uses for permitted uses.				
n All Stories		residential only		
(4) Street Facade Requirements Refer to Figure 3.7 (3).				
o Minimum Transparency (per Each Story)		15%		
p Blank Wall Limitations		required as per 3.2.4 (2)		
q Front Facade Entrance Type		stoop, porch		
q Principal Entrance Location per Unit		front, corner, or corner side facade		
q Required Number of Street Entrances		1 per building		
(5) Roof Type Requirements Refer to 5.12.				
s Permitted Roof Types		sloped, pitched, flat, green/vegetative		

Table 3.7 (1). Mixed-use Building Table; see letters on left and corresponding Figures 3.7(1)-(3).

URBAN DESIGN PRINCIPLES

- Minimize visual dominance of the garage door by incorporating other architectural features on the primary façade
- Typical solutions promote living spaces/entry in front of the garage plane
- Other solutions incorporate a variety of architectural elements on the façade that are visually prominent and command more attention than the garage door

i	Garage Setback (from Facade)		5' ⁵		5' ⁵
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3.7 Single Family Building

1. Description and Intent

The single family building is a residential building incorporating a landscaped yard surrounding all sides of the building. The single family building typically includes one unit per building, but may include one ADU.



2. Regulations

Regulations for the single family building type are defined in the adjacent table. No more than 2 adjacent single family dwellings shall be built at the same setback and lot width. Setback variance is a minimum of 3' and lot width variance is a minimum of 5 feet. In addition, driveway maximum width is 20' for 35' to 40' wide lots, 24' for lots up to 100 and 36' for over 100' wide lots.

Footnotes:

¹ Each building shall meet all requirements of the single family building type.

² When multiple buildings are located on a single lot, each building shall meet the front property line coverage requirement.

³ Rear yard setback for detached garages on alleys is 5 feet.

⁴ Street facing garage width is measured as the maximum percentage of total lot width.

⁵ Garages shall be a minimum setback from front of building (not including porch or stoop).

Building Type Single Family	Permitted Sub-Districts			
	NV	NOS	UV	RR
Permitted	no	yes	yes, using NOS standards	yes
(1) Building Siting Refer to Figure 3.7 (1).				
Multiple Principal Buildings	not permitted		not permitted	
a Front Property Line Coverage	65% ²		35% ²	
Occupation of Corner	recommended		recommended	
b Front Setback Minimum	10'		20'	
b Front Setback Maximum	25'		35'	
c Minimum Side Yard Setback	4' total 10'		5' total 15'	
d Minimum Rear Yard Setback	15' ³		10' ³	
e Minimum Lot Width	35'		45'	
f Minimum Lot Depth	70'		80'	
g Parking Location	rear yard/side on arterials/collectors		rear yard/side on arterials/collectors	
h Garage Door Maximum Width	608"		608"	
i Garage Setback (from Facade)	5' ⁵		5' ⁵	
j Garage Door Setback Minimum	22'		25'	
j Vehicular Access	from alley; if no alley exists, 1 driveway (max 22' width) per street frontage			
(2) Height Refer to Figure 3.8 (2).				
k Minimum Overall Height	2 story ⁴		1 story ⁴	
l Maximum Overall Height	3 stories		3 stories	
m All Stories: Minimum Height	9'		9'	
m Height Maximum	14'		14'	
(3) Uses Refer to 3.0 Uses for permitted uses.				
n All Stories	residential only			
(4) Street Facade Requirements Refer to Figure 3.7 (3).				
a Minimum Transparency (per Each Story)	15%			
p Blank Wall Limitations	required as per 3.2.4 (2)			
q Front Facade Entrance Type	stoop, porch			
q Principal Entrance Location per Unit	front, corner, or corner side facade			
q Required Number of Street Entrances	1 per building			
(5) Roof Type Requirements Refer to 5.12				
s Permitted Roof Types	sloped, pitched, flat, green/vegetative			

Table 3.7 (1). Mixed-use Building Table; see letters on left and corresponding Figures 3.7(1)-(3).

CONCERN

- Recessed garage requirements on small lot (< 45') single family product create unbalanced entrance massing and awkward interior spaces



Garage Setback (from Facade)

5⁵

5⁵



3.7 Single Family Building

1. Description and Intent

The single family building is a residential building incorporating a landscaped yard surrounding all sides of the building. The single family building typically includes one unit per building, but may include one ADU.



2. Regulations

Regulations for the single family building type are defined in the adjacent table. No more than 2 adjacent single family dwellings shall be built at the same setback and lot width. Setback variance is a minimum of 3' and lot width variance is a minimum of 5 feet. In addition, driveway maximum width is 20' for 35' to 40' wide lots, 24' for lots up to 100 and 36' for over 100' wide lots.

Footnotes:

¹ Each building shall meet all requirements of the single family building type.

² When multiple buildings are located on a single lot, each building shall meet the front property line coverage requirement.

³ Rear yard setback for detached garages on alleys is 5 feet.

⁴ Street facing garage width is measured as the maximum percentage of total lot width.

⁵ Garages shall be a minimum setback from front of building (not including porch or stoop).

Building Type Single Family	Permitted Sub-Districts			
	NV	NOS	UV	RR
Permitted	no	yes	yes, using NOS standards	yes
(1) Building Siting Refer to Figure 3.7 (1).				
Multiple Principal Buildings		not permitted		not permitted
a Front Property Line Coverage		65% ²		35% ²
Occupation of Corner		recommended		recommended
b Front Setback Minimum		10'		20'
b Front Setback Maximum		25'		35'
c Minimum Side Yard Setback		4' total 10'		5' total 15'
d Minimum Rear Yard Setback		15' ³		10' ³
e Minimum Lot Width		35'		45'
f Minimum Lot Depth		70'		80'
g Parking Location		rear yard/side on arterials/collectors		rear yard/side on arterials/collectors
h Garage Door Maximum Width		608 ⁴		408 ⁴
i Garage Setback (from Facade)		5' ⁵		5' ⁵
j Garage Door Setback Minimum		22'		25'
j Vehicular Access		from alley; if no alley exists, 1 driveway (max 22' width) per street frontage		
(2) Height Refer to Figure 3.8 (2).				
k Minimum Overall Height		2 story ⁴		1 story ⁴
l Maximum Overall Height		3 stories		3 stories
m All Stories: Minimum Height		9'		9'
m Height Maximum		14'		14'
(3) Uses Refer to 3.0 Uses for permitted uses.				
n All Stories		residential only		
(4) Street Facade Requirements Refer to Figure 3.7 (3).				
a Minimum Transparency (per Each Story)		15%		
p Blank Wall Limitations		required as per 3.2.4 (2)		
q Front Facade Entrance Type		stoop, porch		
q Principal Entrance Location per Unit		front, corner, or corner side facade		
q Required Number of Street Entrances		1 per building		
(5) Roof Type Requirements Refer to 5.12				
s Permitted Roof Types		sloped, pitched, flat, green/vegetative		

Table 3.7 (1). Mixed-use Building Table; see letters on left and corresponding Figures 3.7(1)-(3).

- Proposal: The second story to be utilized as the required feature that protrudes in front of the garage on some of the single-family dwellings; living space protrude in front of the garage by 2 feet instead of 5 feet

i

Garage Setback (from Facade)

~~5.5~~

2'

~~5.5~~

2'



CURRENT

Garage door remains most dominant visual plane

Awkward 5' architectural appendage for front door



Porch feels exposed

Increased square footage is contained in a corridor

PROPOSED

Garage door becomes a subservient visual plane

Second story 2' cantilever massing with columns becomes focal point



Porch feels enclosed

Increased square footage is contained in a bedroom

3.9 Craftsman

(1) The Craftsman style is characterized by simplicity, the expression of certain structural members, and attention to wood joinery, especially at porches. Craftsman homes feature moderate-pitched gable roofs with wide overhangs and large porches with substantial columns and bases.

(2) The principal features of the Craftsman style are low- to moderate-pitched gable roofs with wide overhangs, exposed rafters at porches, and, wherever feasible, generous porches with substantial columns and bases. Dormers are typical on 1½-story designs. Symmetry is optional and depends on the orientation of the principal roof.

(3) Ornamentation is restrained. Details that are characteristic of the style include exposed rafter tails, tapered columns and trim elements, and diagonal knee braces at gable ends. Wall materials may include stone, brick, limited stucco (not to exceed 20% of facade), shingles, and siding (no vinyl).

(4) Massing

- A side gable, center gable facing the street, or cross gable with dormers is typical for the primary roof form.
- One-story and 1½-story massing compositions are permitted, although two-story compositions can also be acceptable.
- Dormers are typical in 1½-story designs.
- Emphasis should be on horizontal rather than vertical lines.

(5) Roofs

- Low-sloping gable roofs with wide overhangs are typical.
- Shed or pitched dormers are common.
- Generously sized eaves with exposed decorative rafters are characteristic of the style, but not required.
- Main roof pitches: 6:12 to 8:12. Secondary hip or shed roof pitches: 3:12 to 6:12.
- Roof overhangs: 12-30 inches at rakes and eaves

(6) Windows and Doors

- Individual windows are typically square or vertically oriented.
- Windows are often mullied together in pairs or threes.
- Double-hung windows with divided panes in upper sashes only, usually in a three-over-one configuration, are typical.
- Limited use of small accent windows and angled bays is encouraged. A single, rectilinear door is typical.
- Large panes in doors are common and are often divided to match the windows.
- Wide trim (5 to 6 inches) with head trim extending past the jamb is typical for doors and windows.
- Tapered side trims are typical.

(7) Porch/Entry

- Porches facing the street are common.
- Porch columns typically sit on wider bases or low walls.
- Tapered or double-columns with header and base details are common.

(8) Details

- Expression of structural members and attention to wood joinery is characteristic of the style.
- Beams, knee braces, and brackets are often found at gable ends.
- Extended lintels over door and porch openings are common.
- Tapered elements, including trim work and columns, are common.

(9) Minimum Required Elements

- Front porch that addresses the street, either full or partial-width (60 square-foot minimum)
- Square columns (tapered or straight), stone or brick piers, structural or decorative beams or braces under gables,
- Decorative trim (5 to 6-inch width) around windows with emphasis on top and bottom (no stucco)
- Stone or brick on all street facing facades (20% minimum); lap siding or batt and board siding (no vinyl) on all four sides of the structure
- Main roof pitches 6:12 to 8:12, wide eave overhangs (12-inch minimum)
- Recessed (2-foot minimum from front facade), decorative garage door with small pane windows
- Brick or stone to follow finished grade within 12 inches
- Complimentary veneered or textured/colored foundations, where exposed to view



Figure 3.9 (1). Photo examples

CONCERN

- Check boxes for craftsman and mountain modern architectural styles require 60 square-foot minimum front porches
- Proposed townhome elevations have small covered porched on some of the entrances to maintain architectural purity and balance

(9) Minimum Required Elements

- Front porch that addresses the street, either full or partial-width (60 square-foot minimum)

3.9 Craftsman

(1) The Craftsman style is characterized by simplicity, the expression of certain structural members, and attention to wood joinery, especially at porches. Craftsman homes feature moderate-pitched gable roofs with wide overhangs and large porches with substantial columns and bases.

(2) The principal features of the Craftsman style are low- to moderate-pitched gable roofs with wide overhangs, exposed rafters at porches, and, wherever feasible, generous porches with substantial columns and bases. Dormers are typical on 1½-story designs. Symmetry is optional and depends on the orientation of the principal roof.

(3) Ornamentation is restrained. Details that are characteristic of the style include exposed rafter tails, tapered columns and trim elements, and diagonal knee braces at gable ends. Wall materials may include stone, brick, limited stucco (not to exceed 20% of facade), shingles, and siding (no vinyl).

(4) Massing

- A side gable, center gable facing the street, or cross gable with dormers is typical for the primary roof form.
- One-story and 1½-story massing compositions are permitted, although two-story compositions can also be acceptable.
- Dormers are typical in 1½-story designs.
- Emphasis should be on horizontal rather than vertical lines.

(5) Roofs

- Low-sloping gable roofs with wide overhangs are typical.
- Shed or pitched dormers are common.
- Generously sized eaves with exposed decorative rafters are characteristic of the style, but not required.
- Main roof pitches: 6:12 to 8:12. Secondary hip or shed roof pitches: 3:12 to 6:12.
- Roof overhangs: 12-30 inches at rakes and eaves

(6) Windows and Doors

- Individual windows are typically square or vertically oriented.
- Windows are often mullied together in pairs or threes.
- Double-hung windows with divided panes in upper sashes only, usually in a three-over-one configuration, are typical.
- Limited use of small accent windows and angled bays is encouraged. A single, rectilinear door is typical.
- Large panes in doors are common and are often divided to match the windows.
- Wide trim (5 to 6 inches) with head trim extending past the jamb is typical for doors and windows.
- Tapered side trims are typical.

(7) Porch/Entry

- Porches facing the street are common.
- Porch columns typically sit on wider bases or low walls.
- Tapered or double-columns with header and base details are common.

(8) Details

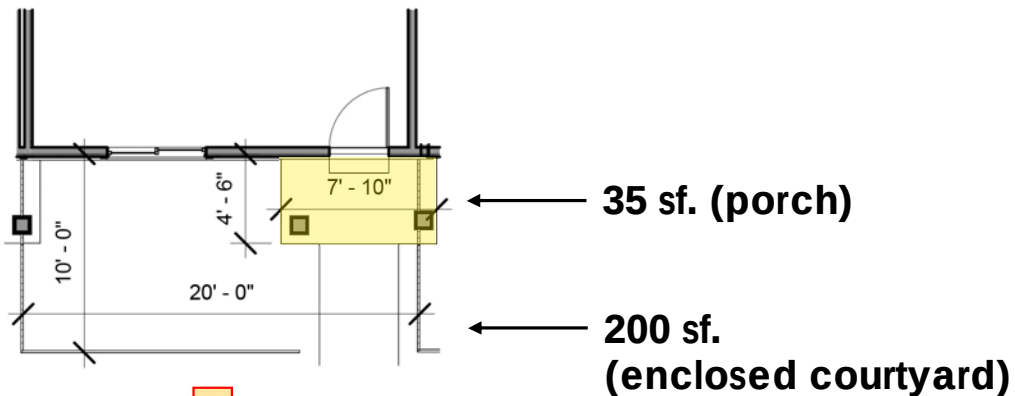
- Expression of structural members and attention to wood joinery is characteristic of the style.
- Beams, knee braces, and brackets are often found at gable ends.
- Extended lintels over door and porch openings are common.
- Tapered elements, including trim work and columns, are common.

(9) Minimum Required Elements

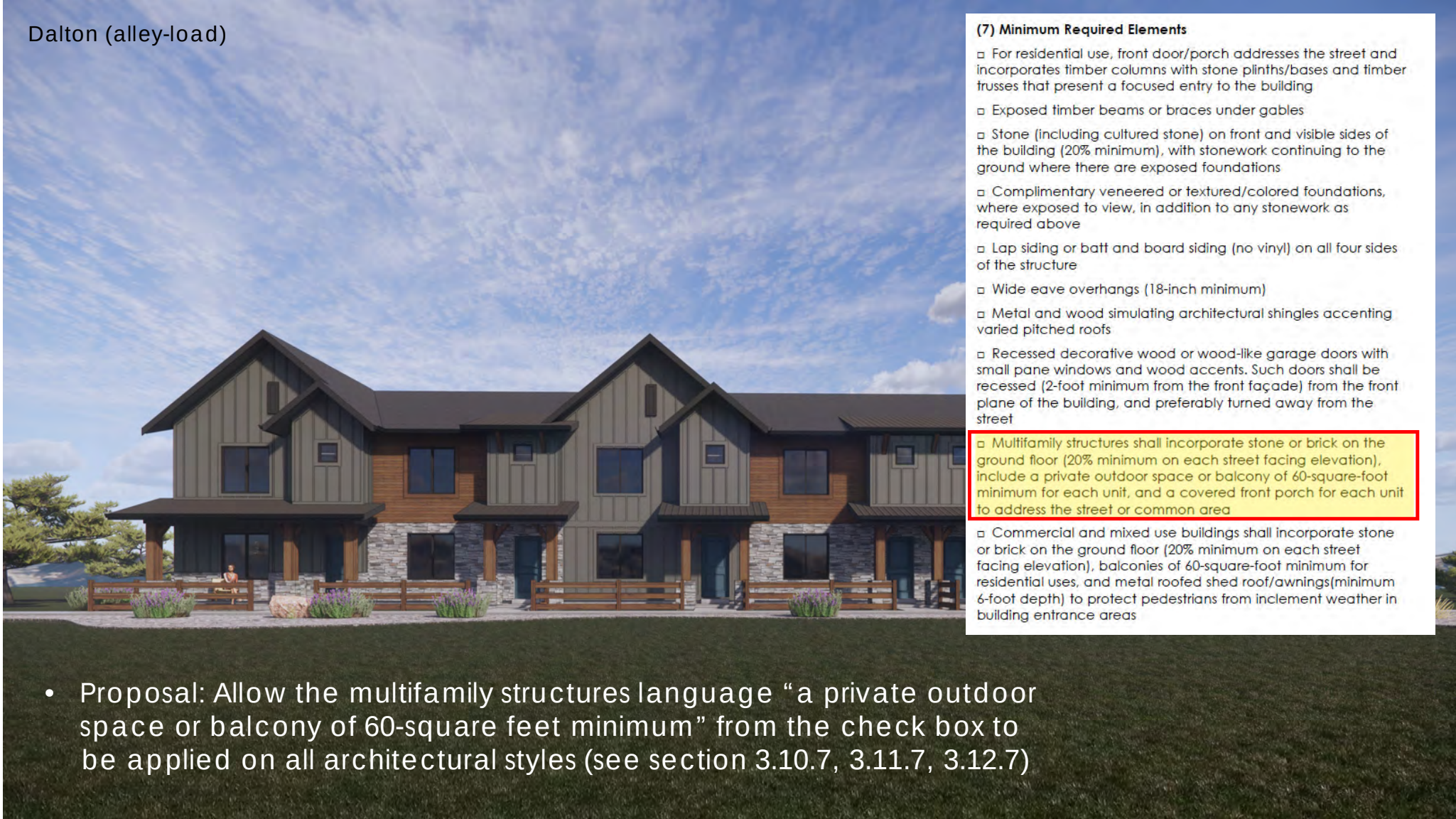
- Front porch that addresses the street, either full or partial-width (60 square-foot minimum)
- Square columns (tapered or straight), stone or brick pinnets, structural or decorative beams or braces under gables,
- Decorative trim (5 to 6-inch width) around windows with emphasis on top and bottom (no stucco)
- Stone or brick on all street facing facades (20% minimum); lap siding or batt and board siding (no vinyl) on all four sides of the structure
- Main roof pitches 6:12 to 8:12, wide eave overhangs (12-inch minimum)
- Recessed (2-foot minimum from front facade), decorative garage door with small pane windows
- Brick or stone to follow finished grade within 12 inches
- Complimentary veneered or textured/colored foundations, where exposed to view



Figure 3.9 (1). Photo examples



Dalton (alley-load)



(7) Minimum Required Elements

- For residential use, front door/porch addresses the street and incorporates timber columns with stone plinths/bases and timber trusses that present a focused entry to the building
- Exposed timber beams or braces under gables
- Stone (including cultured stone) on front and visible sides of the building (20% minimum), with stonework continuing to the ground where there are exposed foundations
- Complimentary veneered or textured/colored foundations, where exposed to view, in addition to any stonework as required above
- Lap siding or batt and board siding (no vinyl) on all four sides of the structure
- Wide eave overhangs (18-inch minimum)
- Metal and wood simulating architectural shingles accenting varied pitched roofs
- Recessed decorative wood or wood-like garage doors with small pane windows and wood accents. Such doors shall be recessed (2-foot minimum from the front façade) from the front plane of the building, and preferably turned away from the street
- Multifamily structures shall incorporate stone or brick on the ground floor (20% minimum on each street facing elevation), include a private outdoor space or balcony of 60-square-foot minimum for each unit, and a covered front porch for each unit to address the street or common area
- Commercial and mixed use buildings shall incorporate stone or brick on the ground floor (20% minimum on each street facing elevation), balconies of 60-square-foot minimum for residential uses, and metal roofed shed roof/awnings (minimum 6-foot depth) to protect pedestrians from inclement weather in building entrance areas

- Proposal: Allow the multifamily structures language “a private outdoor space or balcony of 60-square feet minimum” from the check box to be applied on all architectural styles (see section 3.10.7, 3.11.7, 3.12.7)

Dalton (alley-load)



Oliver (Alley-load)



Oliver (Alley-load)



Millbrook (Front-load)



Millbrook (Front-load)



Millbrook (Front-load)



Millbrook (Front-load)



3.0 BUILDINGS

3. Uses

The following explains the line item requirements for each building. Refer to Section 2.0 for uses. The requirements in this section of the Building Type Tables may limit uses within a specific building type.

- (1) Ground and Upper Story. The uses or category of uses which may occupy the ground and/or upper story of a building.
- (2) Parking Within Building. The area(s) of a building in which parking is permitted within the structure.
- (3) Required Occupied Space. The area(s) of a building that shall be designed as occupied space, defined as interior building space regularly occupied by the building users. It does not include storage areas, utility space, or parking.

4. Street Facade Requirements

Street facade requirements apply only to facades facing a public or private right-of-way, including a parking lot. 360 degree architecture is required with no blank walls. The rear or interior side yard facades are not required to meet these standards unless otherwise stated. Large format store fronts are to be designed and built to represent a main street-like appearance with smaller storefronts.

- (1) Minimum Ground Story and Upper Floor Transparency/Measuring Transparency per Facade. The minimum amount of transparency required on street facades with street frontage.
 - (a) Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.
 - (i) Ground story transparency, when defined separately from the overall minimum transparency, shall be measured between 2 feet and 8 feet from the average grade at the base of the front facade.
 - (ii) A general minimum transparency requirement shall be measured from floor to floor of each story.
- (2) Blank Wall Limitations. A restriction of the amount of windowless area permitted on a facade with street frontage. If required, the following shall both be met for each story:
 - (a) No rectangular area greater than 30% of a story's facade, as measured from floor to floor, may be windowless.
 - (b) No horizontal segment of a story's facade greater than 15 feet in width may be windowless.
- (3) Entrance Type. The entrance type(s) permitted for the entrance(s) of a given building type.
- (4) Principal Entrance Location. The facade on which the primary building entrance is to be located. No front facades are anticipated along US 40. Front facades may access parking lots where sidewalk dining opportunities and or plazas are designed next to the buildings.
- (5) Required Number of Street Entrances. The minimum number of and maximum spacing between entrances on the ground floor building facade with street frontage.
- (6) Vertical Facade Divisions. The use of a vertically oriented expression line or form to divide the facade into increments no

greater than the dimension shown, as measured along the base of the facade. Elements may include a column, pilaster, or other continuous vertical ornamentation that is a minimum of one and a half inch depth.

- (7) Horizontal Facade Divisions. The use of a horizontally oriented expression line or form to divide portions of the facade into horizontal divisions. Elements may include a cornice, belt course, molding, string courses, or other continuous horizontal ornamentation a minimum of one and a half inch depth.

5. Unique Architecture

All development within NVOZ is intended to have a unique sense of place and custom architecture. Multiple requirements are found throughout this ordinance which require custom design for each building.

No single family buildings on the same block face (on both sides of the street) may have the same street facing facade within a 400-foot distance. Building facade design must distinctly vary three of the following five elements:

- Color
- Roof Line
- Materials
- Window Locations and Door Locations
- Exterior Wall Changes (to Create Shadow Patterns).

6. Roof Type

The following explains the roof requirements for each building:

- (1) Permitted Roof Type. The roof type(s) permitted for a given building type. Refer to 3.14. Roof Types for more specific requirements.
- (2) Tower. A vertical building extension that may be permitted in conjunction with another roof type on certain building types. Refer to 3.14. Roof Types.

5. Unique Architecture

All development within NVOZ is intended to have a unique sense of place and custom architecture. Multiple requirements are found throughout this ordinance which require custom design for each building.

No single family buildings on the same block face (on both sides of the street) may have the same street facing facade within a 400-foot distance. Building facade design must distinctly vary three of the following five elements:

- Color
- Roof Line
- Materials
- Window Locations and Door Locations
- Exterior Wall Changes (to Create Shadow Patterns).

CONCERN

- 400' distance appropriate for 1/4 – acre lots
- Propose repetition language for small SFD lots

- Proposal: The same elevation consisting of the architectural style, color, or material package shall not be built on lots directly across or diagonally across the street, or within 120' on the same side of the street.































3.0 BUILDINGS

NVOZ Heber City, Utah

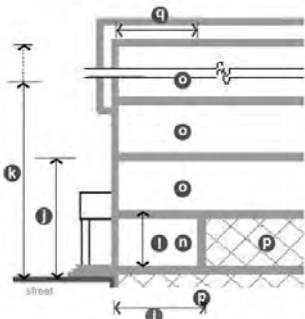
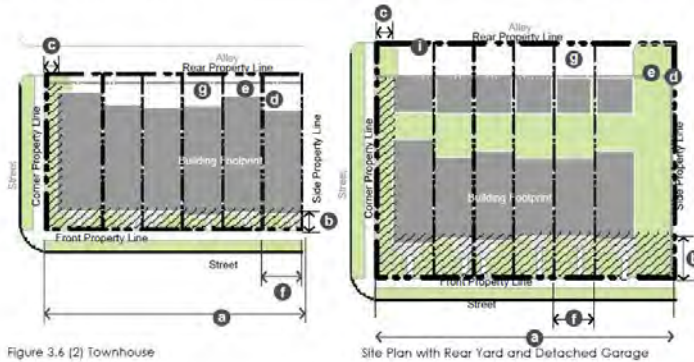


Figure 3.6 (3). Townhouse Building: Height and Use Requirements

Figure 3.6 (4). Townhouse Building: Street Facade Requirements

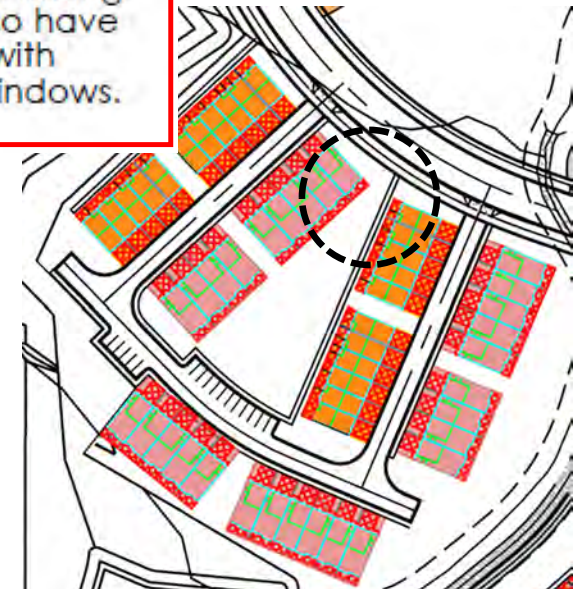
Figure 3.6 (5). Townhouses facing common greens, must also have three-sided architecture with wrapping porches and windows.



CONCERN

- Porch wrapping requirement
- Porched facing the street concept is repeated in the architectural style checklists
- We agree that architectural detail and fenestration should wrap that side of the building

Figure 3.6 (5). Townhouses facing common greens, must also have three-sided architecture with wrapping porches and windows.



3.11.7

(7) Minimum Required Elements

- For residential use, front door/porch addresses the street and incorporates timber columns with stone plinths/bases and timber trusses that present a focused entry to the building
- Exposed timber beams or braces under gables
- Stone (including cultured stone) on front and visible sides of the building (20% minimum), with stonework continuing to the ground where there are exposed foundations
- Complimentary veneered or textured/colored foundations, where exposed to view, in addition to any stonework as required above
- Lap siding or batt and board siding (no vinyl) on all four sides of the structure
- Wide eave overhangs (18-inch minimum)
- Metal and wood simulating architectural shingles accenting varied pitched roofs
- Recessed decorative wood or wood-like garage doors with small pane windows and wood accents. Such doors shall be recessed (2-foot minimum from the front façade) from the front plane of the building, and preferably turned away from the street
- Multifamily structures shall incorporate stone or brick on the ground floor (20% minimum on each street facing elevation), include a private outdoor space or balcony of 60-square-foot minimum for each unit, and a covered front porch for each unit to address the street or common area
- Commercial and mixed use buildings shall incorporate stone or brick on the ground floor (20% minimum on each street facing elevation), balconies of 60-square-foot minimum for residential uses, and metal roofed shed roof/awnings(minimum 6-foot depth) to protect pedestrians from inclement weather in building entrance areas

CONCERN

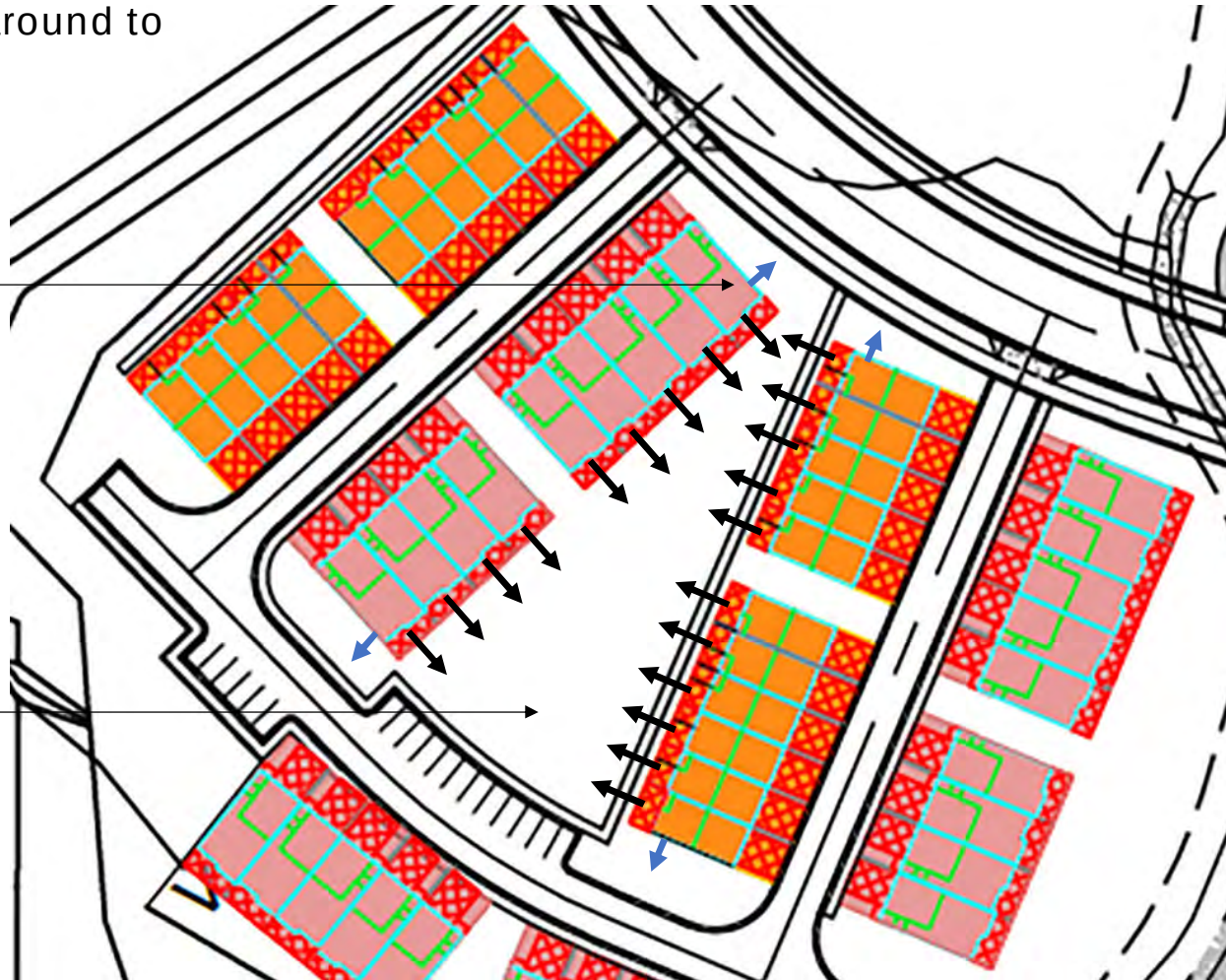
- Porch wrapping requirement
- Porched facing the street concept is repeated in the architectural style checklists
- We agree that architectural detail and fenestration should wrap that side of the building



- Proposal: Remove wrapping porch requirement. Porches will face courtyard space. Windows and architectural style elements will wrap around to street side.

Avoid “orphaned porches” on the end units by requiring them to be oriented to the street

The courtyard becomes the primary pedestrian space (not the street)





3.4 Stacked Residential Building**1. Description and Intent**

The stacked residential building type is limited in terms of uses by the district within which it is located, generally housing and/or residential uses. The stacked residential building is intended to be built close to the front and corner property lines, allowing easy access to passing pedestrians and transit riders. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double-loaded aisle of parking is permitted in the interior or the side yard at the front property line.

**2. Regulations**

Regulations for the stacked residential type are defined in the adjacent table.

Footnotes:

¹ A courtyard covering up to 35% of the front facade is permitted and may contribute to the front lot line coverage requirement.

² Lots wider than 140 feet permit one double-loaded aisle of parking (maximum width of 72 feet) located perpendicular to the front property line, which is exempt from front property line coverage.

³ Buildings taller than three stories shall have a step back of a minimum 10 feet, which is located in between top of first story to the top of the third story. The step back is required on street frontage sides only. As a substitute for a stepback, a combination of 1' to 2' facade depth variations, balconies, overhangs, and decks are permitted. Height variation required, as per 3.2 (2) d.

⁴ Ground floor up to 20' shall count as one story.

⁵ Buildings facing Village & Neighborhood Connector streets are permitted.

Building Type	Permitted Sub-Districts			
	NV	NOS	UV	RR
(1) Building Siting Refer to Figure 3.4 (1).				
Permitted Building Type	yes	yes with clustering ^{4,5}	yes	no
Multiple Principal Buildings	permitted	permitted		
a Front Property Line Coverage	80% ¹	80% ¹		
Occupation of Corner	required	required		
b Front Build to Zone	0' to 10'	10' to 20'		
c Corner Build to Zone	10' to 20'	10' to 20'		
d Minimum Side Yard Setback	0'	0'		
e Minimum Rear Yard Setback	5'	5'		
f Minimum Lot Width	70' none ²	70' none ²		
g Parking and Loading Location	rear or side yard	rear or side yard		
h Intentionally Blank				
i Vehicular Access	maximum 1 per 200' frontage or UDOT requirement	maximum 1 per 200' frontage or UDOT requirement		
(2) Height Refer to Figure 3.4 (2).				
j Minimum Overall Height	2 story	2 story		
k Maximum Overall Height (56')	4 stories ^{4,5}	3 stories NOS, UV 4 stories ^{3,4}		
l All Stories: Minimum Height	9'	9'		
Maximum Height	14'	14'		
(3) Uses Refer to 3.0 Uses for permitted uses.				
m All Stories	residential			
n Balcony	minimum 5' depth and 60 square feet, minimum of 50% of all units are required to have balconies			
o Parking within Building	permitted fully in basement and may partially protrude above grade. Allowed in rear of upper floors.			
(4) Facade Requirements Refer to Figure 3.4 (3).				
p Minimum Transparency per Each Story	25%	25%		
q Blank Wall Limitations		required per floor refer to 3.2.4 (2)		
r Front Facade Entrance Type	stoop, porch	stoop, porch		
s Principal Entrance Location	front facade	front facade		
t Required Number of Street Entrances	1 per each 30' of front facade	1 per each 100' of front facade		
u Vertical Facade Divisions	minimum every 30' of facade width			
v Horizontal Facade Divisions	required within 3' of the top of any visible basement and of the ground story, and the top of 3rd story			
w Building Stepback	minimum horizontal distance 10 feet required at top of 3rd story			
(5) Roof Type Requirements Refer to Figure 3.14.				
x Permitted Roof Types	parapet, pitched, flat, green/vegetative			
y Tower	permitted			

Table 3.4(1). Stacked Residential Building Table: see letters on left and corresponding Figures 3.4(1)-(3)4.

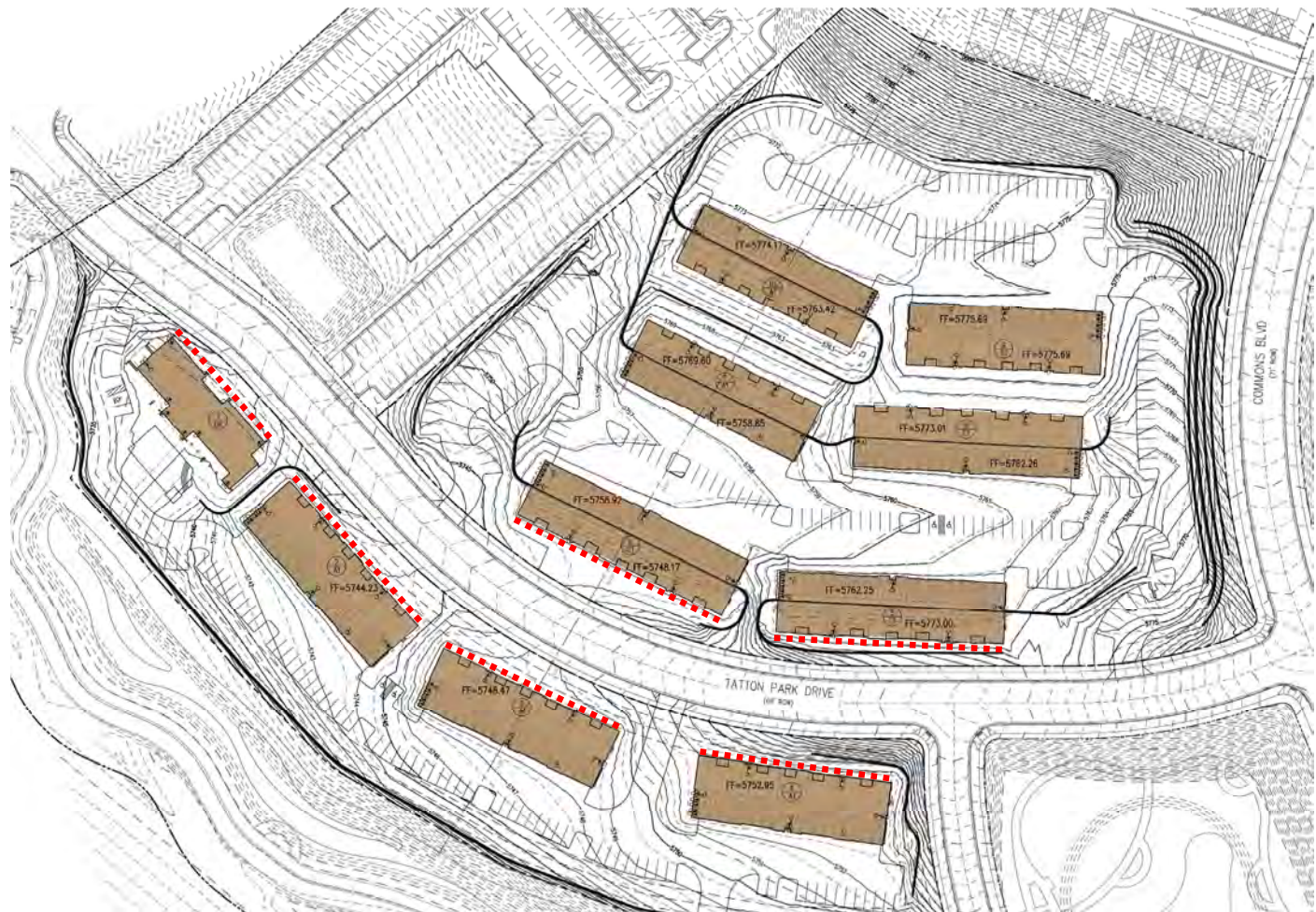
CONCERN

- Transparency requirement activates exterior elevations that will not be seen by the general public and provides fenestration into garages and other non-active spaces

p	Minimum Transparency per Each Story	25%	25%
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- Proposal: Transparency requirements only apply to public street facing facades, not rear or side facades. Transparency requirement does not apply to tuck-under garages and facades facing parking lots.

- Proposal: Transparency requirements only apply to public street facing facades, not rear or side facades. Transparency requirement does not apply to tuck-under garages and facades facing parking lots.



3. Balconies

The following applies in all locations where balconies are incorporated into the facade design facing any street or parking lot. Refer to Figure 3.15 (5).

- (1) **Size.** Balconies shall have minimum dimensions of 6 feet deep and 8 feet wide, with a total square footage of not less than 60 square feet. Balconies are required for a minimum of 50% of the units in stacked residential and mixed-use buildings. Balconies may substitute for the required facade variation on rear and side facades.
- (2) **Connection to Building.** Balconies that are not integral to the facade shall be independently secured and unconnected to other balconies.

4. Treatments at Terminal Vistas

When a street terminates at a parcel, the parcel shall be occupied by one of the following:

- (1) If the parcel is open space, any open space type with the exception of the pocket park shall be utilized and a vertical element shall terminate the view. Acceptable vertical elements include a stand or grid of trees, a sculpture, or a fountain.
- (2) If the parcel is not utilized as an open space type, the front or corner side of a building, whether fronting a primary street or not, shall terminate the view. The building shall incorporate one of the following treatments to terminate the view: a mountain peak, a tower, a bay, or a courtyard. Refer to Figure 3.15 (6) for one illustration of this requirement.



Figure 3.15 (5). Balconies Integral to Facade

5. Building Variety

Building design shall vary between vertical facade divisions, where required per the building types, and from adjacent buildings by the type of dominant material or color, scale, or orientation of that material and at least two of the following:

- (1) The proportion of recesses and projections.
- (2) The location of the entrance and window placement, unless mixed-uses are utilized.
- (3) Roof type, plane, or material, unless otherwise stated in the building type requirements.



Figure 3.15 (6). Terminal Vista of Mountain Peak



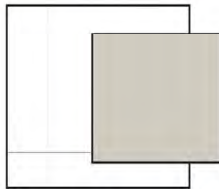
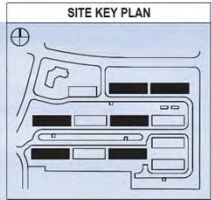
Figure 3.15 (6). Building Variety

5. Building Variety

Building design shall vary between vertical facade divisions, where required per the building types, and from adjacent buildings by the type of dominant material or color, scale, or orientation of that material and at least two of the following:

- (1) The proportion of recesses and projections.
- (2) The location of the entrance and window placement, unless mixed-uses are utilized.
- (3) Roof type, plane, or material, unless otherwise stated in the building type requirements.

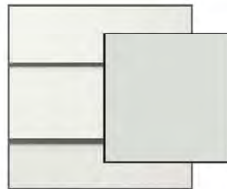
- Proposal: Material and color variations may be used as the sole requirement to meet the building variety requirements of adjacent buildings.



FIBER CEMENT PANEL
Butted Flat Panel
Color: SW 7025 Agreeable Gray



FIBER CEMENT VERTICAL SIDING
Board and Batten Vertical Siding Smooth
Color: SW 7069 Iron Ore



FIBER CEMENT LAP SIDING
Non-vented Smooth
Color: SW 7066 Fleur de Sel



FASCIA & TRIM
Color: SW 7069 Iron Ore



AWNINGS & METAL HANDRAIL
Color: SW 6390 Caviar



DIMENSIONAL ASPHALT SHINGLES
Owens Corning TruDefinition Durast
Color: Estate Gray



Architecture + Planning

820 16th Street, Suite 500
(303) 825-6400
ktgy.com



**MATERIAL BOARD - 3-STORY (TYP.)
SCHEME I
LAYOUT C**

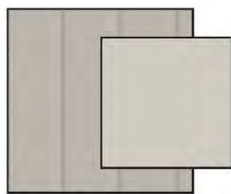
APRIL 12, 2022

LITTLE VALLEY GATEWAY

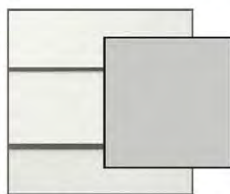
MAGNA, UTAH # 201049



FIBER CEMENT PANEL
Butted Flat Panel
Color: SW 6236 Grays Harbor



FIBER CEMENT VERTICAL SIDING
Board and Batten Vertical Siding Smooth
Color: SW 7029 Agreeable Gray



FIBER CEMENT LAP SIDING
Non-vented Smooth
Color: SW 7667 Sirocco



FASCIA & TRIM
Color: SW 7069 Iron Ore



AWNINGS & METAL HANDRAIL
Color: SW 6990 Caviar



DIMENSIONAL ASPHALT SHINGLES
Owens Corning TruDefinition DuraT
Color: Estate Gray



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**MATERIAL BOARD - 3-STORY (TYP.)
SCHEME II
LAYOUT A**

APRIL 12, 2022

LITTLE VALLEY GATEWAY
MAGNA, UTAH # 201049

The following explains and further defines the standards outlined on the tables for each building type.

The following explains the line item requirements within the first section of each building type table entitled "Building Siting." Setbacks are measured from the street ROW line or from the edge of the scenic buffer.

- (1) Multiple Principal Structures. The allowance of more than one principal structure on a lot.
- (2) Front Property Line Coverage/Measuring Front Property Line Coverage. Measurement defining the minimum percentage of street wall or building facade required along the street. The width of the principal structure(s) [as measured within the front build-to-zone] shall be divided by the maximum width of the front build-to-zone.
 - (a) Certain buildings have this number set to also allow the development of a courtyard along the front property line.
- (3) Occupation of Corner. Occupying the intersection of the front and corner build-to-zones with a principal structure.
- (4) Front Build-To-Zone. The build-to-zone or setback parallel to the front property line. Building components, such as awnings or signage, are permitted to extend beyond the build-to-zone.
 - (a) All build-to-zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
- (5) Corner Build-To-Zone. The build-to-zone or setback parallel to the corner property line.
 - (a) All build-to-zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
 - (b) Corner build to zones do not apply to corner lots adjacent to the Highway 40/Scenic buffer.
- (6) Additional Semi-Pervious Coverage. The additional percentage of a lot beyond the maximum impervious coverage, which may be surfaced in a semi-pervious material, including a green roof or pavers.
- (7) Parking, Loading Location, and Parking Structure. The yard or structure in which a parking lot, detached garage, attached garage door access, loading and unloading, and associated drive is permitted.
- (8) Vehicular Access. The permitted means of vehicular ingress and egress to a lot.
 - (a) Alleys, when present, shall always be the primary means of vehicular access.
 - (b) When alleys are not present, a driveway may be permitted per building type and, if an alternative is available, shall not be located off a major or minor collector.
 - (c) Driveways widths in residential zones shall not exceed 24 feet. Driveways in the villages, and for multi-family developments, shall be appropriately sized to allow for stacked right turns (flared).
- (9) Required transitions and buffering for existing residential development. A 30' landscaped buffer, that includes an undulating 4' berm planted with evergreen trees and shrubs, is required between existing residential use and the nearest new building, measured from the property line. In addition, no new building may exceed 2 stories (28') at that setback, but may increase in height by one foot with a corresponding

The following explains the line item requirements for each building type.

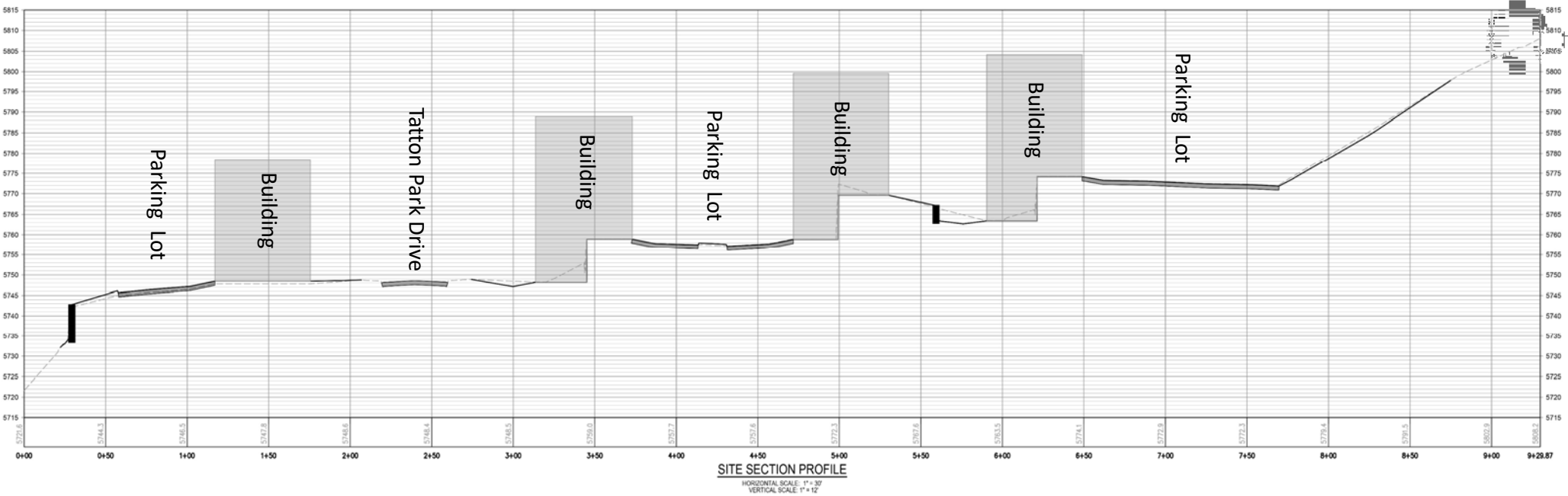
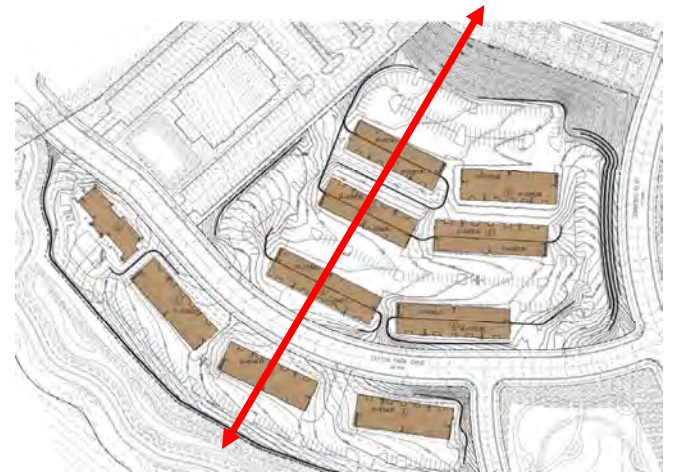
- (1) Minimum Overall Height. The minimum overall height for the building shall be located within the build-to-zone; stories above the required minimum height may be stepped back from the facade.
- (2) Maximum Overall Height. The sum of a building's total number of stories.
 - (a) Habitable stories located either completely within a pitched roof structure with dormers or in a visible basement exposed a maximum of one-half story above grade, shall be counted as half stories.
 - (b) To enhance skyline appearance, mixed use building heights in the UV sub-district may increase to five stories within an 800' radius of UVU campus, as long as an average of four stories is achieved throughout towered building heights, see D below.
 - (c) Some building types require a building facade to step back as its height increases. If required, the upper stories of any building facade with street frontage shall be setback a designated amount beyond the building facade of the lower stories.
 - (d) Height variations - maximum heights for mixed use, stacked residential, and commercial buildings shall vary with no more than 3 adjacent buildings at the same or very similar height. To meet this requirement, height variation by at least 10' is required.
 - (e) ~~Control of Building Height, Step-backs, and Height Variation~~
- (3) Height (Measuring Height). Each frontage face includes a permitted range of height in feet for each story. Additional information is as follows:
 - (a) Floor height is measured in feet between the floor of a story to the floor of the story above it.
 - (b) Floor height requirements apply only to street facing facades.
 - (c) For single story buildings and the uppermost story of a multiple story building, floor to floor height shall be measured from the floor of the story to the tallest point of the ceiling.
- (4) Public Utility Easements shall be located along street frontages unless rear lot lines are considered and approved by Engineering.
5. All utilities shall be placed underground.

Additional ordinance definitions can be accessed in Chapter 18.08

-

- Proposal: Requirement only applies to adjacent buildings along the front property line which are facing a public street and on the same side of the street.

- Proposal: The height variation requirement does not apply if the natural topography of the site enables a perceived height variation between adjacent buildings. 3 / 4 split buildings shall be treated as a 3-story buildings with respect to height variation requirements.



3.4 Stacked Residential Building

1. Description and Intent

The stacked residential building type is limited in terms of uses by the district within which it is located, generally housing and/or residential uses. The stacked residential building is intended to be built close to the front and corner property lines, allowing easy access to passing pedestrians and transit riders. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double-loaded aisle of parking is permitted in the interior or the side yard at the front property line.



2. Regulations

Regulations for the stacked residential type are defined in the adjacent table.

Footnotes:

¹ A courtyard covering up to 35% of the front facade is permitted and may contribute to the front lot line coverage requirement.

² Lots wider than 140 feet permit one double-loaded aisle of parking (maximum width of 72 feet) located perpendicular to the front property line, which is exempt from front property line coverage.

³ Buildings taller than three stories shall have a step back of a minimum 10 feet, which is located in between top of first story to the top of the third story. The step back is required on street frontage sides only. As a substitute for a stepback, a combination of 1' to 2' facade depth variations, balconies, overhangs, and decks are permitted. Height variation required, as per 3.2 (2) d.

⁴ Ground floor up to 20' shall count as one story.

⁵ Buildings facing Village & Neighborhood Connector streets are permitted.

Building Type	Permitted Sub-Districts			
	NV	NOS	UV	RR
(1) Building Siting Refer to Figure 3.4 (1).				
Permitted Building Type	yes	yes with clustering ^{1,2}	yes	no
Multiple Principal Buildings	permitted	permitted		
a Front Property Line Coverage	80% ¹	80% ¹		
b Front Build to Zone	0' to 10' ²	10' to 20' ²		
c Corner Build to Zone	10' to 20' ²	10' to 20' ²		
d Minimum Side Yard Setback	0' ²	0' ²		
e Minimum Rear Yard Setback	5' ²	5' ²		
f Minimum Lot Width	70' ²	70' ²		
Maximum Lot Width	none ²	none ²		
g Parking and Loading Location	rear or side yard	rear or side yard		
h Intentionally Blank:				
i Vehicular Access	maximum 1 per 200' frontage or UDOT requirement	maximum 1 per 200' frontage or UDOT requirement		
(2) Height Refer to Figure 3.4 (2).				
j Minimum Overall Height	2 story	2 story		
k Maximum Overall Height (56')	4 stories ^{3,4}	3 stories NOS, UV 4 stories ^{3,4}		
l All Stories: Minimum Height	9'	9'		
Maximum Height	14'	14'		
(3) Uses Refer to 3.0 Uses for permitted uses.				
m All Stories	residential			
n Balcony	minimum 5' depth and 60 square feet. minimum of 50% of all units are required to have balconies			
o Parking within Building	permitted fully in basement and may partially protrude above grade. Allowed in rear of upper floors			
(4) Street Facade Requirements Refer to Figure 3.4 (3).				
p Minimum Transparency per Each Story	25%	25%		
q Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
r Front Facade Entrance Type	stoop, porch	stoop, porch		
s Principal Entrance Location	front facade	front facade		
t Required Number of Street Entrances	1 per each 30' of front facade	1 per each 100' of front facade		
u Vertical Facade Divisions	minimum every 30' of facade width			
v Horizontal Facade Divisions	required within 3' of the top of any visible basement and of the ground story, and the top of 3rd story			
w Building Stepback	minimum horizontal distance 10 feet required at top of 3rd story			
(5) Roof Type Requirements Refer to Figure 3.14.				
x Permitted Roof Types	parapet, pitched, flat, green/vegetative			
y Tower	permitted			

Table 3.4(1). Stacked Residential Building Table: see letters on left and corresponding Figures 3.4(1)-(3)4.

b Front Build to Zone

0' to 10'

10' to 20'



3.4 Stacked Residential Building

1. Description and Intent

The stacked residential building type is limited in terms of uses by the district within which it is located, generally housing and/or residential uses. The stacked residential building is intended to be built close to the front and corner property lines, allowing easy access to passing pedestrians and transit riders. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double-loaded aisle of parking is permitted in the interior or the side yard at the front property line.



2. Regulations

Regulations for the stacked residential type are defined in the adjacent table.

Footnotes:

¹ A courtyard covering up to 35% of the front facade is permitted and may contribute to the front lot line coverage requirement.

² Lots wider than 140 feet permit one double-loaded aisle of parking (maximum width of 72 feet) located perpendicular to the front property line, which is exempt from front property line coverage.

³ Buildings taller than three stories shall have a step back of a minimum 10 feet, which is located in between top of first story to the top of the third story. The step back is required on street frontage sides only. As a substitute for a stepback, a combination of 1' to 2' facade depth variations, balconies, overhangs, and decks are permitted. Height variation required, as per 3.2 (2) d.

⁴ Ground floor up to 20' shall count as one story.

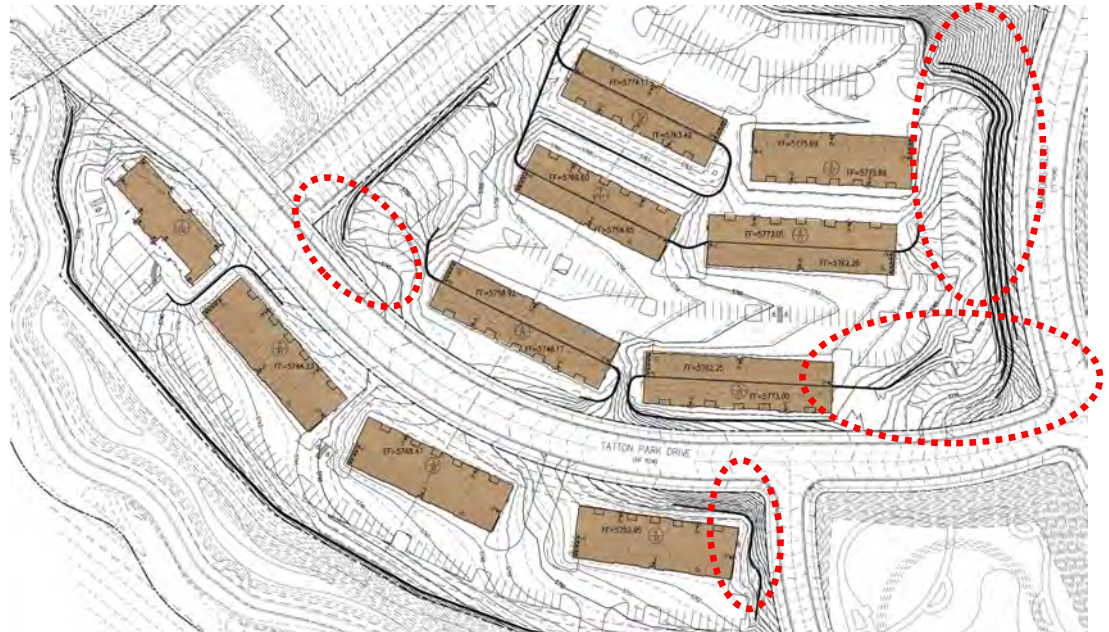
⁵ Buildings facing Village & Neighborhood Connector streets are permitted.

Building Type	Permitted Sub-Districts			
	NV	NOS	UV	RR
(1) Building Siting Refer to Figure 3.4 (1).				
Permitted Building Type	yes	yes with clustering ^{4,5}	yes	no
Multiple Principal Entrances	permitted	permitted	permitted	permitted
a Front Property Line Coverage	80% ¹	80% ¹		
Occupation of Corner	required	required		
b Front Street to Zone	0' to 10'	10' to 20'		
c Corner Build to Zone	10' to 20'	10' to 20'		
d Minimum Side Yard Setback	0'	0'		
e Minimum Rear Yard Setback	5'	5'		
f Minimum Lot Width	70' none ²	70' none ²		
g Parking and Loading Location	rear or side yard	rear or side yard		
h Intentionally Blank				
i Vehicular Access	maximum 1 per 200' frontage or UDOT requirement	maximum 1 per 200' frontage or UDOT requirement		
(2) Height Refer to Figure 3.4 (2).				
j Minimum Overall Height	2 story	2 story		
k Maximum Overall Height (56')	4 stories ^{4,5}	3 stories NOS, UV 4 stories ^{3,4}		
l All Stories: Minimum Height	9'	9'		
Maximum Height	14'	14'		
(3) Uses Refer to 3.0 Uses for permitted uses.				
m All Stories	residential			
n Balcony	minimum 5' depth and 60 square feet. minimum of 50% of all units are required to have balconies			
o Parking within Building	permitted fully in basement and may partially protrude above grade. Allowed in rear of upper floors			
(4) Street Facade Requirements Refer to Figure 3.4 (3).				
p Minimum Transparency per Each Story	25%	25%		
q Blank Wall Limitations	required per floor refer to 3.2.4 (2)			
r Front Facade Entrance Type	stoop, porch	stoop, porch		
s Principal Entrance Location	front facade	front facade		
t Required Number of Street Entrances	1 per each 30' of front facade	1 per each 100' of front facade		
u Vertical Facade Divisions	minimum every 30' of facade width			
v Horizontal Facade Divisions	required within 3' of the top of any visible basement and of the ground story, and the top of 3rd story			
w Building Stepback	minimum horizontal distance 10 feet required at top of 3rd story			
(5) Roof Type Requirements Refer to Figure 3.14.				
x Permitted Roof Types	parapet, pitched, flat, green/vegetative			
y Tower	permitted			

Table 3.4(1). Stacked Residential Building Table: see letters on left and corresponding Figures 3.4(1)-(3)4.

a	Front Property Line Coverage	80% ¹	80% ¹
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- Proposal: The front property line coverage may be reduced when site topography has unbuildable areas. Access drives from public streets shall be excluded from the front property line coverage calculation.



3. Requirements

- (1) **Maximum Block Length.** Requires that street connections occur frequently enough. No block length within the sub-district should be longer than the value listed in Table 4.2(1), except when the terrain requires adaptations.
- (2) **Maximum Block Perimeter.** Requires that street connections occur frequently enough. No maximum block perimeter within the sub-district should be longer than the value listed in Table 4.2(1).
- (3) **Maximum Pedestrian Pathway Spacing.** Requires that pedestrian pathways occur frequently enough. No pedestrian pathway spacing should be longer than the value listed in Table 4.2 for the corresponding sub-district.
- (4) **Maximum cul-de-sac length.** Requires that cul-de-sacs are limited in length. Calculated by measuring or estimating the distance from the street intersection to the opening of the cul-de-sac bulb and ensuring it is generally no longer than the maximum listed in Table 4.2., as demonstrated in Figure 4.3(1). Increases in length may be considered depending upon terrain. Cul-de-sacs are allowed in the following conditions:
 - Site hindrances including: steep slopes (greater than 15%), canals, gullies, or other topographical features that prevent connected streets.
 - Cul-de-sacs must be approved by both the zoning administrator and city engineer.
 - Pedestrian pathways are provided from the cul-de-sac, connecting to adjacent streets, destinations, and the trail system.
- (5) **Street Connectivity Plan.** Street connectivity will be reviewed as part of the concept plan application process and/or MDA. The street connectivity map/plan shall show streets, sidewalks, pathways/trails, and distances for all blocks, maximum block perimeters, pathways and cul-de-sacs (if allowed).

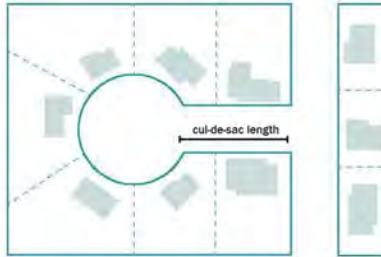


Fig. 4.3 (1). Cul-de-sac Length



Fig. 4.3 (2). Mid-block Trail/ Pathway

Street Connectivity Requirements

Sub-District	Maximum Block Length (feet)	Maximum Block Perimeter (feet)	Maximum Pathway Spacing (feet)	Cul-De-Sac Maximum Length (feet) ¹
NV	500	2000	NA	Not Allowed ¹
NOS	800	2000 ¹	500 ²	300 ³
UV	500	2000 ¹	NA	300 ³
RR	1000	3000 ¹	600 ²	400 ³

Table 4.2 (1). Street Connectivity Requirements

Footnotes:

¹ When existing slopes are steeper than 15%, maximum block perimeter may be increased by 0-20% based on criteria provided by both the zoning administrator and city engineer.

² When a block is longer than the distances in Table 4.2(1), mid-block crossings with sidewalks or trails are required. Crossings are to be located as close to center of the block as possible.

³ See conditions of allowed cul-de-sac in 3.(4).

- Proposal: The block perimeter may be increased to accommodate topography which makes street connectivity requirements reasonably achievable. Single parcel communities consisting of multiple buildings may substitute internal parking lots, pathways, and private access drives to achieve connectivity.

Street Connectivity Requirements

Sub-District	Maximum Block Length (feet)	Maximum Block Perimeter (feet)	Maximum Pathway Spacing (feet)	Cul-De-Sac Maximum Length (feet) ¹
NV	500	2000	NA	Not Allowed ¹
NOS	800	2000 ¹	500 ²	300 ³
UV	500	2000 ¹	NA	300 ³
RR	1000	3000 ¹	600 ²	400 ³

Table 4.2 (1). Street Connectivity Requirements

Footnotes:

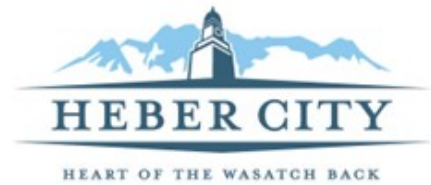
¹ When existing slopes are steeper than 15%, maximum block perimeter may be increased by 0-20% based on criteria provided by both the zoning administrator and city engineer.

² When a block is longer than the distances in Table 4.2(1), mid-block crossings with sidewalks or trails are required. Crossings are to be located as close to center of the block as possible.

³ See conditions of allowed cul-de-sac in 3.(4).



Planning Commission Staff Report



MEETING DATE: 10/24/2023
SUBJECT: Public Hearing to consider Master Development Agreement (MDA) for the Wasatch County Event Center grounds (Kohler)
RESPONSIBLE: Tony Kohler
DEPARTMENT: Planning
STRATEGIC RELEVANCE: Community Development

SUMMARY

Wasatch County has been improving the Event Center Parking area to incorporate a replacement area for their RV park (the existing RV park located at 600 West 100 South, has been transferred to Heber Light & Power for their new office facility). This new RV park has not been constructed to City standards. A development agreement could be considered to rectify this situation.

RECOMMENDATION

The City Council asked the Planning Commission on August 1 to proceed forward with a zone change process. The zone change process includes a public hearing with the Planning Commission and ends with negotiations with the City Council in formulating the terms of a development agreement and adoption of a formal ordinance. Staff recommends the Planning Commission hold the public hearing and recommend issues related to the item for inclusion in a Master Development Agreement (MDA).

BACKGROUND

The County Parks & Recreation Department has diligently been improving the new RV Park to meet the timeframe of several events occurring during the summer-fall of 2023. The department was not aware of the need to comply with City Standards, including standard road cross sections and issues such as landscaping, fencing and clear view triangles at the intersection of 650 South and the railroad. The City has talked several times with the County this winter and spring.

DISCUSSION

The City adopted a new Public Facilities Zone (PFZ) a couple of years ago to consolidate the county's property into one zone (it was previously divided into 3 zones-R-1 Zone, C-4 Zone and I-1 Zone). This was done in anticipation of the new RV Park. Issues with the recent improvements include:

1. The street cross section does not include an eight foot planter strip or a 5 foot sidewalk as required by current street cross section standards.
2. The fence, located at the railroad crossing along 650 South does not include a transparent clear zone area for visibility at that intersection. This is regulated by UDOT.

3. A 10 foot landscaping strip with trees is not included along the right of way as required by Section 18.26.060 of the PFZ zone.
4. An 8 foot tall masonry fence is not included along the right of way as required by Section 18.26.060 A. of the PFZ zone (a 6 foot fence is included).
5. Unknown compliance with dark sky requirements as per Chapter 18.78 of Heber City Code. However, no lighting appears to have been installed.
6. Internal roads are not hard surfaced as required by Chapter 18.96 RV Parks.

The City has the following options:

1. Enter into an MDA/Zone Change; or
2. Demand compliance with City standards.

Staff is recommending the City pursue the first option.

The following is the suggested MDA process.

1. August 1, 2023. City Council notification of the proposed MDA.
2. August 22, 2023. Planning Commission Discussion.
3. October 24, 2023. Planning Commission Public Hearing and recommendation.
4. November 7, 2023. City Council Discussion.
5. December 5, 2023. City Council Approval.

FISCAL IMPACT

There is no fiscal impact to the City for this decision.

CONCLUSION

The developed ground does not comply with the standards of the City's Zoning Ordinance. Given the needed flexibility for the area to eventually be redeveloped to comply with the City's vision in the General Plan as a Tourist and Recreation Area, an MDA can rectify the non-compliance. Terms of such MDA include:

1. Waiver of the City's standard street cross section (no planter strip or sidewalk);
2. Waiver of the 10 foot landscaping strip and trees along the 650 South right of way;
3. Waiver of the 8 foot tall fence height to permit a six foot fence; and
4. Waiver of internal road hard surfacing.

ALTERNATIVES

Staff Recommended Option - Approval

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

Alternative 2 - Continuance

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

Alternative 3 - DENIAL

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

POTENTIAL MOTIONS

ACCOUNTABILITY

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

EXHIBITS

1. Event Center Vicinity Map
2. Event Center Photos
3. Public Facilities Zone
4. RV Park Standards















18.26 Institutional And Public Facilities Zone

18.26.010 Objectives - Characteristics

18.26.020 Permitted Primary Uses

18.26.025 Permitted Secondary Uses

18.26.030 Area Requirements

18.26.040 Setback Requirements

18.26.050 Height And Size Requirements

18.26.060 Special Provisions

18.26.065 Compatibility With Residential Zones

18.26.010 Objectives - Characteristics

1. The Institutional and Public Facilities (IPF) zone has been established for the primary purpose of providing a location where public and community buildings and facilities can be located and promotes the current and future use of such facilities.
2. This zone is intended to provide immediate recognition of such areas upon the official zoning map of the City, and to reduce the effect which the location of these facilities may have upon zoning statistics in residential, commercial, or industrial areas.
3. This zone is characterized by a mixture of public buildings, parks, schools, and other facilities meant for the use by the public and community.
4. In order to accomplish the objectives and purposes of this title and to stabilize and protect the essential characteristics of this zone, the regulations set out in this chapter shall apply in the IPF zone.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.020 Permitted Primary Uses

The following buildings, structures and uses of land shall be permitted in the IPF Zone upon compliance with requirements as set forth in this Section:

1. Accessory buildings and parking lots incidental and accessory to other permitted uses;
2. Cemetery;
3. Museums, art galleries;
4. Hotels and convention centers;
5. The raising of farm animals, agriculture and farming;
6. Storm water and flood protection facilities;
7. Sporting complexes, training facilities and associated housing;
8. Performing art center;
9. Private and public schools;

10. Solar and wind farms;
11. Telecommunication facilities;
12. Wildlife areas;
13. Churches;
14. Fairgrounds;
15. Event Centers;
16. Hospitals;
17. Public Parks;
18. Public buildings;
19. Public utility buildings, storage yards and associated structures (not including commercial storage sheds or outdoor commercial storage areas);
20. Recreation buildings and facilities;
21. Schools, Colleges, Universities;
22. Scenic railroads and railroad maintenance yards;
23. Water wells, utility transmission and distribution lines, dams, pumping plants, power plants, substations, sewage treatment plants.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.025 Permitted Secondary Uses

The following buildings, structures and uses of land shall be permitted in the IPF Zone upon compliance with requirements as set forth in this Section. Secondary uses must accompany a primary use on the same lot or within the same building. The existence of secondary uses shall not limit the operation or extent of permitted primary uses within the IPF Zone.

1. Nursery, day care, or preschools in support of a primary activity.
2. Public Facilities for Special Events. Public Facilities for Special Events is defined as follows: A parcel used for overnight parking and lodging using RVs, travel trailers, temporary housing units, in conjunction with governmentally sanctioned, or sponsored public events.
3. Recreational Vehicle Courts compliant with Chapter 18.96

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.030 Area Requirements

1. There is no minimum lot area requirement and no maximum building size in the IPF Zone.
2. Each project approved under this section must be fully located within the IPF Zone.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.040 Setback Requirements

In the IPF Zone, all buildings shall be set back at fifteen (15) feet from any public street right-of-way line. In the event of competing set back requirements as a result of building code restrictions, the most restrictive shall govern.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.050 Height And Size Requirements

All buildings in the IPF Zone shall be limited in height to forty-five (45) feet. Height may exceed this limit, provided the building is setback from each property line one horizontal foot for each vertical foot in height.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.060 Special Provisions

1. A 10 foot wide landscaping strip shall be provided along each street right of way, which shall be planted with a mixture of evergreen and deciduous trees, spaced on average no further than one tree for each twenty-five (25) feet of street frontage.
2. Sidewalk shall be installed according to City standards along the property's street frontage.
3. RV Parks shall be screened from existing residential development with a masonry fence 8 feet tall.
4. All outdoor lighting shall be shielded to direct light and glare only onto the premises and shall be consistent with Chapter 18.78 Lighting.
5. The storage of goods and materials within 50 feet of a public street shall occur within a building or behind an eight foot tall sight obscuring fence.

HISTORY

Adopted by Ord. [2020-36](#) Adopting an Institutional and Public Facilities Zone on 8/18/2020

18.26.065 Compatibility With Residential Zones

18.96 Recreational Vehicle Courts

18.96.010 Intent Of Provisions

18.96.020 Permit And Plans Required

18.96.030 Content Of Plan

18.96.040 Standards And Requirements

18.96.010 Intent Of Provisions

The intent of this chapter is to promulgate minimum regulations which are designed to facilitate the development of safe and sanitary accommodations for short-term occupants.

HISTORY

Adopted by Ord. [199](#) §02.1004.01 on 11/6/1973

18.96.020 Permit And Plans Required

Any person wishing to construct a recreational vehicle court shall prepare a plan therefor and submit the same to the planning and zoning administrator. Before a permit can be issued for any construction connected with a recreational vehicle court, the plans must be approved as set forth in this chapter. No construction connected with said vehicle court shall be commenced until a valid permit has been obtained therefor.

HISTORY

Adopted by Ord. [199](#) §02.1004.02 on 11/6/1973

18.96.030 Content Of Plan

The plan shall show the following information:

1. The topography represented by contours shown at no greater intervals than two feet when required by the planning and zoning administrator;
2. The proposed street and recreational vehicle court layout;
3. Proposed reservations for parks, playgrounds and open spaces, if any;
4. Size and character of service and recreation buildings and other structures associated with land and facilities to be used by the recreational vehicle court occupants;
5. Proposed landscape planting plan, including type and location of plant material;
6. Location of existing and proposed utility lines and easements, water and sewer lines, fire hydrants and other improvements.

HISTORY

Adopted by Ord. [199](#) §02.1004.03 on 11/6/1973

18.96.040 Standards And Requirements

The development of any recreational vehicle court shall conform to the following standards and requirements:

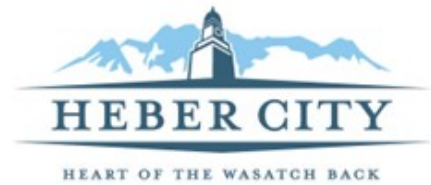
1. The area shall be in one ownership and shall remain in one ownership and the same shall not be subdivided thereafter.;
2. The plan must be prepared by an engineer, land surveyor, architect or landscape architect licensed to practice in the state;
3. Yard Lighting. A minimum of two-tenths footcandles of light shall be required for protective yard lighting the full length of all driveways and walkways;
4. All roadways shall be hard surfaced;
5. All recreational vehicle courts shall abut upon a collector or arterial street as set forth in the comprehensive plan of the city;
6. No exit or entrance from a recreational vehicle court shall be through a residential zone;
7. All one-way roadways shall be at least sixteen feet in width and all two-way roadways shall be at least twenty-four feet in width;
8. All recreational vehicle spaces shall be located at least twenty feet back from the right-of-way line of any public street and the resulting setback space must be landscaped with lawn and trees or shrubs as approved by the planning and zoning administrator except over permitted driveways;
9. All areas within the court which are not occupied by buildings or hardsurfacing shall be landscaped and maintained with lawn, trees and shrubs designed to provide privacy and noise containment, and shall be equipped with adequate sprinkling devices as determined by the planning and zoning administrator;
10. Each recreational vehicle space shall be at least twenty feet in width and at least forty feet in length;
11. All recreational vehicles shall be served by a water system, a sewage disposal system and solid waste disposal facilities which have been approved by the State Health Department;
12. All recreational vehicle courts shall be maintained in a tidy and sanitary condition, free at all times from debris, trash and deleterious objects and structures;
13. Prerequisite to the occupancy of any recreational vehicle court shall be the obtaining of an annual license, which shall be issued only after inspection by the planning and zoning administrator. It shall be unlawful to operate a recreational vehicle court without first obtaining a license, and said license shall be refused or revoked upon failure of the owner and/or operator to maintain the park in accordance with the standards and requirements as set forth in this section;
14. In addition to meeting the requirements of this section, all recreational vehicle courts shall also conform to the requirements set forth in the Code of Camp, Trailer Court, Hotel, Motel and Resort Sanitation Regulations, as adopted by the Utah State Board of Health.

HISTORY

Adopted by Ord. [199](#) §02.1004.04 on 11/6/1973

Amended by Ord. [2000-21](#) on 8/17/2000

Planning Commission Staff Report



MEETING DATE: 10/24/2023

SUBJECT: Public Hearing to consider proposed amendments to the Downtown C-3 Commercial Zone altering permitted uses, historic design standards and reducing parking requirements and General Plan Update to include the Central Heber Vision

RESPONSIBLE: Tony Kohler

DEPARTMENT: Planning

STRATEGIC RELEVANCE: Community Development

SUMMARY

C-3 Zone and Parking Update

With the Envision Central Heber Vision adopted on September 5, it provides guidance for several implementation efforts. The proposed effort involves amending key zoning policies to implement this vision including the C-3 Zone Purpose and Objectives, C-3 Zone Permitted Uses and C-3 Zone Design Criteria. Other policies need to be amended in 2024 as a follow up such as the General Plan and infill strategies for the downtown.

General Plan Update

As part of the public process to explore potential alternative scenarios for the downtown, central neighborhoods and the tourist/recreation area, a more specific plan and vision has been adopted, the Envision Central Heber Vision. People+Place has been contracted with to manage this process and from a zoning and general plan perspective, to implement the Vision. The intent for this public hearing, is to modify and enhance the current sections in the Envision Heber 2050 general plan by making updates to assure consistency with the Vision.

RECOMMENDATION

Staff recommends the Planning Commission hold the public hearing, and unless there are concerns brought out during the public hearing, Staff recommends the Planning Commission provide a positive recommendation of approval to the City Council for approval.

BACKGROUND

C-3 Zone and Parking Update

The Envision Heber 2050 general plan was adopted a few years ago. It covers the downtown area but not in the detail needed for developing priorities/steps for the City to consider in implementation. The process below will lead to changes in the general plan, public hearings with those updates and then follow-up with ordinance changes to assure that future development meets the intent of the Vision/plan. We would like to try and work on updates to the C-3 and parking chapters concurrently with the General Plan updates. In addition, we are trying to wrap up the general ordinance updates by the end of the year.

Tentative Schedule

October 3 City Council

5 pm Work Meeting, 30 minutes, (invite Planning Commission)
Discuss upcoming calendar and present draft Downtown Amendments:
C-3 Zone Uses and Historic Design
Chain Store Prohibition
Blade/Projecting Sign – already provided for in the C-3 zone
Parking Requirement Elimination – discuss striping alternative
General Plan Updates (TBD)
October 11 Open House

5 pm at Heber City Hall
Invite property owners, Planning Commission, City Council, and CAMS, and include invite/notice for the PC public hearing on October 24
Present Downtown Amendments and invite to October 24 Public Hearing
October 24 Planning Commission

6 pm Public Hearing on Downtown Amendments and Parking Elimination in the C-3 zone (Jake Young will attend)
Possible GP amendments/public hearing
November 7 City Council

Adopt C-3 zone Amendments and GP amendments
2024

Flag Lots and Frontage/Area flexibility for Central Neighborhoods
Midway Lane Overlay District Update
Transition Zone Overlay District Adoption
C-2 and C-4 Zone Uses/Design Standards Districts Update
General Plan Updates (if not finished in 2023)
Potential map changes to conform the C-3 zone to the Vision
Potential Rezone of I-1 Zoned area around 600 West

Draft ordinance in the Exhibit

Previously the three zones C-2, C-3, C-4 were combined into one chapter. Uses were updated including no additional car/RV sales in the C-3 zone. This new draft continues that update (no-drive ins allowed) and adds a series of design standards covering materials, a build-to line, height restrictions near City-owned property, and an emphasis on historic design.

The historic design section is based on Lane Lythgoe's sketch, currently housed in your "Design Guidelines". The concept promoted here is to allow the developer some discretion while assuring that the end result reflects historic design. From the many features shown in the sketch, the developer needs to pick at least 6. This allows some flexibility and choice for the developer.

The changes are limited to the C-3 zone. Partially this is due to the new noticing requirements that requires a mailed notice to the property owners in the C-3 zone. If we included the C-2 and C-4 zones in the proposed changes, the mailout would be huge and the main priority of addressing what needs to be done in the C-3 zone would be highly watered down, by other issues presented in the

other two zones. With an intent to complete the C-3 updates by the end of the year, this seemed counterproductive. We will get back to those updates next year.

Summary changes in the C-3 zone

Slight expansion of the chapter purpose

Added arts type uses, no drive-ins allowed, added Hotels back as CUP, restricted commercial parking so that they don't front on Main, dropped hospitals out of the C-3, residential use on first floor not allowed on Main, Chain stores not allowed, corner plazas.

Build-to line as opposed to zero front setback allows flexibility for outdoor dining

Many design features required covering windows, awnings, main entrance doors, building length

Building materials are limited

Historic design features based on the sketch

Adaptive reuse covered with some incentives. Removal of false facades required.

Residential use open space requirements or a payment in lieu

Height – 3 stories unless a setback is included then can go to 4

Parking chapter change

Eliminated the parking requirement but also provided an alternative for within the C-3 zone

(approximately 3rd North to 3rd South) to stripe a corresponding number of spaces on the adjacent blocks. See Exhibit 2

General Plan Update

The Envision Heber 2050 general plan was adopted a several years ago. It covers the downtown area but not in the detail needed for developing priorities/steps for the City to consider in implementation. The Central Heber visioning process suggests changes to the general plan should occur. The text of the Envision Heber 2050 Plan needed changes in several areas and these are covered in the Discussion section.

Issues that were discussed in the process have been resolved through the City Council adoption of the Vision. The Central Heber Vision is available on the City Website under the Envision Heber 2050 icon.

The Planning Commission gave a unanimous recommendation to the City Council to adopt the Vision. Only a few minor modifications were suggested by the City Council including expanding the Downtown Transition area to 200 East and 200 West to more clearly align with the CRA boundaries. In addition, some of the districts were suggested to have name changes with the most significant being the "Tourist/Recreation" district being changed to the "Recreation and Arts" district.

An open house was held, October 11th, to discuss changes to the C-3 zone to implement the Central Heber Vision. Input that concerned the Vision/General Plan was focused on parking and traffic concerns. These are studies/projects beyond the scope of this General Plan update.

DISCUSSION

The proposed changes within this update of the Envision Heber 2050 general plan are not meant to be a complete overhaul/update of the Plan. These changes simply update the Plan where more specifics or potential conflicts arise from the adoption of the Central Heber Vision. It is not the intent of these changes to address the entire Envision Heber 2050 plan.

The specific changes include:

1. Slight updates to the introductory letters to mention the Central Heber Vision and to recognize the current City Council and Planning Commission
 2. Changes in Chapter 2 to include the Central Heber Vision/process
 3. Changes to the Future Land Use map including district names and boundaries, in Chapter 3
 4. Changes to the explanatory definitions for the Future Land Use map (chart), especially for:
 - the Historic Core Neighborhood becomes the Central Neighborhoods with reduced densities
 - Downtown becomes the Historic Downtown coupled with Outer Downtown
 - Tourism/Recreation becomes the Recreation and Arts District
 - The 100 South corridor is defined
 - The Downtown Transition area is defined (new)
 - Building heights are defined as well as uses
1. Slight changes to the Quality Neighborhoods chapter with a replacement of Historic Core section with Central Neighborhoods from the Vision , Chapter 4.
 2. Replacement of the Downtown section and Tourist Recreation sections with the Central Heber Vision in Chapter 5.
 3. Some updates to the last chapter (10), General Plan Priorities, reflecting project priorities from the visioning process
 4. The addition of the Vision summary poster to the appendix

DISCUSSION

N/A

FISCAL IMPACT

Potential to incentivize growth in the Downtown. Funds for processing and drafting are already available from the Downtown and ordinance update processes.

CONCLUSION

For the C-3 Zone and Parking Update: These basic ordinance updates would help implement the Vision in the C-3 zone.

For the General Plan Update: The significant outreach public process has led to a citizen generated Central Heber Vision, that necessitated updates to the Envision Heber 2050 General Plan.

ALTERNATIVES

I move to **recommend approval of the proposed C-3 Zone Updates and General Plan Updates**, with the findings and conditions as presented in the conclusion above.

Alternative 2 – Approve as Amended

I move to **recommend approval of the proposed C-3 Zone Updates and General Plan Updates** with the findings and conditions as presented in the conclusion above, with the following changes:

Alternative 3 – Continue

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

Alternative 4 – Deny

I move to **recommend denial of the proposed C-3 Zone Updates and General Plan Updates** with the following findings.

POTENTIAL MOTIONS

ACCOUNTABILITY

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

EXHIBITS

1. Exhibit 1 C-3 Zone Update
2. Exhibit 2 C-3 Zone Map
3. Exhibit 3 Vision Map
4. 2023 General Plan Update

18.28 Commercial Zones

18.28.010	Purpose and Objectives
18.28.020	Application Requirements
18.28.030	Permitted and Conditional Uses
18.28.040	Development Standards
18.28.050	Additional Regulations
18.28.060	Gross Floor Area of Buildings Limitations for Retail Business
18.28.070	Gasoline Pump Island Locations and Lighting
18.28.080	Related Provisions

18.28.010 Purpose and Objectives

- A. The C-2 commercial zone has been established to facilitate the development of attractive entrances to the City. To reduce the conflict between commercial and residential uses along principal highways and streets adjacent to the central commercial districts and to facilitate the orderly expansion of commercial uses out from the central commercial districts. Incorporating some of the historical architectural styles evident on Main Street is suggested for development in the C-2 zone.
- B. The C-3 central commercial zone has been established as a district in which the primary use of the land is for business, a mixture of uses, and community activities purposes. The area covered by this zone is the historical core area encompassing Main Street and adjacent blocks, which acts as the dominant shopping, community gathering place, and financial center for the City and surrounding territory. For this reason, the zone has been located in the central part of the City, where the street pattern makes the ~~business buildings~~ variety of uses readily accessible to all parts of the City and surrounding region and where business and shopping, and engaging activities can be carried on with maximum convenience. The C-3 zone is characterized by wide, clean, well-lighted streets and ample pedestrian ways for the convenience and safety of the public. It is the historic core of the City with an historic architectural style and variety, that is distinct from the rest of the City.
- C. The C-4 general commercial zone has been established as a district in which the primary use of the land is for business, recreation, and hospitality purposes.

18.28.020 Application Requirements

All permitted, and conditional uses are required to submit a site plan as part of an application available online and at the City offices.

18.28.030 Permitted and Conditional Uses

The following chart describes the uses that are appropriate in each commercial zone:

- A. Symbol definitions: **P** = PERMITTED USE (P) A site plan application is required with staff processing. Site plan applications are approved when and if they meet the ordinance standards. **C** = PLANNING COMMISSION CONDITIONAL USE REVIEW (C). A site plan application with Planning Commission review is required. Blank means prohibited.
- B. If a use is not specifically designated below, then it is prohibited.
- C. All uses listed in the use table that require a building permit shall also require a site plan application.

Commercial Zones Permitted Use Table

LAND USES	C-2	C-3	C-4	Limitations
<u>Arts and arts-related uses, including the crafting of products for sale</u>		<u>P</u>		
Caretaker dwelling	P	<u>P</u>	P	
Kennels, if located more than 400' from a residential zone	C			
Home Occupations	P	P	P	
In-Home Daycare/Pre-School	P	P	P	
Mixed uses within a building	C	C*	C	<i>The Main Street-facing ground floor is required to be non-residential</i>
Bed and Breakfast Inns	P	P	P	As regulated by Section 18.108.034
Religious institutions, schools (public and private), and other public buildings	P	P	P	
Commercial Day Care Center and/or Pre-School	C	C	C	
Group Homes	P	P	P	
Fraternity/non-profit buildings, clubs, lodges	P	P	P	
Funeral establishments, mortuaries, and wedding chapels;	P	P	P	
New and Used car lots	C			No car lots permitted north of 600 South
Gymnasium/physical fitness /Spa establishments (may include massage)	P	P	P	
Pawn shops, tattoo, massage, smoke and vape shops, cash stores				Prohibited in all commercial zones
Recreation vehicle courts	C		C	As regulated by Section 18.96
Utility buildings, transmission lines, and structures, Electric substations	C	C	C	
Small Cell Installations	C	C	C	

LAND USES	C-2	C-3	C-4	Limitations
Telecommunication towers	C		C	See Telecommunication Ordinance 18.110. Towers shall incorporate a stealth design
Public Utilities, Shops and Storage Yards, and Public Buildings	P	P	P	
Public Water Reservoir/ Public Storage Tank	P	P	P	
Gas/convenience store with or w/o car wash	C		C	
Car Wash	C			
Retail Shops/Services	P	P*	P	
Big Box Retail (60,000 square feet and larger)	C			
Financial Institutions	P	P	P	Excludes check cashing and loan stores
Sit Down Restaurants	P	P*	P	
Restaurants with drive-thru facilities	P		P	No drive-thru windows facing the street
Professional offices, Business Medical/Dental/Optical Office/Clinics and Laboratories	P	P	P	
Private Instructional Studio - Artist, Photography, Dance, Music, Drama, Health, Exercise	P	P	P	May include retail sales
Commercial Complex	C		C	
Hotels	C	<u>C</u>	C	See section 18.28.040 for additional standards
Commercial parking lots and/or parking structures as a singular use	C	C	C	<u>Not allowed within 100' of Main Street in the C-3 zone</u>
Craftsman Industrial style Light Manufacturing	C	C	C	<i>Within an enclosed building and including a retail component</i>
Manufacturing and processing	C			<i>Within an enclosed building</i>
Indoor and outdoor welding and sheet metal shops	C		C	Only allowed south of 1200 South in the C-2 zone. Only artistic welding in the C-4 zone (no sheet metal shops).
Warehouses, trucking, and associated storage buildings	C			<i>Truck parking and outside storage are not allowed within 60 feet of any public street</i>
Hospitals	C	<u>C</u>	C	
Enclosed Temperature Controlled Storage Units	C			Shall include commercial uses unrelated to the storage

LAND USES	C-2	C-3	C-4	Limitations
				function on the street-facing facade
Wholesale establishments with stock on-premises and a retail/office component/store but not a storage warehouse	C			
<u>Attached Residential Developments (3 units and up)</u>		<u>P</u>		<u>Shall not occupy ground floor facing Main Street except for residential entrances and amenities.</u>

*** Conventional Chain Business.** Conventional Chain Business is a business, including but not limited to retailers or restaurants, which maintains one or more of the following standardized items which cause it to be substantially identical to more than 20 other businesses regardless of ownership or location at the time of the application: (1) standardized menu or merchandise with 50% or more of in-stock merchandise from a single distributor bearing uniform markings; or (2) a standardized array of products or merchandise; or (3) uniform apparel; or (4) standardized architectural design, the layout of facade, decor or color scheme and signs; trademarks, and service marks or logos, or similar standardized features. Such stores are not allowed in the C-3 zone.

18.28.040 Development Standards

A. In the C-2 and C-4 Commercial Zones, there shall be no area, width, and location requirements except that all buildings and structures in the C-2 and C-4 zones shall conform to the requirements of the adopted Heber City C-2 and C-4, ~~and C-3~~ Design Standards and Guidelines. In the C-3 zone a build-to front setback line is required ranging from 3' to 15'. This means a building can be placed anywhere within that 3' to 15' area. This is established to encourage outdoor dining space. See section N for height restrictions.

B. Entrances and Windows

C-3 zone - entrances to the first floor of buildings shall front a public street, plaza or courtyard. Main entrances shall be covered or recessed using angular side walls to create a larger opening into the first-floor use. On double or triple-frontage lots, main doors are required where the greatest amount of pedestrian traffic is anticipated. When facing Main Street or within 100' of Main Street on a perpendicular street, all windows shall constitute at least 50% of first-floor street-facing facades, and 25 percent of all upper-story street facing facades. First-floor windows shall include transom and bulkhead features to assure historical complementary design. Windows shall be at least 50 percent transparent. Street facing windows that are not on the same façade as the main building entrance, may cover the first-floor windows with non-advertising window films using a mountain (including flora and fauna), mill, orchard, pioneers, agricultural, or mountain-related sports theme. Living screens may replace up to 50% of the window

requirement for the lowest anticipated pedestrian traffic frontage. Mirrored windows are not allowed.

For residential units, balconies shall be required for at least 50% of the units. In no case shall any balconies have a separation from an opposing balcony of less than 10 feet.

Windows above the first floor in the C-3 zone shall conform to the standards described in the sketch in section 4, including sills, windowpanes, and a sash.

B. Building Materials

One or more of the following exterior materials of a durable or resilient nature, such as brick, stone, composite materials, metal accents, or other materials of similar quality, hardness, and low maintenance characteristics, are required in the C-3 zones.

New development in the C-3 zone shall incorporate common, locally found materials such as granite, stone, sandstone, or brick as part of the first floor façade of each building for at least 75% of the first floor, excluding the windows. All stories above the first floor shall incorporate at least 50% of the above specified materials. Stucco and EIFS are prohibited for use as materials on any façade visible from a right-of-way, except if located on the side of a building or the rear or upper floors they shall be sculpted to resemble brick, and/or sandstone blocks. Other materials may be considered by the Planning Director for soffits or as accents or unique architectural features. Twenty-five-year guarantee architectural shingles or other long-lasting materials are required for sloped roofs.

C. Building Length and Facades

For the C-3 zone, no new street-facing building elevation may exceed 50 feet in length without at least a 3-foot variation in the depth of the façade along the public right of way and a 2-foot variation on other facades. Residential unit balconies shall not be interpreted to meet this requirement. No single building shall exceed 200 feet in length. Where buildings are proposed of that length, a separation between that building and the next building of a minimum of ten feet is required, creating a passageway to interior spaces. Such passageways shall be downward-lighted, provide a safe pedestrian space and include vegetation in boxes every 30 feet of length. At minimum, building facades shall provide pedestrian plazas every 200 feet of building length to break up long building façades along public rights-of-way. Streetside outdoor dining areas may substitute for such plazas. Top floors shall have architectural differentiation from the other floors of the building, and rooflines shall vary at least every 100 feet, at a minimum. For first-floor uses in mixed use buildings, the appearance of small shops/storefronts with variation in the first-floor façade at least every 30 feet is required. If buildings fronting on Main Street include a permanent awning, it shall extend at least 7 feet from the storefront/façade to provide shade and refuge from inclement weather. Awnings shall be cantilevered from the front façade of the building. Such awnings shall be provided in colors that reflect colors incorporated as part of the exterior of the building.

D. Building Design Features. From the sketch below (Figure 1: Anatomy of a Main Street Building), to obtain a permitted use or conditional use permit, choose and incorporate within the building design:

C-3 zone – at least 6 of the historic features, over and above any required features.

ANATOMY OF A MAIN STREET BUILDING:

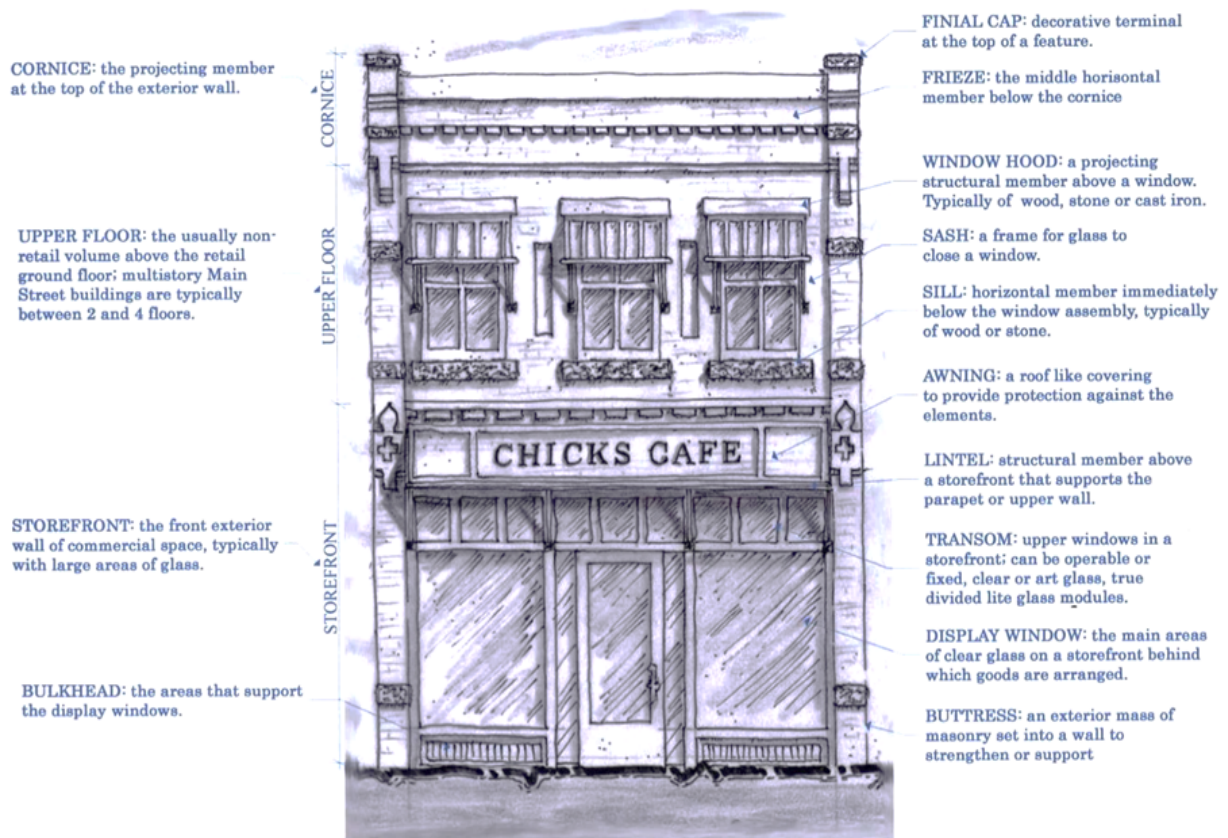


Figure 1 Sketch courtesy of Lane Lythgoe

E. C-3 Zone Adaptive Reuse – There are several existing buildings within the C-3 zone that could be reworked into a new use. The following general requirements are required:

- a. If the character of the existing building is deemed historic or historically significant, either by Federal programs or by the Historic Master Plan or by individual application to the City, due to its age (50 plus years minimum) or displays a unique architectural style or unique features, as determined by the Planning Director, then reconstruction shall attempt to retain as much of that character as possible. False facades shall be removed to reveal the original finish

materials, which shall be rehabilitated, as per industry best practices for historic buildings.

- b. The ground floor facing a public ROW shall encompass retail or restaurant uses to a minimum depth of 20’
- c. The maximum height in the zone may be exceeded by up to 12’ to accommodate architectural features or an additional story. No transitional height requirement is imposed.
- d. A change of use to any use allowed in the zone, permitted or conditional, is allowed. Although a change of use may occur, no additional parking is required.
- e. Exterior additions shall be reflective of the historical character/style of the original building.
- f. All adaptive reuse proposals shall be processed as permitted uses.

F. C-3 Zone Site Furnishings: Site Furnishings: Each development shall incorporate site furnishings into the site including benches facing Main Street. One additional site furnishing shall be included from this list: a patio/seating area, pedestrian plaza with benches, play areas, kiosk area, water feature, clock tower, sculpture, bike racks, and public art.

G. Private Outdoor Lighting and Outdoor Dining

In the C-3 zone, lighting for streets and parking lots on the interior of the development is required. All lighting shall be dark sky compliant as required by Chapter 18.78 of Heber City Municipal Code. The applicant shall submit a plan which indicates the type and location of lights in relation to the development and designed for pedestrian/vehicular safety. Pedestrian lighting may include bollards and all lighting shall follow established themes described in subsection W of this section.

Outdoor seating and dining may be partially or fully covered to extend the outdoor dining experience through the spring and fall months. Outdoor patio heaters and misters are permitted. Restaurant tables and chairs may be movable or permanent and should be reflected on the site plan. If alcohol is served, the restaurant will need to provide signage and decorative fencing per the health department code. Fencing materials shall be limited to metal picket fencing. Any accommodation for dogs shall be subject to the Wasatch County Health Department regulations.

H. Access Between Uses

In the C-3 zone, vehicular and pedestrian access is required between uses and does not force vehicles/pedestrians out to the adjacent streets.

I. Open Space and Plazas

- a. For residential development in the C-3 zone, that includes residential mixed uses, the open space requirement is 20% of the gross area of the site. This open space requirement shall be fulfilled through rooftops, terraces for general resident use, plazas and pocket

parks. The required common open space shall be privately maintained for general use by the residents of the building and/or the public and be usable land areas that are not occupied by buildings, dwellings, structures, parking areas, streets, public park strips, curb-gutter-sidewalk, driveways, or alleys and shall be accessible by all residents of the development. For the purposes of this chapter, gross site area is defined as the total area of the development excluding anything in the public right of way. For development or redevelopment involving sites that are one acre in size or greater, at least 40 percent of required open space must be in the form of a plaza that is located at the front, corner or side of the building along a street, and open and accessible to the public at all times. The following requirements must be met:

1. At least 50% of the plaza's perimeter that does not front on vehicular right-of-way shall be lined by building frontages.
2. Fully enclosed permanent structures are not permitted.
3. Playgrounds are not permitted.
4. Minimum pervious surface = 30%
5. Must include seating, shade structures, and one tree (2-inch caliper minimum) per 800 sf of plaza area
6. Special features such as fountains and for sale public art installations are encouraged. Active features, that give visitors something to do, shall be incorporated into the plaza.
 - a. On-site open space/park substitution – in-lieu Substitutions in the C-3 zone

The open space/park requirement may be modified through potential substitutions for any development within the C-3 zone. Such in-lieu substitutions are intended to enhance existing parks with features or improve park land. The three parks on Main Street and the regional facilities near 600 West are the signature open spaces in the Central Heber area and are a benefit to all development in the area.

In-lieu substitutions are encouraged for the benefit of the Main Street parks and 600 West parks by application to the City Council or City Manager, under the following circumstances:

1. Cash in-lieu: the City may determine that in certain situations, accepting cash as an in-lieu substitution, where it can be shown that acceptance of those funds, is more effective by creating park improvements as opposed to smaller on-site private parks. Cash in-lieu payments shall not be accepted without a qualified appraisal process, managed by the City. The City shall be obligated, in a timely manner, to use the in-lieu funds within the C-3 zone for land purchases, open space, pedestrian system enhancements, the daylighting of streams, and/or traditional park related improvements.

2. Any land which has been already dedicated, set aside, platted, or otherwise approved as park or open space, may not be substituted or used for any purpose other than those allowed by this chapter.

3. In-lieu substitutions shall be reviewed by the City Council and/or City Manager, through an application, however, final approval of the in-lieu substitution rests with the City Council. Such approvals shall occur as part of an MDA, or prior to issuance of Final Site Plan approval or a building permit.

J. Where buildings are located on a corner in the C-3 zone that addresses Main Street, a corner plaza creating a 10' by 10' triangle outside but adjacent to the ROW is required. Such plazas shall include street furniture that allows for seating, as a minimum.

K. In the C-3 zone, height shall be a maximum of three stories without a stepback, and shall not to exceed 46 feet for the C-3 zone or the three stories but may be raised another 12' one additional story, if the building includes a stepback with a minimum of 10' depth, above the first story.

L. In the C-3 zone, buildings over two stories shall include stepbacks between the second and third stories when adjacent to publicly owned properties.

M. In the areas on the west side of 100 West and the east side of 100 East, no building shall be taller than three stories.

N. In the C-2 and C-4 zones, height may be increased to 4 stories, not to exceed 55 feet if all of the following standards are met:

1. The application includes at least 10% percent affordable housing, available to persons at 60% of the current County Average Median Income (AMI) or below that threshold.
2. If it is a mixed-use building.
3. If the building design includes a step back of a least ten feet between the second and third stories.

O. In the C-2 zone, buildings may be increased to 5 stories with a stepback included and affordable housing is included.

P. Any use on a parcel larger than 1 acre in a C-3 or C-4 zone or any use with a building footprint larger than 30,000 square feet, shall become a conditional use.

Q. Any use on a parcel larger than 5 acres and any use with a building footprint larger than 60,000 square feet in the C-2 zone shall become a conditional use.

18.28.050 Additional Regulations

The following provisions apply within the Commercial Zones

- A. For buildings within the C-2 and C-4 zone, a strip of land at least fifteen feet in width adjacent to all public streets shall be landscaped as set forth in Chapter 18.76 of this title except for permitted driveways, except as required by the Heber City C-2 and C-4 Zone Design Standards and Guidelines.
- B. No dust, odors, smoke, vibration or intermittent light, glare or noise shall be emitted which is discernible beyond the premises except for normal traffic movement.
- C. Storage of all merchandise, material and products shall be carried on within a building or within an area enclosed with a sight-obscuring fence or wall except for licensed vehicles in running order.
- D. All off-street parking shall be hard-surfaced as regulated by Chapter 18.72, except within the C-3 zone where some parking requirements have been reduced.
- E. All buildings located adjacent to major streets shall have at least one entrance way facing onto said street.
- F. Sale material may be displayed on business premises during normal working hours.
- G. See 18.76.050 for building setbacks adjacent to residential use

18.28.060 Gross Floor Area of Buildings Limitations for Retail Business

- A. **C-2 Zone.** No floor area limitation.
- B. **C-3 Zone.** Retail establishments shall not exceed 60,000 square feet of gross first floor area, considered the building footprint, within the C-3 Zone. As per section 18.28.040 (4), all buildings in the C-3 zone that exceed a 30,000 square foot footprint, be a conditional use
- C. **C-4 Zone.** No floor area limitation.

18.28.070 Gasoline Pump Island Location and Lighting

Gasoline pump islands shall be set back from any right-of-way line to accommodate the landscape setback and proper circulation/stacking for the pumps. Each pump shall provide stacking for a minimum of two standard sized vehicles defined as 20' for each. A circulation aisle beyond the stacking area is required that allows for a circular traffic movement. Pump islands shall be so located that automobiles stopped for service will not extend over the property line. In no case shall pumps be set closer than twelve feet from any street lines, nor closer than ten feet from any side or rear property line. Lots from which gasoline is dispensed to customers at retail shall be not less than seventy-five by one hundred feet in size. Canopies over pump islands may extend to the closest edge of any required landscaping. Any above ground fuel tanks such as propane tanks shall be located with a minimum setback from the ROW as per the IBC or 30' whichever is greater. See the Lighting Chapter 18.78, for lighting standards.

18.28.080 Related Provisions

- Chapter 18.12 Administration
- Chapter 18.08 Definitions

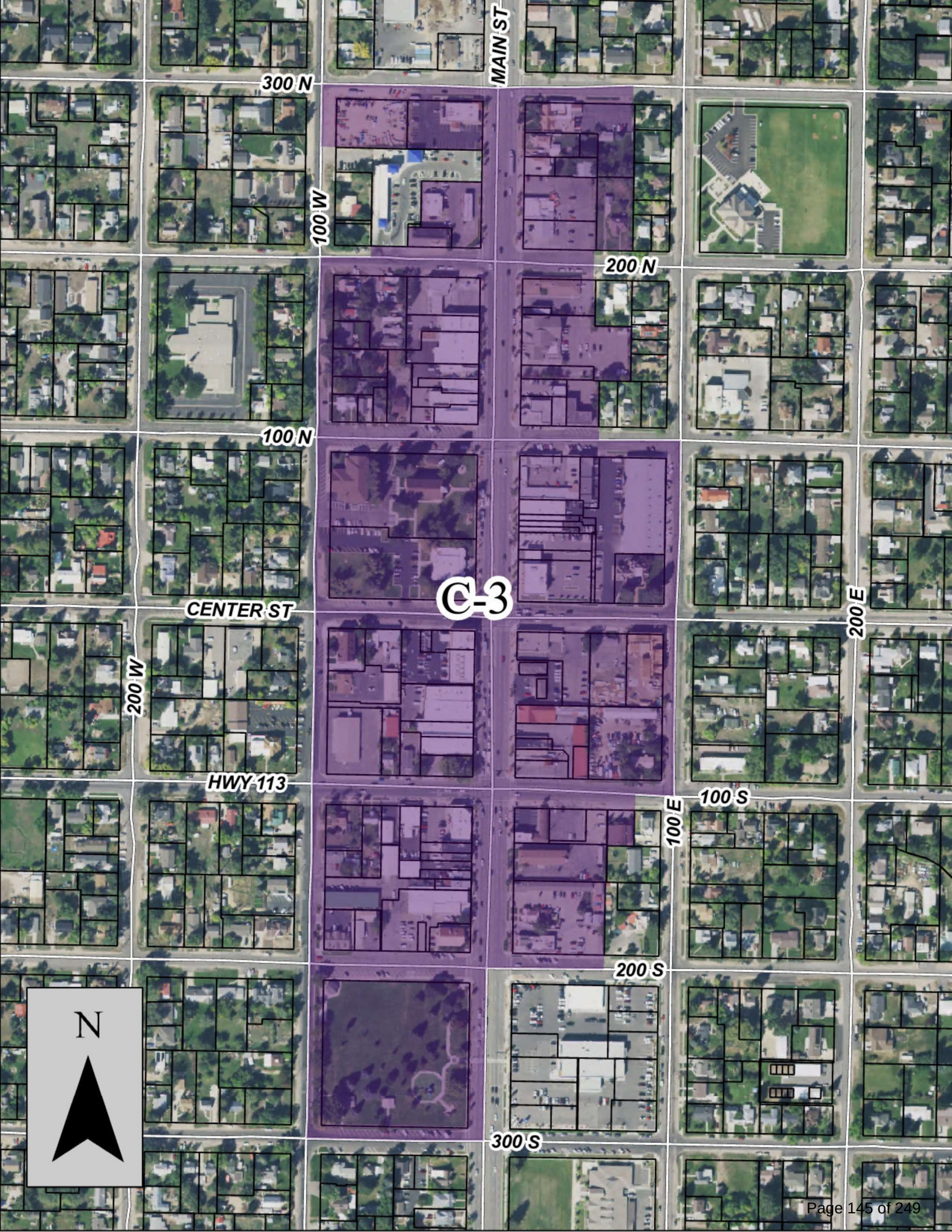
- Chapter 18.68 Supplementary Regulations
- Chapter 18.108 Conditional Use Permits
- Chapter 18.72 Off Street Parking and Loading
- Chapter 18.103 Sign Regulations
- Chapter 18.78 Lighting
- Chapter 18.174 Enforcement
- Chapter 17 Subdivisions
- Heber City C-2 and C-4 Zone Design Standards and Guidelines
- Heber City C-3 Zone Design Standards and Guidelines

Exhibit 2

18.72.100 Reserved ~~Parking Requirements in the C-3 Zone~~

Given the availability of on-street parking and existing parking lots, new commercial uses and existing commercial use expansions are not required to provide any on-site parking. Residential uses, whether configured in mixed-use buildings or single purpose buildings shall provide 1 off-street parking space per unit. Complete street improvements are required, that may include pavement, curbs, gutters and sidewalks, as per the Standards and Specifications for such streets.

Alternative – In the C-3 zone no on-site parking is required for any use or an expansion of a use, but adjacent public right-of-way stall striping corresponding to the required parking spaces (see 18.72.30 A) is required as part of the permitted or conditional use approval process, unless the block is fully striped already. Complete street improvements are required, that may include pavement, curbs, gutters and sidewalks, as per the Standards and Specifications for such streets.



Heber City Envision 2050

General Plan

Updated November XX, 2023



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2020 Heber City Council

March 17, 2020

Dear Heber City Residents:

The General Plan is the primary tool for guiding the future of Heber City. It contains the community's goals and policies on character and design, land use, open space and the natural environment, business and economics, neighborhood vitality, transportation and growth. It shapes the physical form of the City, yet it also addresses other aspects, such as community services, protection of sensitive lands and the character of neighborhoods and the community.

The General Plan provides a guide for day-to-day, short- and long-term decision making. Heber City's General Plan has three interrelated roles:

- It is an expression of the community vision, aspirations, values, and goals;
- It is a decision-making guide; and
- It fulfills State legal requirements.

The previous General Plan was adopted by a former City Council on July 3, 2003. The General Plan needed to be updated to reflect significant community changes and events such as rapid population growth, increased traffic and annexations. The City desired to have a very transparent and inclusive process for updating the plan so that its goals and policies would reflect the values of the community. Residents responded through several surveys, public meetings, public outreach at public events and online sources, steering committee meetings and open houses, and expressed concern about the need for better parks, gathering spaces, economic development, open space, trails, streets, dark skies, development patterns and the downtown.

The new General Plan incorporates the required sections of state law. Some of the state mandated elements have been combined, and some have been expanded beyond what is required. The plan is arranged into chapters categorized by the important principles identified by residents in developing the Heber City Vision Statement. These principles include (1) Quality Neighborhoods, (2) Centers and Gathering Places, (3) Open Space and Rural Character, (4) Outdoor Recreation, (5) Parks and Trails, (6) Mobility and Streetscapes and (7) Jobs and Economic Development.

The General Plan's goals and policies are implemented through ordinances, regulations, ongoing procedures, recommendations from City boards and commissions, and decisions made by the City Council. The General Plan is also carried out by private actions and initiatives in the community. This new plan will provide a new vision to guide the growth of the community for the next 30 years; thus, its name, Heber City Envision 2050.

Sincerely,

Kelleen Potter, Mayor

Heidi Franco

Wayne Hardman

Ryan Stack

Rachel Kahler

Mike Johnston



ACKNOWLEDGMENTS

Thank you to everyone who participated in
Envision Heber by attending a meeting, taking a
survey, spreading the word, or in any other way to
make Heber City's future brighter.

Mayor

Kelleen Potter, Heber City Mayor

City Council

Kelleen Potter, Mayor

Heidi Franco

Wayne Hardman

Ryan Stack

Rachel Kahler

Mike Johnston

Planning Commission

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Darek Slagowski, Vice Chairman

Oscar Covarrubias

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The People of Heber City

Photography: A special thank you to Jake Young for providing project photography and for contributing numerous photos from his collection to this document.

2023 General Plan Update

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1: INTRODUCTION

Introduction

Heber City is at a crossroads in the midst of significant growth along the Wasatch Back. The City can choose to let development shape it, or the City can choose to shape development. Shaping a city is what planning is all about, and the effort to refresh city planning strategies is best initiated through a city's general plan – a vision for the future.

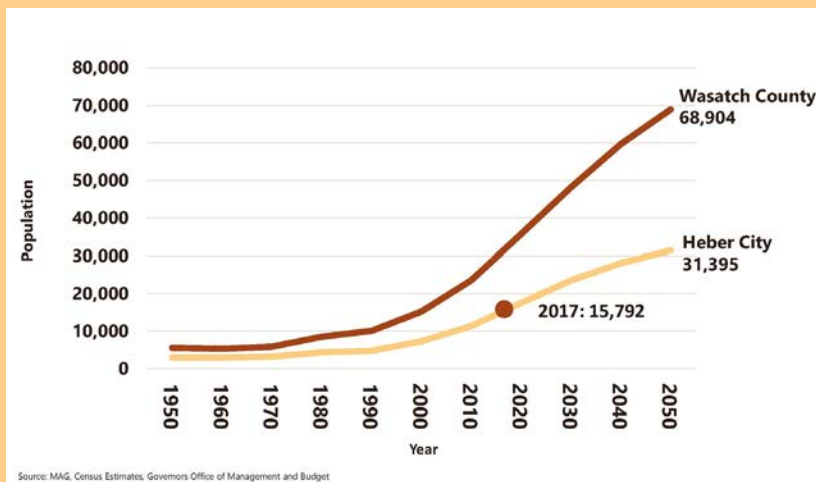
Heber City is located in a beautiful rural setting, but the growth that is being planned in areas beyond the community threatens the values that residents hold dear. They value open space, the rural atmosphere and the small town feel. These values could be compromised by the influx of new development if development does not meet the expectations of residents. This fact is not offered to imply that new growth is negative in some manner, but simply to suggest that new growth needs to help achieve Heber's vision for the future.

A Context of Growth

While Heber residents enjoy tremendous quality of life in the heart of a beautiful valley, the City also grapples with another reality: its context in a rapidly growing state and region. Utah's growth continues to be mostly homegrown due to the larger average size of our families, but the state

also attracts many new residents, who come for economic opportunities and the quality of life that places like Heber City offer. Just like the state as a whole, Wasatch County is experiencing rapid growth, expecting to double its population by 2050, reaching nearly 70,000 residents. Like the County, Heber City itself is likely to double its population by 2050, to reach a total of more than

The Big Question Is Not “Will We Grow?”, but “How Will We Grow?”



Heber's population is expected to double by 2050. This population projection reflects numbers developed by our state, which provides population projections as a part of its planning. The state effort is informed by local government input.

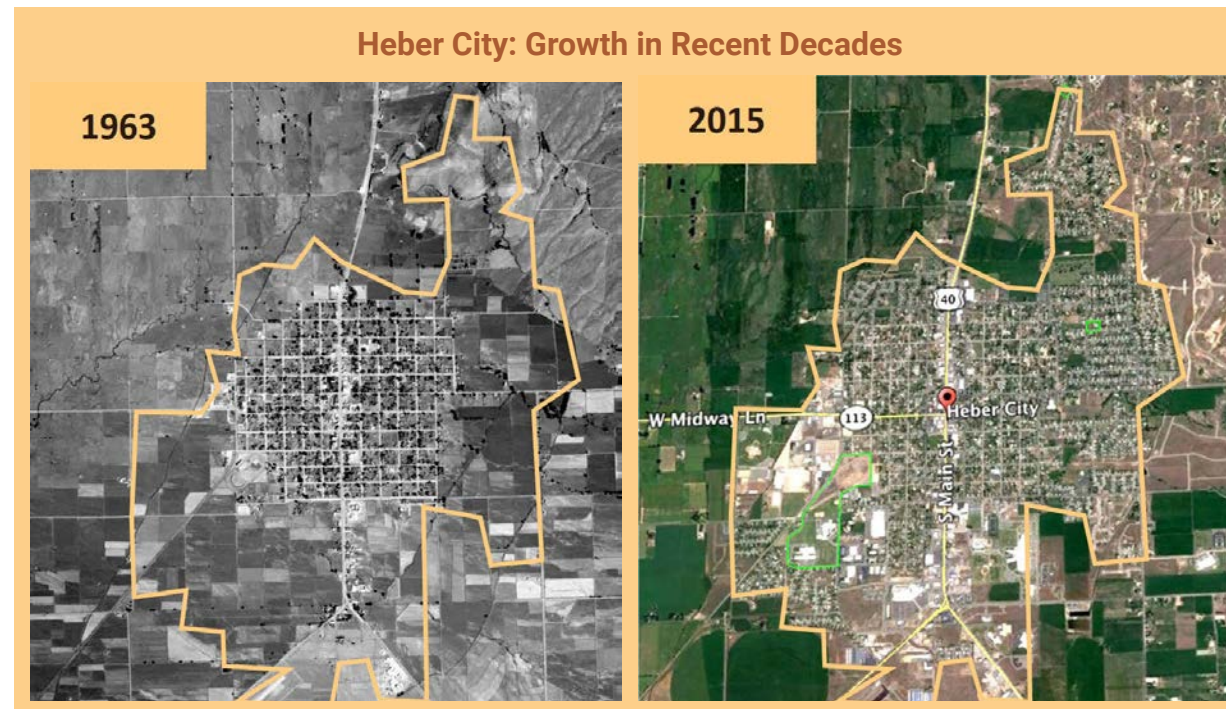
The larger context of Heber City is Wasatch County, which is experiencing similar growth

30,000 residents. And growth is nothing new to the City. A 2018 Salt Lake Tribune article noted that for the second year in a row, Heber ranked No. 1 for growth among the nation's smaller "micropolitan areas," with populations between 10,000 and 50,000. Growth is a part of Heber's past, present and future.

What Does Growth Look Like?

Until the 1990s, Heber City's growth was concentrated in its historic core, featuring a tidy grid of residential streets surrounding Main Street.

In subsequent decades the City's growth pattern changed. The City grew beyond its grid and into a pattern that included strip commercial and more dispersed residential growth. Between 1963 and 2015, the City's footprint grew by about 2.5 times, with most of that growth happening in the last couple of decades. The visioning process explored land well beyond Heber's current boundaries, so residents and the City could be proactive about lands surrounding the city—land that Heber influences and is influenced by.



Key Facts: Population

17,093

2019 Population



4.5%

2010-2019 Population Growth Rate

29.4

Median Age

3.4

Ave Household Size

\$62,826

Median Household Income (2019)

Educational Attainment

9%

No High School

37%

Some College

21%

High School Graduate

21%

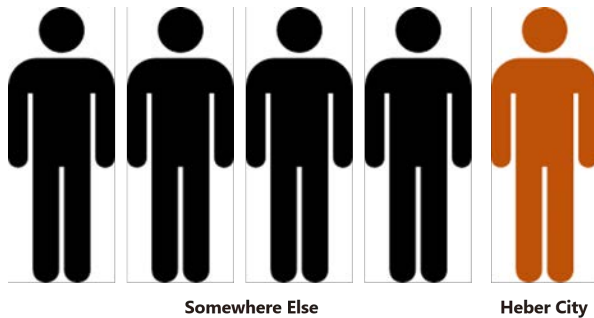
Bachelor's/Grad/Prof Degree

Source: ESRI/American Community Survey

Issues Surrounding Growth

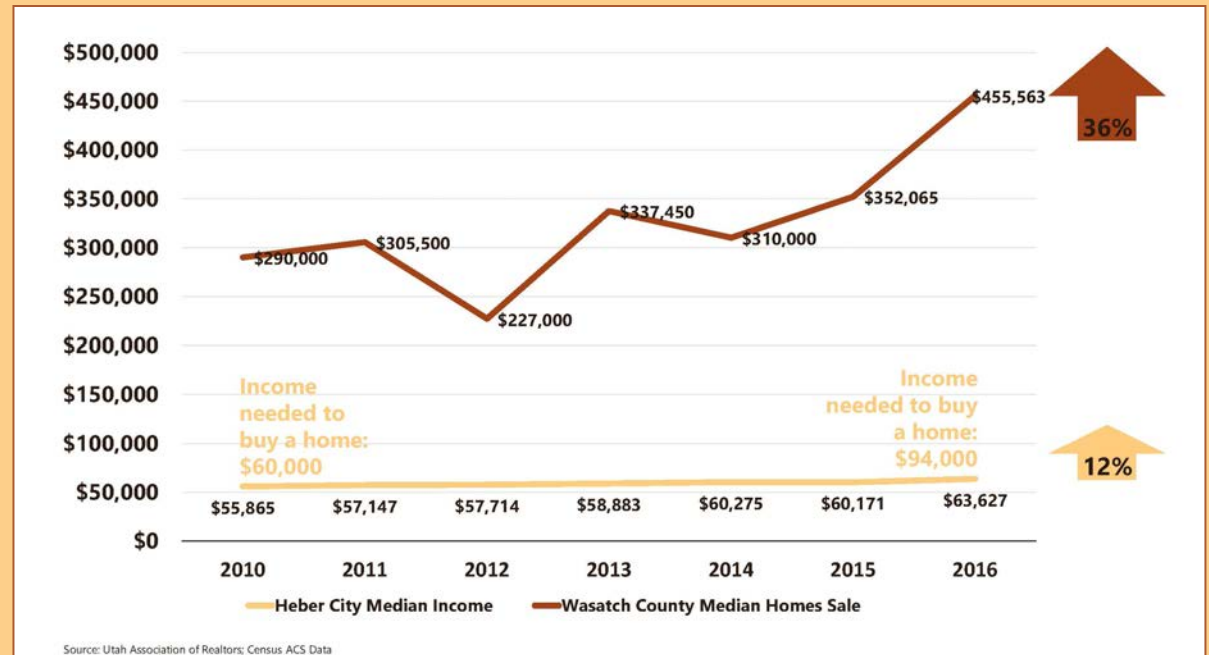
As the major regional hub for Wasatch County, Heber is central to many issues facing the greater area. The location, within a short drive of two major ski resorts with a third under construction, is in an area brimming with world class, year-round outdoor recreational opportunities, yet it is not far from the Salt Lake and Provo/Orem job markets. Combined, these factors suggest continued strong growth into the distant future. Rapid recreation-oriented growth and access to strong job markets also affect housing affordability. Increasingly, the ability to buy a home is out of reach for first-time home buyers, and workforce housing is in short supply. Household income is not keeping pace with rising housing costs in Heber.

Only 1 in 5 of Heber City residents work in Heber City proper; most others work in Park City, Salt Lake County, Utah County, or other communities in the area.



Median Household Income and Median Home Sales Price

This chart shows Heber City's median income in tan, and Wasatch County's median home price in brown. Income has not kept up with rising home prices. What's even more interesting is the annual income needed to buy a median priced home. In 2010, it was \$60,000. Now it's \$94,000. Increasingly, housing is out of reach for low to median income residents.



How growth is managed is a primary question for all of Wasatch County. In Heber itself there are many important issues that are being addressed with additional studies:

- The future of Main Street
- A new high school
- Airport expansion
- Bypass roads
- Housing affordability
- Transit feasibility
- A parks system master plan



Establishing Direction: The Role of a Vision and General Plan

General plans are the foundation that establishes direction on the “big” issues. Heber’s Envision 2050 visioning process started with a survey,

a web site and then a workshop intended to ascertain issues of importance to everyone in the community. A community values assessment and a land use visioning exercise resulted in a vision map and vision principles. The vision map and principles became the foundation for this general plan.

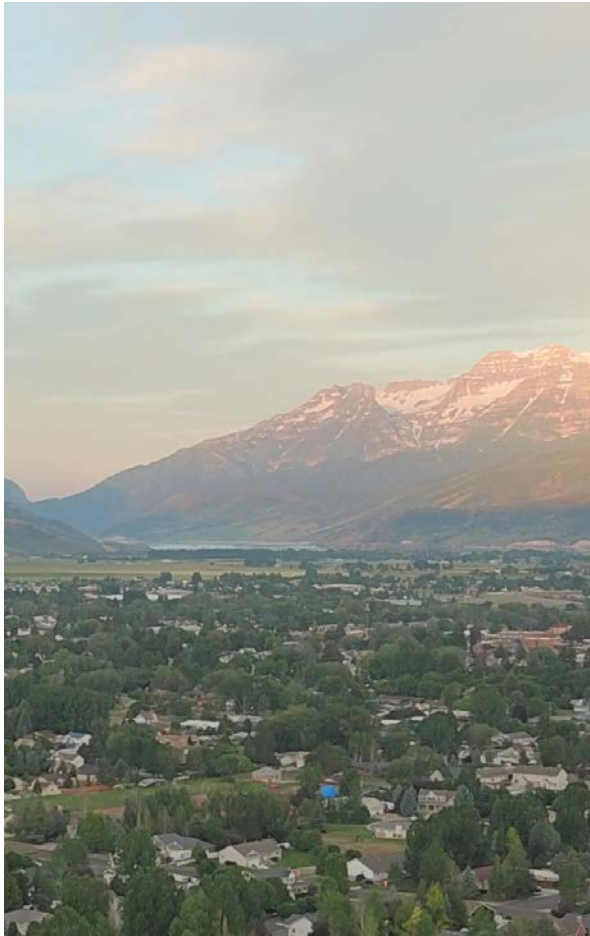
Heber City’s visioning process, Envision Heber 2050, described in Chapter 2, was a grassroots conversation about the future of the City. It provided an opportunity for Heber City residents to explore issues surrounding Heber’s future and, in that context, conceptualize together the future they want to create. The process identified what residents need to preserve and enhance quality of life today, but also the quality of life for the City’s children and grandchildren. Finally, the process laid the foundation for the development of this general plan, which represents a road map to the future envisioned by the public. Rather than diving into the general plan update, the visioning process provided the space to ask, “*What do people want and how will our City provide it?*” before moving directly to implementation strategies, which are embodied in the general plan.

2023 General Plan Update

In 2023, Heber City updated this general plan to include the Central Heber Vision, a guide for future growth and development in the Downtown District blocks surrounding Main Street, the Central Neighborhoods in the City’s core, and the Recreation and Arts District on the west side of town. Chapters two and five contain most of the updates.



2: HEBER CITY VISION



Heber City Vision

Heber City is nestled in a green valley, brimming with **historic agricultural** uses, the **beautiful Provo River**, and unmatched views of the **Wasatch Mountains**.

Our residents value this **beautiful and unique setting** and are committed to **preserving its character** while **growing and nurturing** our City. **Together**, we desire to:

- preserve the **beautiful open lands** that surround us;
- create **friendly neighborhoods and centers** that focus homes, jobs, shopping, and recreation into places where we gather and interact regularly;
- enhance and strengthen **downtown—the heart of our community**; and
- grow, promote and diversify our **recreational opportunities**.

By **focusing our growth** in specific areas, we **foster a vibrant community** and a **quiet countryside**—a place residents and visitors alike will **enjoy for generations to come**.

Topic Area Vision Statements and Guiding Principles

Quality Neighborhoods

Heber City's neighborhoods thrive because all of them are valued for their unique characters, amenities and context. Residents with a range of incomes have access to great places to live, and all residential neighborhoods are stable, attractive options.

Principles:

1. Heber City will honor and enhance existing neighborhoods and increase their walkability.
2. Heber City's new neighborhoods will be walkable and blend a variety of housing options and shared open space amenities. New neighborhoods will be within walking distance of a center, where neighbors can



- gather.
3. Rural and mountain residential clusters will enable residents to live in neighborhoods where housing is focused in a smaller area, resulting in the majority of natural lands reserved for shared open space with recreational, equestrian or agricultural uses.
4. Heber will maintain its clean air and dark skies so the City is a healthy and beautiful place to live.

Centers & Gathering Places

Centers enable Heber to maintain a small town feel by focusing new growth into distinct areas rather than dispersing growth across our City's surrounding open lands. Centers focus activities, providing a home base for visitors and a "living room" for residents.

Principles:

Downtown, Heber's historic center, will develop into an even stronger center and remain the heart of the community. Main Street, together with surrounding blocks, is a local and regional destination.

1. Heber preserves, enhances, and improves access to its valued places and buildings on Main Street.
2. Heber improves pedestrian and bike accessibility, parking, and traffic conditions along Main Street.

Shared Values

Heber City residents share common values that will guide our growth:

- We value our people and the friendly, caring atmosphere that we create together.
- We value maintaining a small town feel even as we grow.
- We value an outdoor lifestyle and recreational opportunities, with the ability to access and enjoy the lands that surround us.
- We value the beauty of our mountain valley setting.
- We value a thriving downtown, the heart of our City.
- We value proactive planning to realize the future we envision.



3. Underused spaces are reimagined into significant new places to work, live and enjoy time together.
4. Downtown is a regional destination for annual gatherings and traditions that Heber residents and visitors enjoy.

New centers will be strategically located, connected to each other and the greater community, and offer walkable access to amenities and day-to-day needs.

1. New centers should encourage many distinct features: outdoor gathering spaces; parks and plazas, schools; community centers; a mix of shopping, restaurants, offices; as well as a variety of housing choices, including more affordable options.

Open Space & Rural Character

Heber City draws a clear distinction between what is city and what is country, maintaining a distinct city that is surrounded by open land, valuable for



its beauty, ecology and agricultural function.

Principles:

1. Heber actively works with neighboring communities and Wasatch County on strategies to implement the permanent protection of farmlands, natural open spaces, and rural character, to keep the distinct separation between communities.
2. Heber City will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships.
3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development.

Outdoor Recreation, Parks & Trails

For Heber residents, outdoor recreation is a lifestyle and a passion. Both new and existing homes should have walking access to parks, trails and other outdoor amenities.

Principles:

1. Trails connect residents to other neighborhoods, downtown and new centers.
2. Trails provide access to the City's beautiful setting, including nearby canyons, mountains, lakes and the Provo River.
3. All neighborhoods have access to a park

within walking distance, whether it be a neighborhood park or a regional recreation facility.

4. In general, recreational opportunities are diverse, well-maintained and accessible.
5. Heber City meets its current and future park system needs through obtaining lands and trail corridors for a connected system of parks and trails.

Mobility and Streetscapes

Heber's streets are safe and inviting for all travel modes, including pedestrian, bike, car and bus.

1. Heber emphasizes walkable streets that are comfortable and inviting for people walking and biking.
2. As Heber grows it continues using a well-connected street network system, similar to the historic pioneer grid.
3. Heber maintains a system of bike routes around town, with access to desired destinations, and collaborates with neighboring communities on regional bike routes.



- 4. Heber works with neighboring communities and the County on a bus system to connect our City with surrounding cities and nearby regional centers, including Salt Lake, Park City and Provo/Orem.

Jobs and Economic Development

Heber’s economic vitality enables most residents to work in town if they choose. The City attracts and partners with employers in key industry sectors to locate downtown, in new town centers and in the business center on the south end of downtown.

Principles:

- 1. Heber fosters an environment that supports local business.
- 2. Heber supports and grows its emerging recreation and tourism industry, as well as opportunities in technology, research and development, professional/office, medicine/ healthcare and light manufacturing.
- 3. Heber continues to support its historic economic status as a support center for

“The future is not some place we’re going to, but a place we are creating. The paths to it are not found, they are made.”
–Jane Garvey

What is Envision Heber 2050?

Heber City’s visioning process, Envision 2050, was a grassroots up conversation about the future of the City. It provided an opportunity for Heber City residents to explore issues surrounding Heber’s future and, in that context, imagine together the future they want to create. The process identified what residents need to preserve and enhance quality of life today, but also the quality of life of the City’s children and grandchildren. Finally, the process laid the foundation for the development of this general plan, which represents a road map to the future envisioned by the public. Rather than diving into the general plan update, the visioning process provided the space to ask, “What do people want and how will our city provide it?” before moving directly to strategies, which are embodied in the general plan. The vision and principles on preceding pages are the result of the Envision 2050 process.

Vision Process Goals

- 1. Identify, honor and address values and “big ideas/issues.”
- 2. Create a vision statement and principles to the guide general plan and to be a standard to weigh current and future decisions against.

Even a minor course adjustment can have significant long-term impact. Visioning helped residents and leaders take a 30,000 foot view of Heber and to look out a few decades. It may seem hard to see the effect of a visioning process when so much is happening in our community in the present time. However, like a rudder that turns a ship, even small adjustments, while they may not seem to make much difference initially, over the long term make a giant impact on where a ship ends up. The

A Public Stakeholder Process

The process included a large steering committee of residents and community leaders—a diverse group of people with varied ideas but with a commitment to a public process and the greater good of Heber City. The steering committee met regularly, ensuring the visioning process would:

- 1. Provide research and information to the public both in person and online;
- 2. Seek broad public input through a variety of events and online opportunities;
- 3. Build the vision directly from public input;

The steering committee reviewed all feedback from the public and used it throughout the process as it worked alongside City leaders and consultants to create options for further public consideration as well as the final vision and principles.

Envision Heber's website, EnvisionHeber.com, provided transparency throughout the process, supplying project updates, breaking news and project progress, while also providing ways for people to share their ideas through several online surveys. Combined with in person events, the website delivered a locally unprecedented level of transparency and public outreach so that citizens could easily understand and trust the process.

While the visioning process was a public process, it was also a scenarios process, which built a range of potential futures based on various conventional trends (trend scenario) and the public's ideas (alternative scenarios) and compared them, to explore the long-term consequences of the choices they could make today. Ideas from

citizens shaped the scenarios, and feedback on those scenarios shaped the vision. The visioning process enabled residents to identify the best options while acknowledging the reality of growth.

Heber City's 2050 baseline projection (at right) is a picture of what growth might look like in 2050 if we simply follow existing zoning and grow in the patterns we have in the recent past. This scenario contains 12,900 new households, which includes the state's 2050 projection for Heber City, while also capturing approved units outside the City but in the vision study area. Will Heber add 12,900 households to the vision study area by 2050? We don't know. We might by 2040, or by 2060—we just know that

In this image, recent growth trends are projected out to 2050. Each red or pink dot represents a new household. If we follow recent trends, our future includes a dispersed pattern of growth.



we are likely to grow a lot, and it will be helpful to identify the growth patterns Heber residents prefer, so that when more growth comes, the City will be well prepared. The baseline projection is helpful because it shows our likely growth pattern if Heber follows recent trends. We can ask proactively, *“Is this how we want to grow? What does this growth pattern mean for community identity? Jobs? Recreational opportunity? Rural atmosphere and agricultural heritage? Housing affordability? Downtown?”* In contrast to the 2050 baseline projection, which simply carries current trend forward, a vision scenario charts a deliberate course toward a future that residents want.

Public Meetings and Online Feedback

First Public Workshop (March 2019) and Online Survey

Heber residents participated in a public workshop to explore Heber’s context of growth and brainstorm options for the City’s future. Residents were asked, *“What do you value?”* They added dozens of sticky notes to posters, answering questions about what they cared most about. A second activity at the workshop asked people to

imagine Heber’s future in 2050, and to answer the following questions through a mapping exercise:

- *As we grow, what do we need to hold on to?*
- *How shall we accommodate anticipated growth?*

Tables of residents created 25 maps identifying how the City should accommodate and plan for growth while preserving and enhancing quality of life. Together, these activities enabled residents to identify what matters most to them and to voice preferences in the context of both their values and the reality of growth. Workshop presentations and a companion survey were also available online.



Thousands of Heber Citizens Helped Create the Vision

- 3 = public meetings
- 2 = mailers to every household
- Lots! = print/radio presence
- 23,324 = social media reach
- 2,500 = unique visitors to website
- 1200+ survey responses



What do Heber Residents Value?

In addition to basic values, there were also a number of big ideas that rose to the top after hearing from residents at the workshop and reviewing online feedback. Six big ideas were identified:

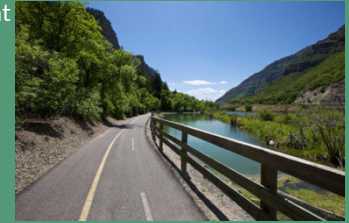
1. Open Space/Rural Character Preservation

The desire to preserve open space and Heber's rural character is not a new idea, but it was a loud and clear message, especially in regard to the North Fields. As the City and its residents contemplate open space preservation, they will need to acknowledge that property owners possess a "bundle of rights" that run with the land, including development rights, based on their zoning classification. Permanent open space preservation involves employing many strategies, including moving development rights and building them elsewhere, selling development rights, exchanging open spaces, conservation easements, zoning for large agricultural parcels, etc. Many of those strategies require both a voluntary seller and a funding source, likely a public one.



2. Trails

Heber residents want to connect their neighborhoods with the mountains and lakes that surround them. They imagine



continuing the Provo River Parkway up the canyon and into the valley (connecting Deer Creek Reservoir and Jordanelle Reservoir), accessing the mountains, and connecting priority destinations, including new centers.

3. Centers

A center combines the ability to live, work, learn and play all in one walkable place.



This idea is similar to historic town development, in which most places, including homes, shops, workplaces and schools, were connected to one another with a series of walkable streets. New centers were identified as important to future development.

4. Downtown Enhancement (Preservation and Redevelopment)

There is significant interest in enhancing Heber's



historic center, downtown. One concept embodied in this idea is preserving and restoring the spaces and buildings

downtown that make Heber, Heber. The second concept is reimagining spaces that are underused. Most newer retail spaces turn over every 25 years or so. As these spaces do so, there is opportunity to revitalize downtown. Adjacent mixed use is also embraced.

5. Neighborhoods with Open Space



Heber residents want to build subdivisions that include a variety of homes as well as significant open space amenities—a

neighborhood a park, tree-lined streets or trails, maybe a community garden. They also explored neighborhoods that are mostly open space, with larger acreage reserved for farming, recreation, or shared equestrian facilities, with homes clustered onto a small amount of the land.

6. Small Town Character (Even as We Grow)

Heber residents want to maintain a small town feel even as the City grows. The following encourages small town feel:

- **Separation:** open lands surround the town, so it remains distinct from nearby communities
- **Downtown:** a distinct and vibrant place, the destination and commercial center of a community
- **Building heights:** building heights encourage a vibrant downtown with enough stories to promote a strong economy without feeling like a big city
- **Unique character:** preserve historic architecture; support local businesses
- **Gatherings/gathering places:** city residents gather and celebrate together at more regular traditional annual events
- **Village/neighborhood component:** residents live in neighborhoods or villages that enable them to see the people they know more often



Second Public Open House (May 2019)

The maps created by workshop participants and online survey feedback were used as the basis for alternative scenario development. The scenarios created from public feedback explored different ways Heber could grow, in contrast to the trend scenario. At an open house and online, residents reviewed the scenarios to identify the components of each scenario they preferred and didn't prefer.



The Numbers: Survey Results

Preferred approach to community life?

79%....prefer centers, either smaller town centers or larger destination centers over conventional subdivisions.

Preferred approach for new development? There's a lot of interest in new neighborhood forms over conventional subdivisions.

46%: Neighborhoods with open space

44%: Rural residential clusters

9%: Conventional subdivisions

Best approach for affordable housing?

75%: Blend it in [*Blend compact single family, townhomes, apartment homes into neighborhoods (38%) or centers (37%).*]

25%: Isolate it (*Edges of town or along Hwy 40*)

Streets: preferred emphasis?

85%: Walkable streets with sidewalks and street trees, with buildings lining the streets and parking to the side or behind buildings

Level of support for a bus system?

84%: Support [Fully support (59%) or somewhat support (25%)]

Trail you're most excited about?

66%: Lake-to-lake (*Connect Jordanelle and Deer Creek via Provo River*)

Preferred approach to economic development?

68%: Attract more/substantially more family-sustaining jobs

33%: Remain a bedroom community

Industries most important to Heber's future? (Top 3)

- Recreation and tourism
- Agriculture
- Tech/research & development

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.

Approach to conserving the Jordanelle Mountains?

77%: In addition to precluding development on steep slopes, significant open space is permanently preserved by clustering development in town centers

Components that best define "small town"

1. Unique character
2. Separation (open space between communities)
3. Gatherings/gathering places

% that prefer scenarios C/D, featuring centers & open space, to address the following values and goals:

78%: small town feel

78%: goals for open space

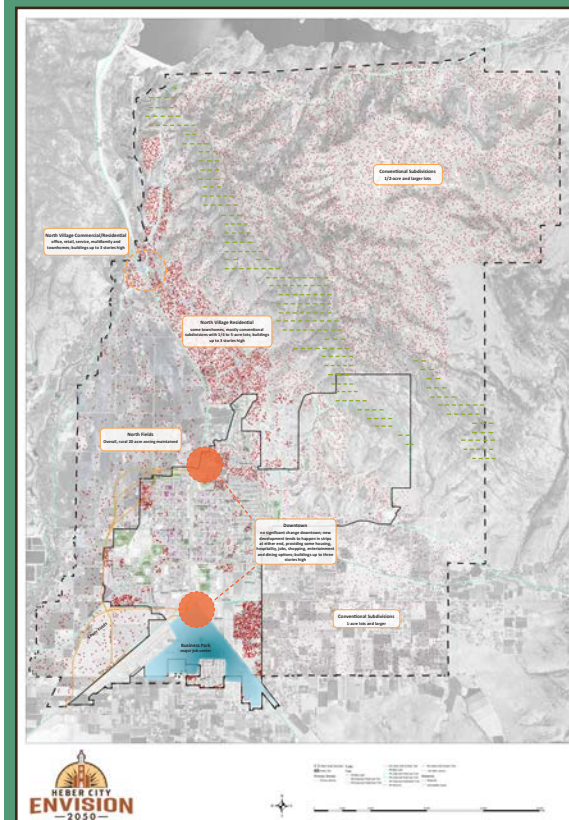
77%: goals for preserving views & scenic beauty

79%: fosters a friendly atmosphere

76%: overall preferred scenario

79%: best addresses needs of future residents

Trend Scenario



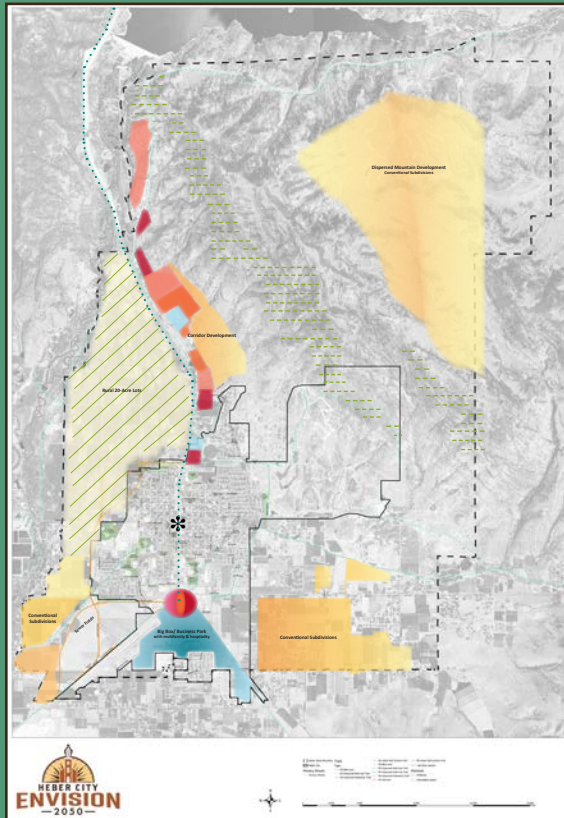
Scenario A:

Bedroom Community (Baseline Projection)

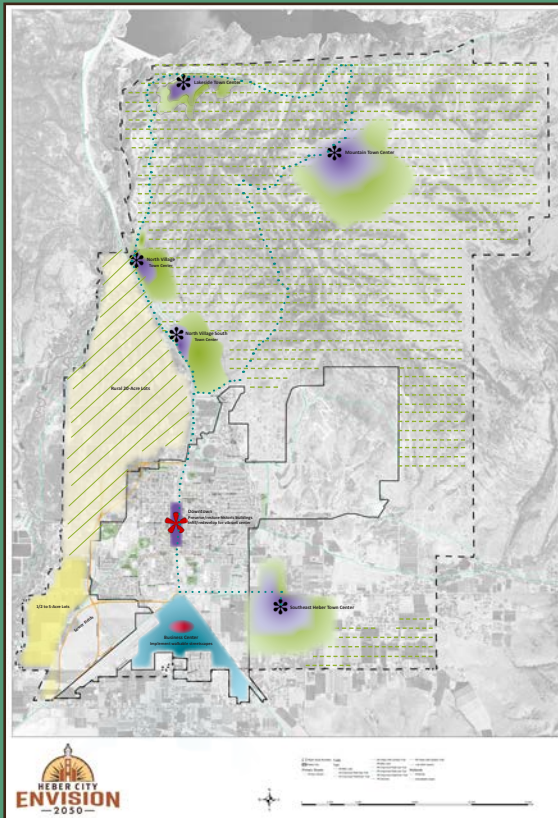
Public Preferences: What Did We Learn?

Overall, 76% of residents preferred Scenario C or Scenario D, with only 24% preferring the

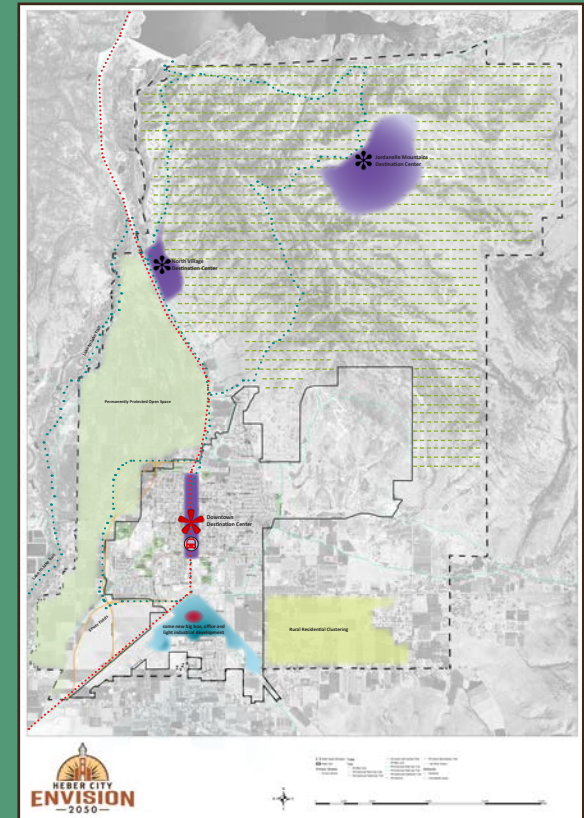
Scenarios Created with Ideas from the Public



Scenario B:
Corridor Focus



Scenario C:
Town Centers with Neighborhood Open Space



Scenario D:
Destination Centers with Rural Open Space

Scenario A or Scenario B. Scenarios C and D explored variations of the “big ideas” that came from the public at the initial public workshop, whereas Scenario A simply projected trend, and Scenario B was judged by many residents not to

be much different than Scenario A, though it did capture the feedback from some residents at the public workshop. Clearly, Heber residents want a future that is much different than a projection of recent trends. Heber residents embrace a future

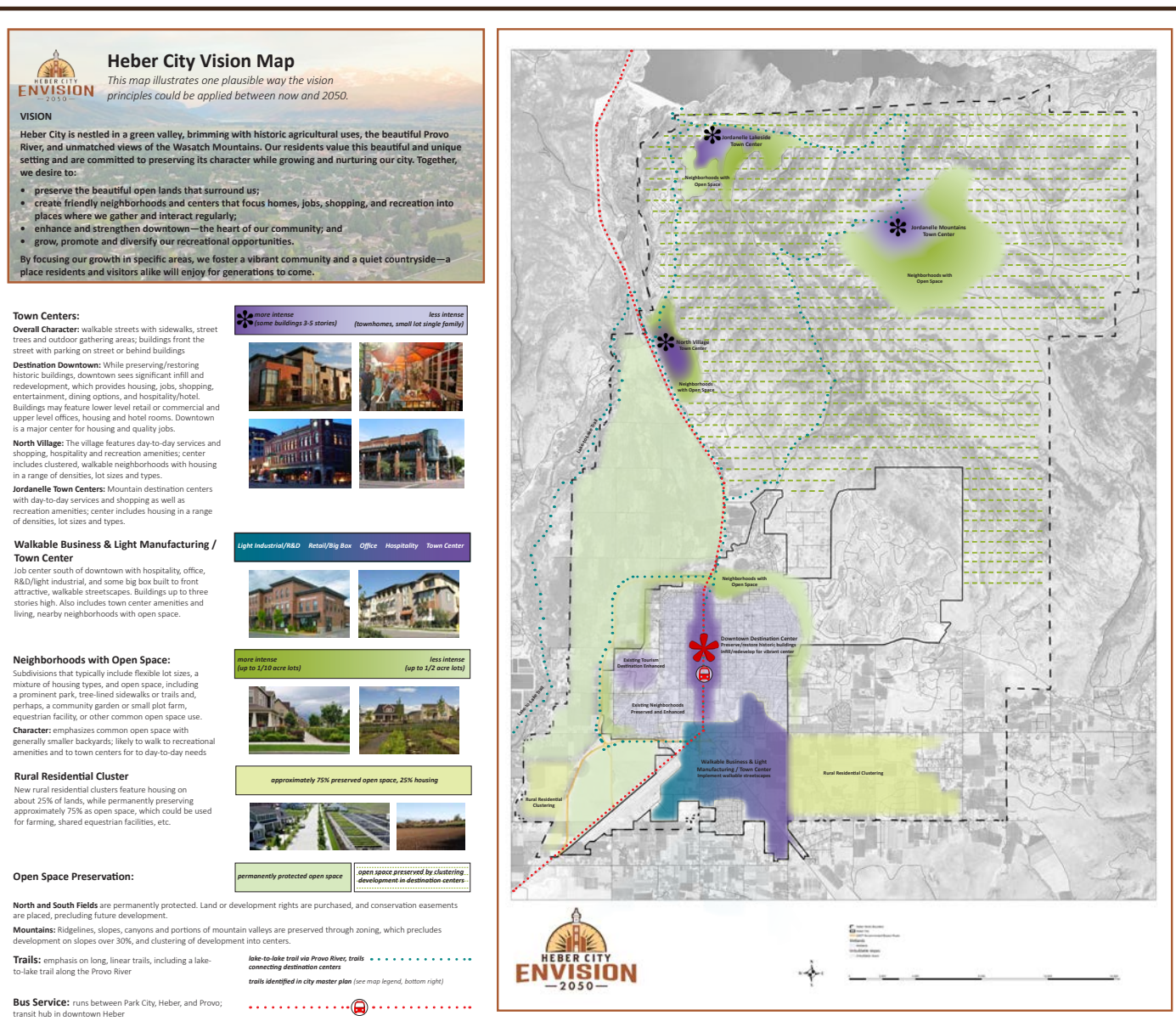
that preserves its open lands and creates vibrant centers for living and working.

Public Vision Celebration

The steering committee, City leaders and consultants used feedback from the public's review of alternative growth scenarios to create a vision (see the vision and principles at the beginning of this chapter) that represents Heber's values and hopes for the future.

This vision was warmly received and celebrated at a final open house in August 2019. As with each step in the process, the website provided a complete summary of the process and its findings, as well as the vision itself. Heber City's vision represents a collective effort of hundreds of citizens over many months to identify how they would like to grow between now and 2050. It's inspiring to see the common ground among Heber's residents, and to know the City's future direction!

The vision map depicts one plausible way the vision principles listed at the beginning of this chapter could be applied between now and 2050. It features significant open space preservation; a vibrant downtown, town centers and business center; neighborhoods with open space; rural residential clusters; trails; and bus





A Vision for Central Heber

In 2023 Heber City updated its vision to include a detailed vision for Central Heber, which includes the Downtown District blocks near Main Street, the Central Neighborhoods in the City's core, and the Recreation and Arts District on the west side of town and encompassing the Heber Valley Railroad depot area.

The Central Heber visioning process engaged hundreds of residents, business leaders, and other stakeholders in a variety of meetings, activities and events. Stakeholders guided the process, meeting six times over the course of the process. Six public meetings to enabled people to brainstorm possibilities through mapping and online surveys, evaluate scenarios through keypad polling and poster sessions, and come together at a final vision celebration. The vision and general recommendations from that process appear below. A large poster, pictured on the following page, provides detailed maps, recommendations, and illustrations, and is best viewed at envisionheber.com.

Central Heber's Vision

The heart of our community and region, Central Heber is a destination area featuring unique shopping, dining, and gathering areas for residents

and visitors who enjoy a welcoming and peaceful environment with a sense of history and place in a beautiful mountain valley. Downtown is our economic catalyst, featuring our historic center and working, living, and public gathering areas in a mixed use environment, which help support street level retail, restaurants, and entertainment. Outdoor-oriented local and regional recreation are features at our Recreation and Arts Destination, which is the place to go to enjoy the train, rent a bike, enjoy a ballgame, or plan regional recreational adventures. Heber's quiet central neighborhoods provide places to live that are rooted in our history while also conveniently located nearby places to work, play, shop and dine.

General Recommendations

1. Highlight Heber's sense of history and place in a beautiful mountain valley, and its welcoming and peaceful environment.
2. Create a walkable, bikeable central city, with safe and pleasant streets.
3. Connect destination places and districts with interesting, pedestrian-friendly routes.
4. Create increased living and working opportunities in the Downtown area, for economic resilience and to better support uses like shopping, dining, gathering, and entertainment.
5. Activate and connect public spaces on Main Street, including Heber City Park, Civic Center Block, and the Public Safety Block, adding amenities, activities, and attractions that people return to again and again.
6. Enliven the streets in Heber's Downtown with features that provide interest and comfort and encourage repeat visits.
7. Create a new recreation/lifestyle gateway on the west side of town that supports existing and new arts, recreation, tourism, and outdoor-oriented pursuits, better positioning Heber as a destination for regional recreational opportunities.
8. Provide a small neighborhood dining/shopping area near the train station to provide amenities adjacent to tourism and sporting events.
9. Create a new missing middle neighborhood east of the planned high school to provide needed housing options.
10. Preserve Central Heber's neighborhoods, enhancing their quiet, friendly atmosphere while providing options for new housing that fits into the historic fabric.



3: FUTURE LAND USE



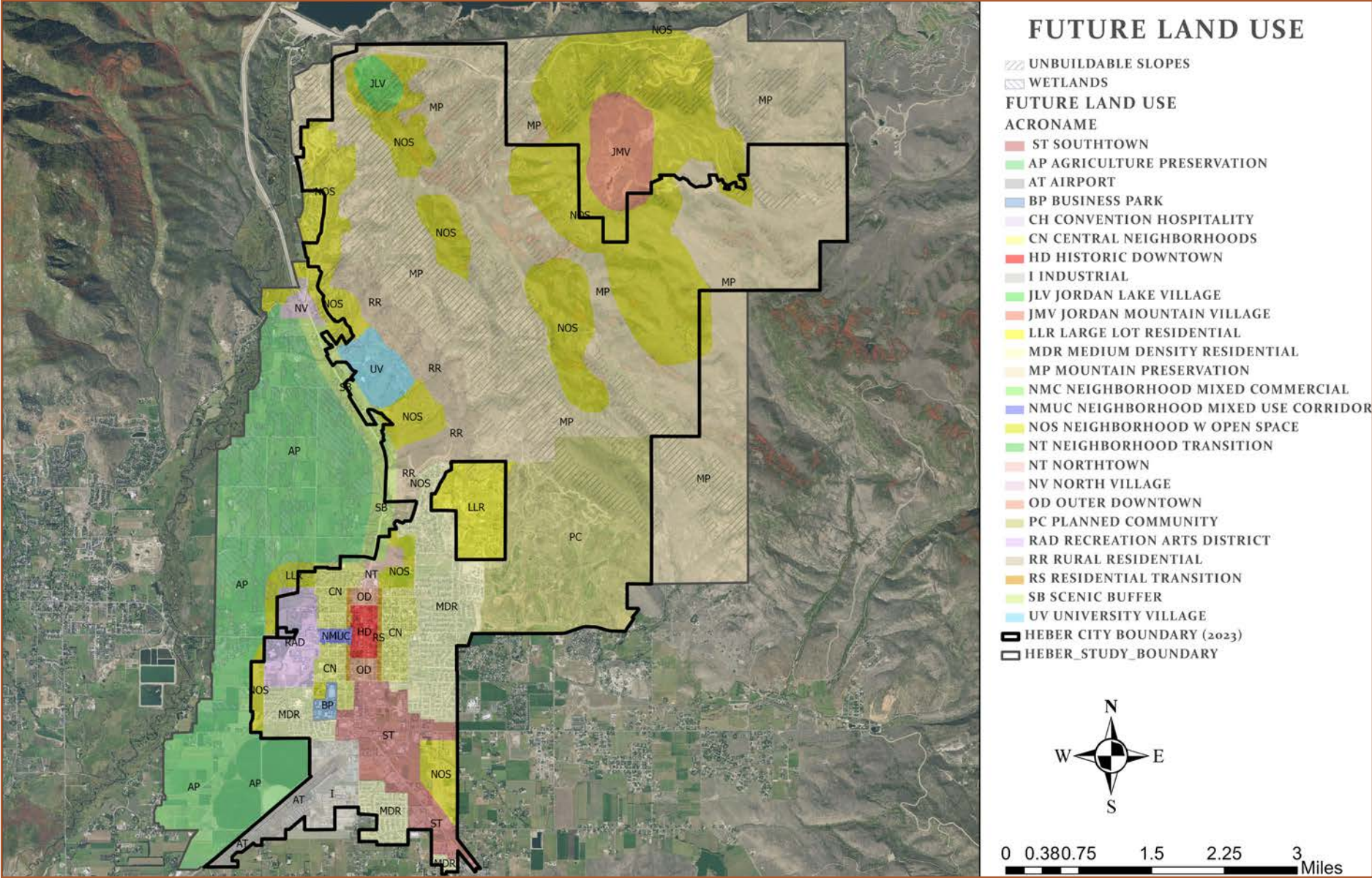
Future Land Use Map and Definitions

Heber's spectacular setting makes creating a future land use plan that embraces the vision for Heber particularly important. The design and patterns within new development areas are expected to follow the guidelines described in this general plan, which will be translated into updated ordinances. This chapter provides direction and guidance for future decisions to expand, modify or rehabilitate City infrastructure. It suggests where prudent public and private investments should be placed. It illustrates the future land uses that the City will support.

This chapter is comprised of a Future Land Use map which identifies various land uses that the City believes are consistent with the vision for Heber. Land uses are divided into categories which are identified on following the map. The edges or lines for each land use category on the map are not meant to be precise. Future land use

maps in general plans are purposely intended to be "general" and do not strictly follow property lines like a zoning map. They are a guide to the future land uses that the City has determined help achieve the City's vision.

Since the intent of the map is to guide with flexibility, future zone changes should generally conform to the land use districts described in this chapter. There can be discussions of "intent" and "general conformity" when there are situations where a proposal under consideration follows the City's vision and principles but where exact adherence to the map suggests a different outcome. The Planning Commission and City Council have discretion in applying the concepts found in this plan.



Future Land Use Map Categories	District Type	Uses	Density Range / Scale (gross acreage)	Key Characteristics
	Central Neighborhoods (CN)	Primary: SFDs on smaller lots, duplexes, triplexes, flexible infill Secondary: detached and attached ADUs, flag lots, home based businesses	3-8 units per acre 1-3 story height	A neighborhood emphasizing current residential pattern. Strong street connections to the downtown and the tourist center; bicycle and pedestrian friendly. Historic structures and homes enhanced.
	Neighborhood Mixed Use Corridor (Frontages of Center Street and 100 South from 150 West to 600 West) (NMUC)	Primary: A mix of residential, missing middle housing, hospitality, retail, restaurant, office	3-12 units per acre 1-3 story height	Single family in scale (e.g. mansion homes, townhomes), transition area to central neighborhoods, historic structures and homes enhanced, possible activated alley, history walk, bicycle and pedestrian friendly.
	Historic Downtown (300 South to 300 North, 200 East to 200 West) (HD)	A mixed residential and commercial town center with historical architecture and active open spaces	Up to 4 story heights with step backs (interior block locations encouraged) Consider 2 story minimum height	Small business storefronts with historic architectural elements on first floors along Main Street. Interior block commercial/office uses blending with higher density residential. Includes on-street parking and bike accommodations, parking structures, and shared parking. Emphasis on historic beautification, placemaking, plazas, parks, historic walk, and activated alley.
	Outer Downtown (300 South to 600 South; 300 North to 500 North; 150 East to 150 West) (OD)	A mixed residential and commercial area supportive of historic downtown	Up to 5 story heights with affordable housing and additional design features	Gateway to Historic Downtown with mixed use blocks. Streets to include on-street parking and bike accommodations.
	Residential Transition Area (150 West to 200 West and 150 East to 200 East; generally 500 North to 600 South) (RT)	Single family and missing middle housing, retail, restaurant, office, neighborhood commercial, home based business, attached/detached ADUs, pocket parks and plazas	1-2 story height	Mixed use transition area to central neighborhoods. Streets to include on-street parking and bike accommodations.

Future Land Use Map Categories	District Type	Uses	Density Range / Scale (gross acreage)	Key Characteristics
	Recreation and Arts District (RAD)	A recreation/arts mixed use center including residential, missing middle, hospitality, retail, restaurants, outdoor recreation, tourism, office, craftsman industrial, civic, educational uses.	1-4 story height (West Gateway) 1-2 story height (Railroad Area) 1-3 story height (New School)	Recreation and arts-oriented feel that highlights the railroad and recreational amenities and trails. New School a key area for multifamily/missing middle.
	Jordanelle Mountain Village (JMV)	Primary: commercial and service uses intended to reduce trip generation to other town centers Neighborhoods: low, medium and higher density residential areas on slopes less than 30%, clustering options, schools	Base density established by a master development agreement. Overall property base densities may be transferred to the center and adjacent NOS by concentrating and clustering land uses. Up to 3-4 story heights in mixed use village 1 to 14 units per acre in residential areas adjacent to centers	A mixed use town center intended to serve the significant population on the upper mountain area, characterized by Mountain Modern architecture and mixed uses that include gathering spaces. Natural lands are preserved. Roads with swales and trails, clustering options, small lot and townhome options, significant open space, natural areas, schools.
	Jordanelle Lake Village (JLV)	Primary: hospitality, mixed uses, service and commercial uses Secondary: medium to higher density residential, schools	Base density established by a master development agreement. Overall property base densities may be transferred to the center and adjacent NOS by concentrating and clustering land uses. Up to 4 story heights in the town center	A mixed use town center with adjacent neighborhoods to serve the region's growing recreation/tourism industry, characterized by Mountain Modern architecture and mixed uses that include gathering spaces. Development blends into the slopes, and natural lands are preserved. Roads with swales and trails, clustering options, small lot and townhome options, significant open space, natural areas.
	North Village (NV)	Primary: hospitality and commercial/retail uses, higher density residential adjacent to the southern two quadrants at the intersection. Offices complement the town center. Secondary: SFDs, townhomes, limited multifamily complexes	14 to 30 units per acre Overall property base densities established by the North Village Overlay Zone may be transferred to the Village and adjacent NOS to create open space. Up to 4 story heights in the village center Residential clustering up to 3 stories with 4 to 20 units per acre in clustered locations	A mixed use village to serve the region's growing recreation/tourism industry and retail needs, characterized by Mountain Modern architecture and a greater range of mixed uses that include gathering spaces. Small lot, townhouse, and apartment developments, clustering, open space.

Future Land Use Map Categories	District Type	Uses	Density Range / Scale (gross acreage)	Key Characteristics
	Utah Valley University Village	Primary: an array of uses supportive to the University, including hospitality, training centers, small retail, gathering places, mixed use, and student housing. Secondary: tech uses, affordable housing	14 to 30 units per acre Overall property base densities established by the North Village Overlay Zone may be transferred to the Village and adjacent NOS to create open space. Up to 4 story heights in the village center Residential clustering up to 3 stories with 4 to 20 units per acre in clustered locations	A mixed use village created to support the growth and desirability of the UVU campus, characterized by Mountain Modern architecture and vibrant pedestrian gathering places.
	New Neighborhoods with Open Space (NOS)	Primary: SFDs Secondary: townhomes, small lot and attached housing	3 to 20 units per acre Overall property base densities, established by the North Village Overlay Zone may be transferred to adjacent Villages to create open space. 2-3 story height limit	Small lot clusters, townhomes and open space achieved through clustering and generally located adjacent to centers
	Agricultural Preservation (AP)	Agricultural uses on large lot (20 acres), with minor residential use	1 unit per 20 acres	Dairy, grazing and grazing supportive crops with a homestead. Agricultural areas provide separation between communities.
	Mountain Preservation (MP)	Recreational uses using the preserved natural areas	1 unit per 20 acres transferred to mountain residential areas	Steep slopes over 30%, stream corridors, wetlands, areas providing separation between communities. Clustered housing with density transfers to the villages.
	Scenic buffer (SB)	Scenic highway corridors with adjacent trail systems, storm water retention and significant use setbacks	Setback minimum 150 feet from highway right of way	Natural and enhanced landscapes with trail systems adjacent to existing and proposed highways.

Future Land Use Categories	District Type	Uses	Density Range / Scale (gross acreage)	Key Characteristics
	Rural Residential (RR)	Residential and agricultural mix in clustered patterns of development	1 to 2 units per acre; base density with clustering incentives for higher densities	Rural streetscapes with clustered housing and large open spaces in a natural, grazing, or agricultural use.
	Medium Density Residential (MDR)	Primary: single family residential uses	3 to 6 units per acre	Existing single family neighborhoods with a mix of suburban and rural street standards.
	Large Lot Residential (LLR)	Primary: single family residential uses	1 unit per five acres	Mostly existing single family neighborhoods with expansive views due to large separations between homes.
	Planned Community (PC)	Primary: large lot single family homes	1 to 2 units per acre	Existing neighborhood with significant open space and recreation uses.
	South Town Center (ST)	Primary: regional commercial/office uses, health services, light manufacturing and tech businesses Secondary: medium to high density residential	14 to 20 units per acre Up to 3 story heights	A mix of businesses catering to the regional larger scale needs of Wasatch County. Includes big box retail opportunities.
	North of Downtown Center (NT)	Primary: regional commercial/office uses, health services, incubator business complexes Secondary: medium to high density residential	14 to 20 units per acre Up to 3 story heights	A secondary regional hub.
	Business Park (BP)	Office and tech uses	NA	High quality design and architecture.
	Airport (AT)	Airport and air traffic related uses	NA	Runways, hangars, service shops and supportive commercial uses.
	Light Industrial (LI)	Manufacturing uses located generally within enclosed buildings, plus office warehouse uses	NA	Limited outdoor storage and activity; may allow for accessory apartments



4: QUALITY NEIGHBORHOODS

Quality Neighborhoods Vision

Heber City's neighborhoods **thrive** because all of them are valued for their **unique character, amenities, and context**. Residents with a range of incomes have access to great places to live, and all residential neighborhoods are **stable, attractive** options.



Guiding Principles

1. Heber City will preserve and enhance existing neighborhoods and increase their walkability.
2. Heber City's new neighborhoods will be walkable and blend a variety of housing options and shared open space amenities. New neighborhoods will be within walking distance of a center, where neighbors can gather.
3. Rural and mountain residential clusters will enable residents to live in neighborhoods where housing is focused in a smaller area, resulting in the majority of natural lands reserved for shared open space with recreational, equestrian or agricultural uses.
4. Heber will maintain its clean air and dark skies so the City is a healthy and beautiful place to live.

Existing Neighborhoods

Heber City's existing neighborhoods have provided and will continue to provide a variety of housing options and living environments for the City's residents. Options include large single family dwellings with views of the region's open lands on the edge of town; historic homes on shady, tree-lined streets in the historic core; new, smaller lot subdivisions; and a variety of townhome and apartment/condominium homes closer to the City's center and along Highway 40. As Heber grows, investments in existing neighborhoods should enhance unique neighborhood characteristics and features. In general, the City's existing neighborhoods will benefit from continued investment in existing housing stock,

During the Heber City's recent visioning process, 85% of survey respondents were supportive of working toward more walkable streets. Access to parks, trails and open space was a common theme across both new and existing neighborhoods.

context-sensitive infill, streetscape enhancements to improve walkability and better access to parks and trails.

Central Neighborhoods District

In central neighborhoods, changes to housing is typical of older neighborhoods: maintaining and enhancing existing homes, rebuilding those that owners deem are no longer satisfactory, and adding attached accessory dwelling units. Detached accessory dwellings and flag lots are allowed to provide more neighborhood housing options, but in keeping with the feel of a predominantly single family residential area. The district includes the Neighborhood Mixed Use Corridor, an area along 100 South and Center Street between 600 West and Main. It includes new missing middle housing and neighborhood retail, restaurants, and services.

Character

- Quiet, pedestrian-friendly streets with a range of homes built across decades, supported by a neighborhood corridor that includes additional housing options and convenient neighborhood retail, restaurants, and services.

Focus

- Residential, with some neighborhood retail and commercial along 100 South

What Could Heber's Central Neighborhoods Become?

Over time, the historic core could become a consistently beautiful area. Imagine tree-lined streets, upgraded homes, new architecturally pleasing housing, and a wonderful place to walk and bike, with connections to the entire City. Heber's Central Neighborhoods and Neighborhood Mixed Use Corridor could be the most desirable neighborhoods in Heber, offering a range of housing types, convenience and historic character.



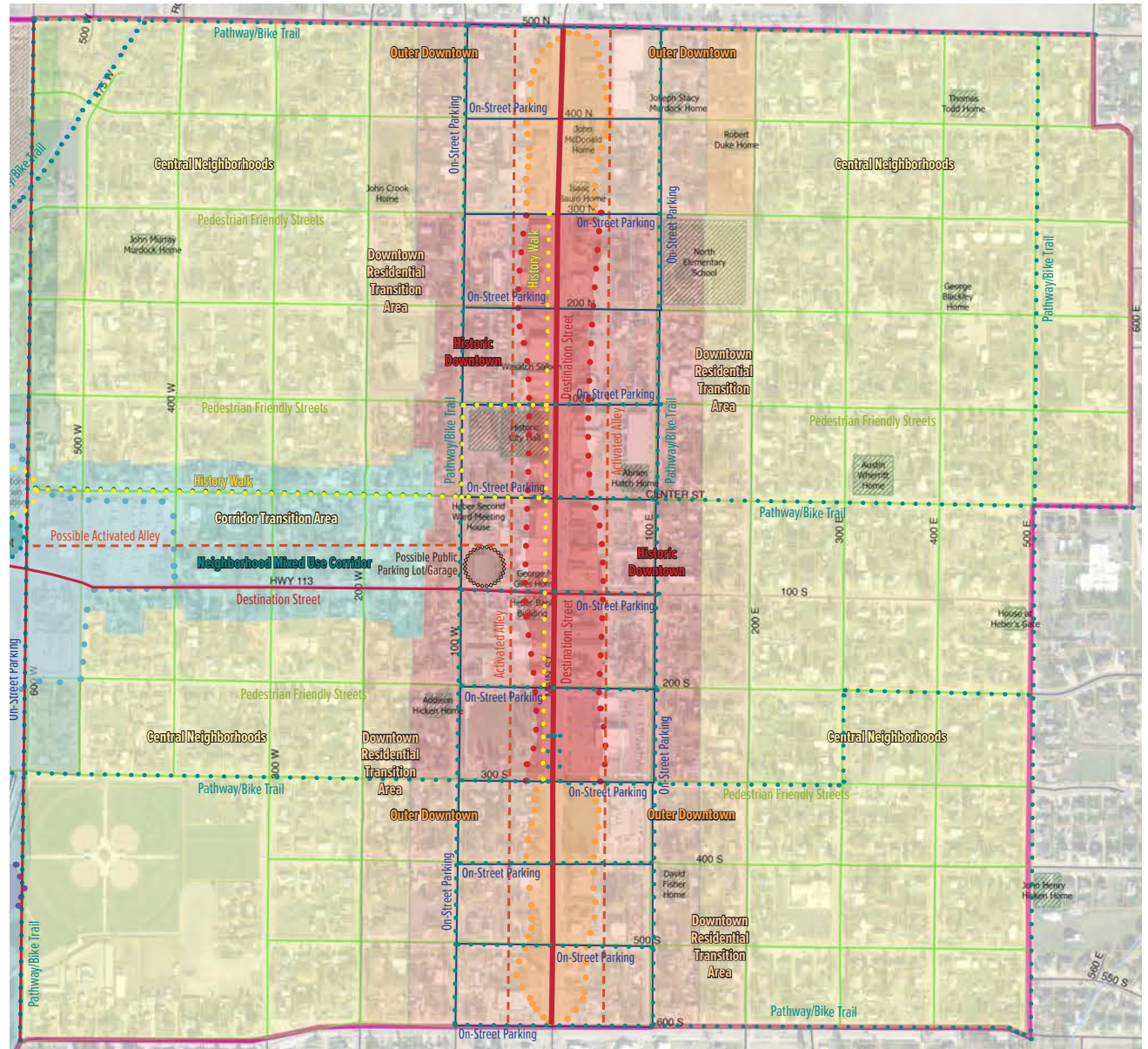
Features

- Pedestrian-friendly streets with bike network, neighborhood parks, a potential alley pilot project between 100 South and Center Street, history walk connecting the original train depot and the Civic Center Block, historic structures and homes enhanced



Central Neighborhoods District Vision Map: Excerpted from the Central Heber Vision Map, this illustration highlights key subdistricts, which are explained in the text on the surrounding pages. Central Neighborhoods are shaded yellow, and the Neighborhood Mixed Use Corridor is shaded blue.

Examples below and on opposite page of potential building types and neighborhood forms for the Central Neighborhoods District



Use Mix

Central Neighborhoods

- Residential: single family
- Open Space: neighborhood park
- Accessory Uses: home-based business, attached accessory dwelling units, detached accessory dwelling units with height equal to or lower than main home height, flag lots

Neighborhood Mixed Use Corridor

- Residential & Lodging: missing middle multifamily, hotel
- Retail/Restaurant/Office: neighborhood retail/restaurant, neighborhood service, office (on commercial corners on 100 South)
- Open Space: pocket park/plaza, neighborhood park
- Parking: on-street public parking, private parking lots behind buildings

Corridor Transition Area (area between mixed use corridor and neighborhoods)

- Residential: missing middle, single family
- Open Space: pocket park/plaza, neighborhood park

Building Height

- Up to three stories

Strategies - Central Neighborhoods District

1. Consider land use changes to grow the connection between Historic Downtown the Recreation and Arts District along 100 South. Consider tourism-based businesses, and more flexible options for homeowners, such as more flexible home occupation ordinances, live/work opportunities, bed and breakfasts and other residence-based businesses.
2. Consider additional upgrades to existing zoning that promote reinvestment and infill.
3. Support improvements to existing homes. Establish and/or identify grants and/or loans for home repairs, façade improvements and efficient, attractive landscaping. Work with local business and historic groups to establish a historic home walking tour. This will encourage residents to improve and maintain their historic homes.
4. Use dark sky compliant lighting throughout the historic core.
5. Promote ordinance revisions for infill and flag lots to increase redevelopment potential, where appropriate.



What Could Streets in Central Neighborhoods Look Like?

Heber's historic core features many charming characteristics. As streets are improved, there is opportunity to retain desirable qualities and add new elements that increase beauty and safety. The image below features reduced pavement width, wide parkstrips, consistent walkways, street trees, lighting, swales with some irrigation ditches preserved, and both natural and more formal parkstrip plantings.



Where possible, Heber should retain the rural feel that Heber's open irrigation ditches convey. As the City moves toward pressurized irrigation and working irrigation ditches are slowly replaced, some streets should be designated to preserve historic ditches and retain related rural context. Since existing ditches and street-adjacent swales will accommodate storm water for the near future, a phased approach is suggested. A more detailed streetscape plan and streetscape options should be considered.

Existing Neighborhoods Outside the Historic Core

Heber residents that live in neighborhoods outside of the historic core enjoy a wide range of living opportunities, all relatively nearby the City's center. Like the historic core, as these neighborhoods age, Heber should support reinvestment to improve or enhance the quality of existing homes, encourage infill and new investment where possible, and implement context-sensitive streetscape plans that highlight the unique character of neighborhoods while improving walkability.

Strategies – Existing Neighborhoods

1. Create a citywide streetscape plan, strategy and program that explores distinct options for various neighborhoods, including older

areas of the city encompassed in the historic grid as well as options for newer existing neighborhoods and future neighborhoods. Streetscape improvements include sidewalks, trails, street tree planting, street parking and setbacks. (see Chapter 8, Mobility and Streetscape for more detail)

2. Enhance park access from existing neighborhoods. Add trail connections and new parks. Look for opportunities to consolidate stormwater detention in multi-purpose ponds that can also be used for recreation. (see Chapter 7, Open Space, Parks and Trails for more detail)

New Streets in the Mountains

While most of Heber's new streets will be in traditional neighborhoods and can implement ideas from the historic core image at left, some streets will be "collector" in nature, moving traffic between new and existing centers. These streets provide enjoyable travel through open spaces, whether driving a car or walking/biking on the adjacent trail. These streets feature narrow pavement width with right turn lanes, swales and off-street trails.



New Neighborhoods and Rural Clusters

Heber City embraces a range of new neighborhood options designed to provide a variety of beautiful, comfortable, convenient and safe places for all of its residents to live their lives.

New Neighborhoods with Housing Variety and Amenities

Public feedback during Heber's recent visioning process uncovered a strong desire for new neighborhood options that include both housing variety and amenities. This desire should be realized with new guidelines that enable flexibility in lot size, setbacks and housing type. This option provides for a broader range of household types—including young families, mature families and empty nesters—to live in a more diverse neighborhood setting with common open space areas for socializing and recreating.



Further, when combined with incentives, such as density increases, varied lot sizes and housing types allow developers to cluster housing to reduce the development footprint in order to establish common open space areas. This encourages higher quality design and distributes shared maintenance costs among more homeowners, keeping costs sustainable over time for each household.

The examples at right explore a more limited amount of high-quality open space over a larger percentage of open space. When ordinances require a high percentage of open space (30% to 50%), the result is often a configuration of homes on pad sites with a private outdoor patio area, but without a building lot containing individual yard space. With pad sites, the common open space is typically provided as shared landscaping surrounding homes, in addition to a landscaped detention area. This design format provides limited usable open space area for recreation, socializing and gathering.

What Could Heber's New Neighborhoods Be Like?

As Heber grows, residents have a strong desire to create neighborhoods that include a variety of housing options and recreational opportunities. A recent survey found that 46% want this type of neighborhood compared with only 9% who want to continue building conventional subdivisions.

What's in every example at right?

- A concept for a 10-acre parcel
- 10% - 20% common usable open space for recreation, socializing and gathering
- Quality streetscapes with street trees, lighting, and trails, pathways and/or sidewalks

31 units | 10,000 sq ft lots



(above) A standard 10-acre subdivision with minimal streetscape features and no common open space. This plan suggests moving away from this pattern of growth in new neighborhoods.

1. Neighborhood with Agriculture & Open Space

38 units | 6,000-10,000 sq ft lots
single family
1-acre farm/community garden
.5-acre park



2. Traditional Neighborhood with Open Space

44 units | 5,000-10,000 sq ft lots
single family
1-acre park



58 units | 4,000-6,000 sq ft lots
single family | rowhomes
1.5-acre park



3. Compact Neighborhood with Open Space

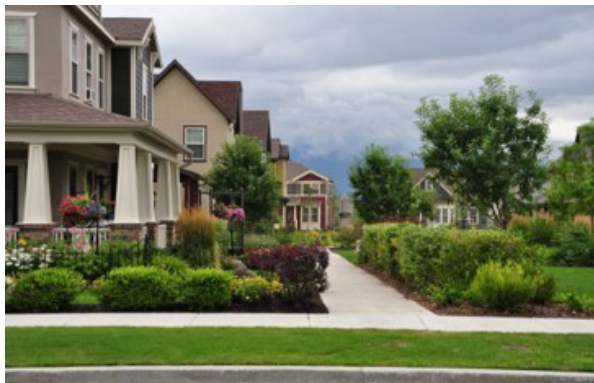
91 units | 4,000-6,500 sq ft lots
single family | rowhomes | multifamily
2-acre park & plaza



4. Mixed Use Neighborhood with Gathering/Open Space

Most open spaces in new neighborhoods will be the responsibility of homeowners in the development and will be governed by a homeowner's association. The developer or association will improve the space for recreation, restore it to a natural state, create a community garden or perhaps lease it to a small plot farmer. However, the City may want to assure public access through acquisition in the development process or agreements to that effect. A systematic approach to consider is for the City to determine priority areas for open space that might further other goals such as stormwater retention or trails. Trail systems along creeks, canals and utility corridors, connected to mountain area trails, could provide a more functional and distinctive connected series of open spaces.

Common open space area(s) should be right-sized for recreational needs, and right-priced



for residents to sustain long-term care and maintenance costs through a homeowners' association. Open space quantity and design should be informed by an appropriate integration of storm water detention without compromising recreational use, and by an appropriate balance between outdoor common area and private yard space. In some cases, the City may want to acquire open space during the development process, to provide public access. These decisions should be informed by the City's parks and trails master plan.

Strategies - New Neighborhoods

1. Create incentives or new zones to build neighborhoods that include a variety of housing types and quality open space amenities.
2. Include quality building materials and architectural standards as part of new ordinances.



3. Sustain the long-term quality and value of these neighborhoods through:
 - a. Superior neighborhood design;
 - b. Quality building materials;
 - c. Integrating a variety of lot sizes and housing types;
 - d. Establishing private development covenants and homeowner's associations to ensure continual reinvestment in and maintenance of the neighborhood.
4. Open space amenities should be a central feature in a neighborhood and may include parks, plazas, trails, community gardens, small plot farms or other space that can be used by residents. Quality open space amenities include long-term management and maintenance plans.
5. Develop and implement streetscape standards to ensure walkability. Create new residential street cross sections that are comfortable



and safe for pedestrians. Consider crossings, pavement widths, traffic speed, park strip width, street trees, sidewalk widths, etc. (see Chapter 8, Mobility and Streetscapes for more detail)

- a. Connect new neighborhoods to centers with sidewalks, pathways and/or trails.
- b. Connect new neighborhoods to existing regional or local trail systems when possible.
6. Consider a new neighborhood design process that analyzes priority destinations for pedestrians and focuses the design process on achieving a walkable community first, as opposed to the greatest number of lots.
7. Consider an incentive-based system with a base lot size that can be reduced by exceeding city goals for open space, walkability, trails, views and stormwater reduction.
8. New neighborhoods at Jordanelle Mountain,

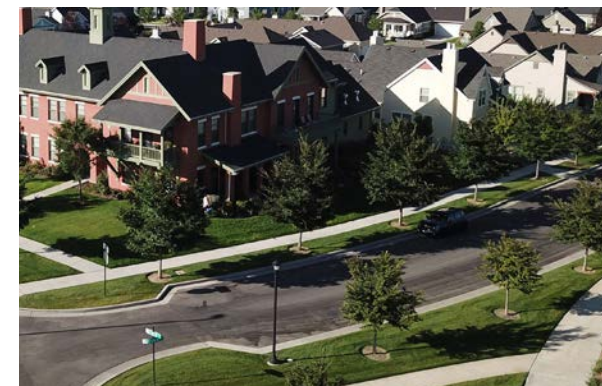


Jordanelle Lakeside and North Village

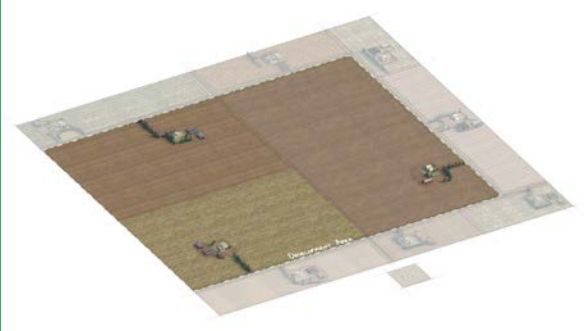
- a. Create walkable, compact neighborhoods with significant natural open space and mountain-themed village town centers.
 1. Create design standards for interesting “mountain modern” residential architectural features.
 2. Promote deed restricted workforce housing in the villages and inclusionary affordable housing for a portion of new housing.
 3. Create trail systems with greater separation from roadways.
 4. Encourage increased residential densities in village town centers.
 5. Develop a street connectivity and circulation plan that does not rely on the highways to reach destinations. (see Chapter 8, Mobility and Streetscapes for more detail)



6. Consider more hospitality and entertainment options near the highways.
7. Consider design standards for outdoor and indoor storage facilities, and promote the placement of such facilities in less visually prominent locations through ordinance amendments.



How Are Rural & Mountain Residential Clusters Developed? (100-acre example)



Existing Condition:

Parcels feature historic farming operations, and owner is considering options for future development.



Conventional Development Pattern: 88 units

Underlying one-acre zoning employed to create standard subdivision with uniform lot sizes, eliminating agricultural uses.

75% open space | 25% housing
124 units | 71 detached; 51 attached
3 neighborhood parks
40% density bonus



Residential Cluster

Alternative:

Clustered housing, flexible lot sizes and a density bonus enable a profitable project while **permanently preserving** remaining agricultural uses. This alternative could also be used to preserve natural areas in the mountains.

Rural and Mountain Residential Clusters

After the New Neighborhoods with Housing Variety and Amenities option described above, the option second most desired by Heber residents is the Rural Residential Cluster. This option clusters housing on about 25% of the development parcel, while permanently preserving approximately 75% of a parcel as open space. This option is best employed where larger acreages exist, so preserved open space is large enough to be viable for continued farming or ranching, for shared passive recreation (e.g. trails in a natural area), shared equestrian use or to provide a large open space that remains or is restored to its natural state. Developments should include clear plans for long-term open space management and maintenance. Areas for these types of neighborhoods include lands adjacent to north village and university village.



Strategies - Rural and Mountain Residential Clusters

1. As part of a new zoning ordinance, create incentives or new zones to enable rural and mountain residential clusters that permanently designate open space for agricultural, natural, passive recreation or shared equestrian uses.
2. Update trail plans as new rural and mountain residential clusters are developed.
3. Promote neighborhood safety by reviewing and updating as necessary community wildfire prevention plans and wildfire ordinances and development standards for hillside and mountain areas.

Clean Air: Options for Residential and Business Land Uses

Heber has relatively clean air today, but keeping that clear blue sky is a concern for residents. The Wasatch Front is notorious for temperature inversions, when warmer air gets trapped below colder air. Such inversions trap pollution close to the ground, creating air that is both ugly and unhealthy to breath. Occasionally, Heber residents can see the inversion from the Wasatch Front creeping up the canyon toward the Heber Valley.

Like the Wasatch Front, Heber Valley can experience temperature inversions. If we want to maintain air that is healthy and skies that

are beautiful, we will need to be mindful of the pollution that we create and release into the air as the City grows. As our vehicles become more efficient, our homes and businesses will be the largest source of air pollution and should be a focus for maintaining air quality.

Water heaters and furnaces that burn natural gas and have not been updated create emissions that we do not see, but, as a percentage of the overall air pollution problem, our house and business heating systems start to take on a greater role because vehicles are getting cleaner and more are electric. In the Salt Lake Valley, on red burn days, wood stove fires are not allowed. Wood stoves add significant amounts of particulates, especially when the air is not moving, during an inversion.

Strategies - Clean Air

1. Explore ways to reduce air pollution from homes and businesses and improve efficiency.
 - a. Promote a water heater replacement program. Promote no “nox” water heaters and more efficient furnaces for long-term clean air benefits.
 - b. Eliminate wood stoves and/or prohibit use on stagnant air days.
 - c. Encourage rooftop solar installations.
 - d. Explore potential strategies with Heber Power and Light.

2. Explore no idle programs for vehicles and electric vehicle facilities such as charging stations.
3. Promote and support the Heber Valley Regional Air Quality Board.
4. Adopt a clean air program with priorities, time lines and strategies.

During Heber City's recent visioning process, a number of survey respondents and meeting participants were concerned about long term air quality. Blue skies are one of Heber's valued assets.



What's the best approach to affordable housing?

75% Heber residents say, "Blend it in!"

Based on survey responses from Heber's recent visioning process, **38%** prefer to blend compact single family, townhomes and apartment homes into neighborhoods, and **37%** say to blend these housing types into town centers. Only 25% wanted to isolate affordable housing at the edges of town or along Highway 40. The picture below depicts a home with limited square footage to reduce overall cost.



General Housing/Moderate Income Housing Plan (MIHP)

When Heber's neighborhoods and centers provide housing for a broader range of household types and consider our school teachers, police officers, and service industry employees, more of our residents can enjoy living in a safe and comfortable environment, with convenient access to goods, services and amenities.

Heber City has recognized the great need for and difficulty of providing affordable housing for many years and has been innovative in its approaches to creating more affordable housing. The City adopted its revised Moderate Income Housing Plan (MIHP) as part of the General Plan by Ordinance 2018-31 on August 16, 2018. Utilizing property values, census data, building permit data and data from the Utah State Department of Workforce Services, the City identified the existing supply of moderate income housing and identified the five-year moderate income housing need. The City analyzed residential zoning and identified how zoning densities affect opportunities for moderate income housing. Based on this analysis, the plan identified the following affordable housing needs for the next five years:

- 517 units of 30% AMI or less
- 429 units of 50% AMI or less

- 138 units of 80% AMI or less

The four primary goals of the MIHP include:

1. Heber City will continue to provide a realistic opportunity to meet the estimated needs for additional moderate-income housing.
2. Heber City will continue to foster partnerships with non-profit organizations and developers, and identify new funding sources to implement affordable housing policies.
3. Heber City will continue to work with the County Housing Authority to increase the supply of affordable housing
4. Heber City shall biennially review the moderate-income housing plan element of its general plan.

The implementation strategies identified below exceed the requirements of Utah State Code Section 10-9a-403. The following four strategies from the 2018 General Plan update mirror Utah State Code recommendations for implementing three or more implementation strategies. Not only have these strategies been identified by the MIHP, they have also been adopted into the City's zoning ordinance and are already being implemented.

1. **Utilization of accessory apartments (aka accessory dwelling units).** Accessory dwelling units are allowed in all residential zones in Heber City.

2. **Consider inclusionary housing ordinances to close the future housing need gap.** Heber City has adopted an inclusionary housing ordinance that requires 10% of all new residential units to be affordable housing that is aimed at those earning 30%, 50% and/or 80% of County average median income. The ordinance permits increased density, open space and spatial incentives to developers for providing affordable housing.
3. **Consider deed restriction programs to keep new moderate income housing units affordable to target populations.** As part of the inclusionary housing ordinance, Heber City requires that certain affordable housing units in the 50% AMI or lower category be deed restricted and often works with the County Housing Authority to accomplish this.
4. **Consider general fund expenditures to waive or reduce construction related fees that are otherwise generally imposed by the City.** The inclusionary housing ordinance permits the waiver of building permit fees.
4. aimed at the 50% AMI and below category, and track City progress.
4. Study the pros and cons of waiving building permit fees for qualifying projects or portions of projects. Track additional units produced.
5. Consider areas for mixed use housing and mixed housing types, especially adjacent to the downtown and in emerging centers.
6. Create a mixed housing types cluster subdivision ordinance.
7. Consider an update study of the fee-in-lieu program to assure that fees are reasonably commensurate with actual construction costs.

Potential Near-Term Work Efforts:

1. Update the accessory apartment ordinance to eliminate barriers.
2. Track spending of the affordable housing fund, and emphasize workforce housing.
3. Continue to require deed restricted housing





5: CENTERS AND GATHERING PLACES

Centers & Gathering Places Vision

Centers enable Heber to maintain a **small town** feel by focusing **new growth into distinct areas** rather than dispersing growth across our City's surrounding **open lands**. Centers **focus** activities, providing a **home base** for **visitors** and a **“living room”** for **residents**.



Guiding Principles

Downtown, Heber's historic center, will develop into an even stronger center and remain the heart of the community. Main Street, together with surrounding blocks, is a local and regional destination.

1. Heber preserves, enhances and improves access to its valued places and buildings on Main Street.
2. Heber improves pedestrian and bike accessibility, parking and traffic conditions along Main Street.
3. Underused spaces are reimagined into significant new places to work, live and enjoy time together.
4. Downtown is a regional destination for annual gatherings and traditions that Heber residents and visitors enjoy.

New centers will be strategically located,

connected to each other and the greater community and offer walkable access to amenities and day-to-day needs.

1. New centers should encourage many distinct features, including outdoor gathering spaces, parks and plazas; schools and community centers; a mix of shopping, restaurants, and offices; as well as a variety of housing choices, including more affordable options.

Central Heber

Central Heber includes two distinct multiuse centers: (1) The Main Street District, and (2) The Recreation and Arts District, which are discussed here. Central Heber also includes the residential Central Neighborhoods District, which is discussed in detail in Chapter 4.

Central Heber Vision

The heart of our community and region, Central Heber is a destination area featuring unique shopping, dining, and gathering areas for residents

and visitors who enjoy a welcoming and peaceful environment with a sense of history and place in a beautiful mountain valley. Downtown is our economic catalyst, featuring our historic center and working, living, and public gathering areas in a mixed use environment, which help support street level retail, restaurants, and entertainment. Outdoor-oriented local and regional recreation are features at our Recreation and Arts Destination, which is the place to go to enjoy the train, rent a bike, enjoy a ballgame, or plan regional recreational adventures. Heber's quiet central neighborhoods provide places to live that are rooted in our history while also conveniently located nearby places to work, play, shop and dine.

General Recommendations

1. Highlight Heber's sense of history and place in a beautiful mountain valley, and its welcoming and peaceful environment.
2. Create a walkable, bikeable central city, with safe and pleasant streets.
3. Connect destination places and districts with interesting, pedestrian-friendly routes.
4. Create increased living and working opportunities in the Downtown area, for economic resilience and to better support uses like shopping, dining, gathering, and entertainment.
5. Activate and connect public spaces on Main Street, including Heber City Park, Civic Center Block, and the Public Safety Block, adding amenities, activities, and attractions that people return to again and again.
6. Enliven the streets in Heber's Downtown with features that provide interest and comfort and encourage repeat visits.
7. Create a new recreation/lifestyle gateway on the west side of town that supports existing and new arts, recreation, tourism, and outdoor-oriented pursuits, better positioning Heber as a destination for regional recreational opportunities.
8. Provide a small neighborhood dining/ shopping area near the train station to provide amenities adjacent to tourism and sporting events.
9. Create a new missing middle neighborhood east of the planned high school to provide needed housing options.
10. Preserve Central Heber's neighborhoods, enhancing their quiet, friendly atmosphere while providing options for new housing that fits into the historic fabric. (Discussed in Chapter 4.)

Which scenario best preserves "small town" feel?

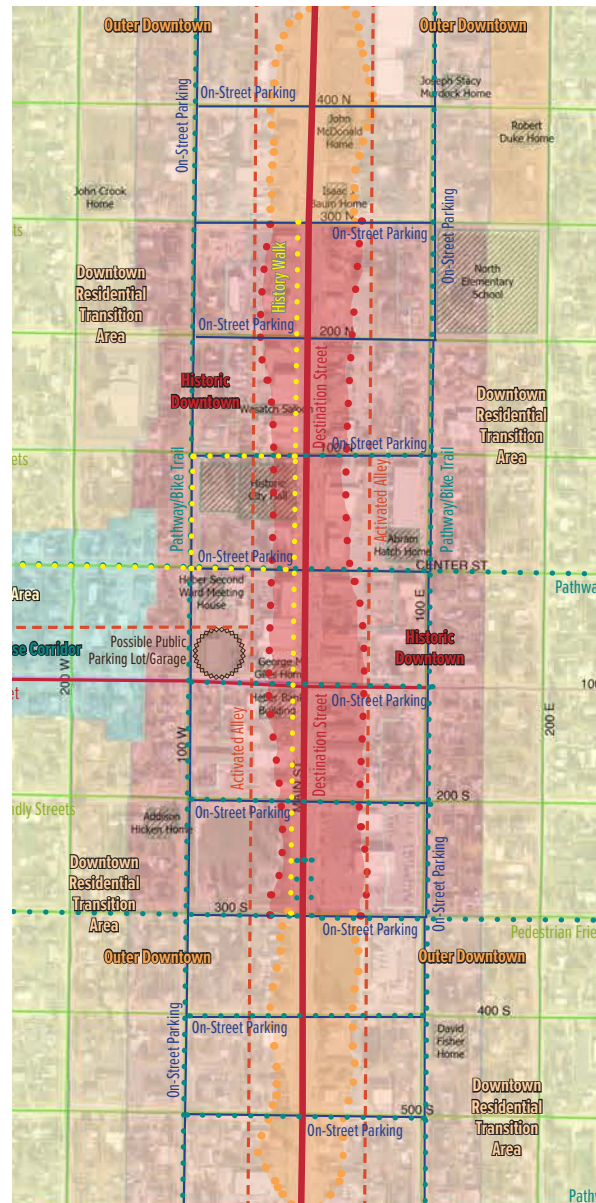
78% of recent survey respondents selected scenarios featuring **centers** and **open space**.

Surveys for Main Street and the general surveys performed as part of the visioning process indicate that **Main Street is important to nearly everyone in the community**. Residents want Main Street to become quieter and more walkable.



Downtown District Vision Map: Excerpted from the Central Heber Vision Map, this illustration highlights key sub-districts, which are explained in the text on the following pages.

Examples of potential building types and forms for the Downtown District



The Downtown District

Downtown is characterized by a vibrant business environment and ample housing opportunities that support dining, shopping, playing, and gathering opportunities, providing a strong destination in the heart of Heber City. Historic Downtown (300 North to 300 South) features the richest suite of options for people to return to again and again, from restaurants and shops to inviting public spaces and streets, making the area a strong destination for residents and visitors. Alleys off Main Street as well as streets bisecting Main provide quieter spaces for shopping and dining. Outer Downtown (north of 300 North and south of 300 South) offers the greatest opportunities for working and living near Historic Downtown. The District as a whole features Downtown destination branding and beautification.

The following provides detailed recommendations regarding character, focus, features, use, and form for the district.

Character

- Highly active destination downtown featuring living, working, playing, shopping, dining, and gathering opportunities.
- Historic/classic architecture in Historic Downtown District; historic themed but more flexible architecture in Outer Main.

Focus

- Major focus on business and housing that supports shopping, dining, playing, and gathering.
- Heber City Park, Civic Center Block, and Public Safety Block provide active park/plaza space for gathering.

Features

- Walkable streets
- On-street parking district wide
- Alley pilot project(s) behind Main Street for a quiet dining/pedestrian experience
- History walk on Main Street with a major feature at Civic Center Block
- Publicly owned historic buildings and places preserved
- Active destination public space at Heber City Park, Civic Center Block, and Public Safety Block

Placemaking

- Benches
- Outdoor dining areas
- Street trees
- Plaza space
- Fire pits/heaters
- Bike racks
- Activity structures
- Art/sculptures
- Planters

- Attractive streetlights
- Activity Spaces to Consider: skating ribbon/rink, farmer's market, rock climbing wall/boulders, food truck court, food hall, concert/event amphitheater, fitness stations, water feature

Use Mix

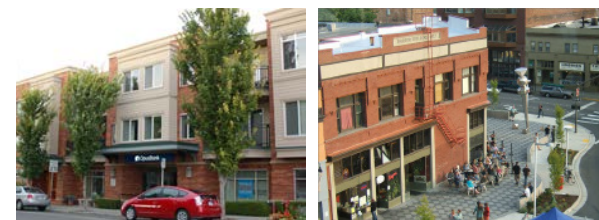
Historic Downtown & Outer Downtown

- Residential and Lodging: missing middle/multifamily, hotel
- Civic
- Retail/Restaurant/Office: neighborhood retail/restaurant, neighborhood service, office
- Open Space: destination plaza/park
- Commercial use required on Main Street-facing first floor facades in Historic Downtown, with limited percentage allowed for residential or office access doors
- Residential allowed on Main Street-facing first floor facades in Outer Downtown

Downtown Residential Transition Area

- Residential: single family, missing middle
- Retail/Restaurant/Office: neighborhood commercial allowed as a conditional use in Residential Transition Area east and west of Historic Downtown
- Accessory uses: home-based business, attached/detached accessory dwelling units,
- Open space: pocket park/plaza

Examples of potential building types and forms and streetscape for the Downtown District



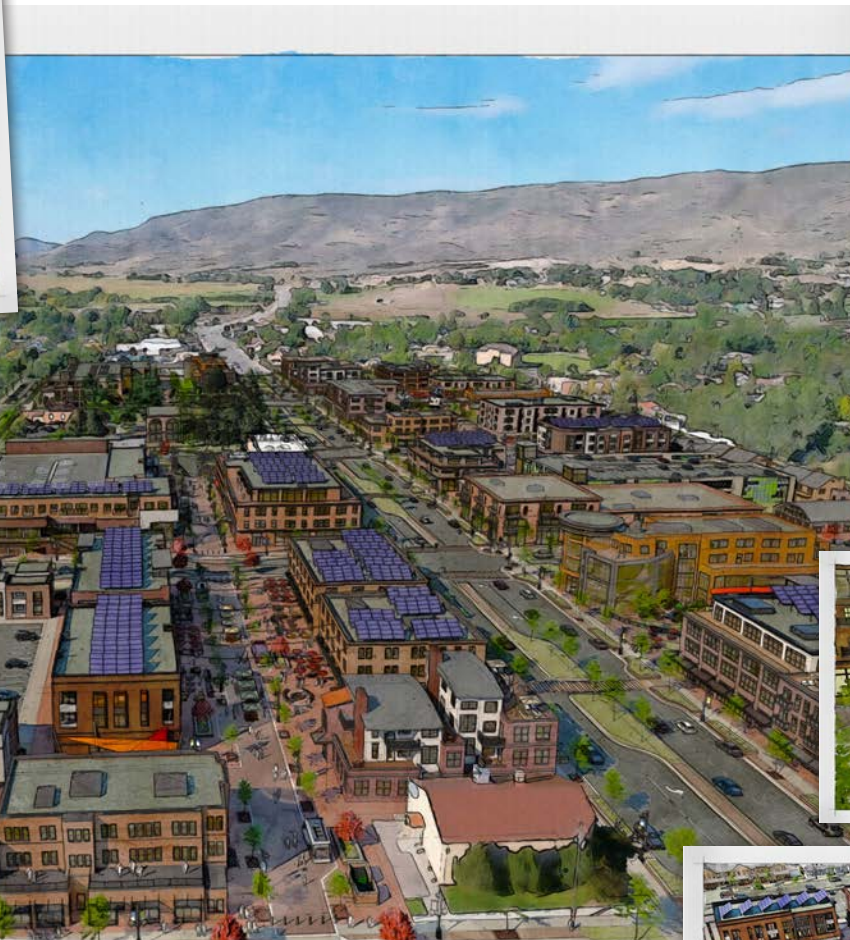
Before and After: Heber's Downtown District Vision Concept

As Heber grows, the Downtown District will feature new places to live and work, and especially places to gather together, to celebrate, to share a meal, to support a local artisan or shopkeeper. This is where we enjoy life together and practice our tradition of being friendly, warm, and welcoming.



Above: Recent aerial photograph of the Main Street District; Right: Downtown District vision concept.





Above: Recent aerial photograph of the Main Street District between Main Street & 100 West; Left: Vision concept; Top left: vision concept zoomed in to alley just west of Main.



Above right: A large plaza in the alley near the Civic Center Block provides space for outdoor movies and other activities; Right: Midblock walkways connect Main Street and the pedestrian alley.

Before and After: Heber's Downtown District—Civic Center Block Concept

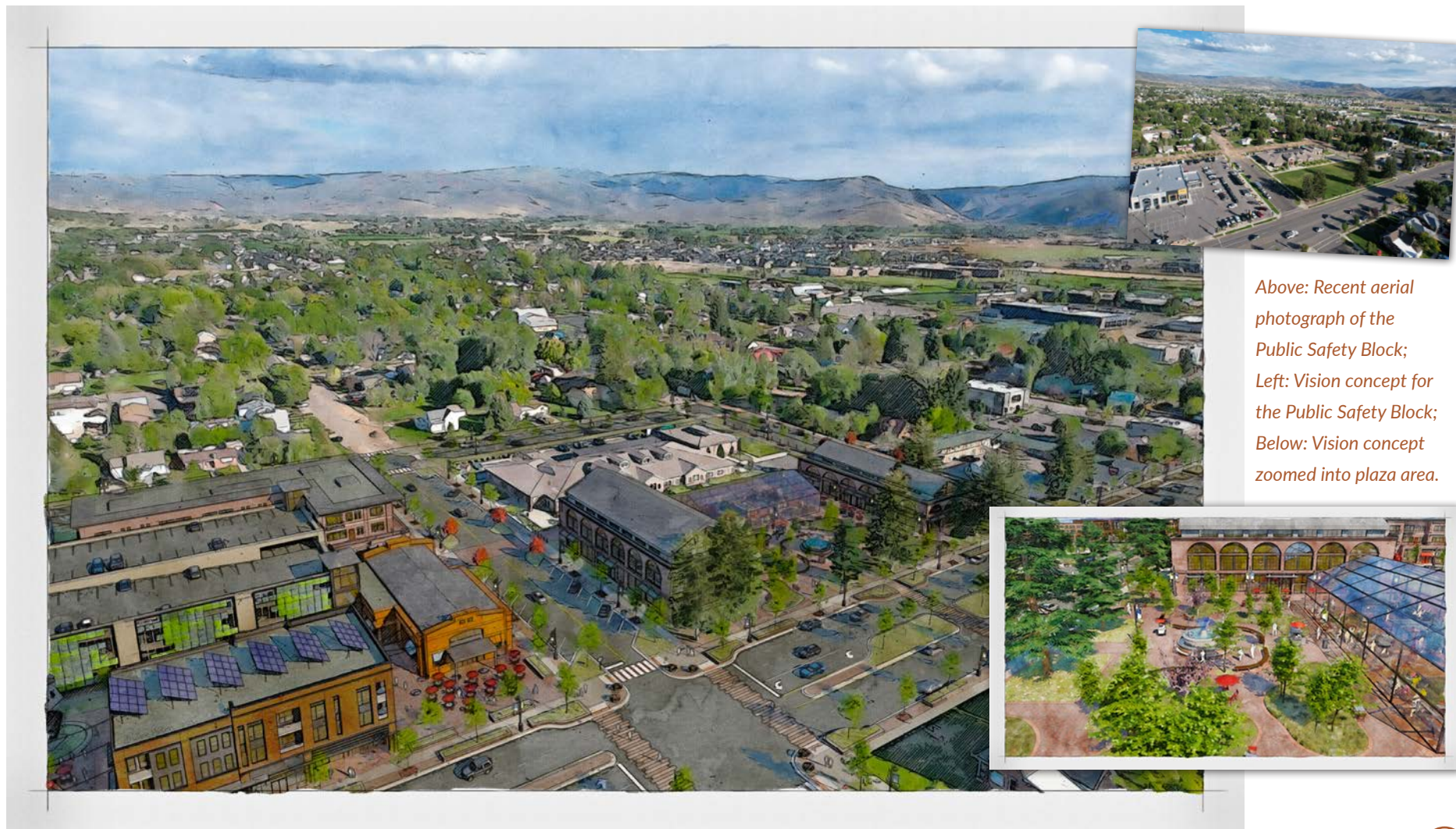
We reflect on, remember, and celebrate Heber's heritage at Civic Center Block, highlighting the historic tabernacle and theater, daylighting Lake Creek, and creating interpretive elements commemorating our history. This space is also the center of our history walk, which runs along Main Street and then along Center Street, ending at the historic depot building.



Above: Recent aerial
 photograph of the Civic
 Center Block, location of
 the historic tabernacle;
 Right: Vision concept
 for Civic Center Block;
 Far right: Vision concept
 zoomed in, looking at a
 new public arts/history
 building and interpretive
 features.

Before and After: Heber's Downtown District—Civic Center Block Concept

Rather than developing all of the green space on the Public Safety Block, this concept preserves a large plaza for enjoying a meal in the shade or strolling through an exhibition or year round farmer's market out of the weather. The trees and buildings along the perimeter reduce traffic noise and provide space for a plaza, food hall, meeting rooms, or other amenities.



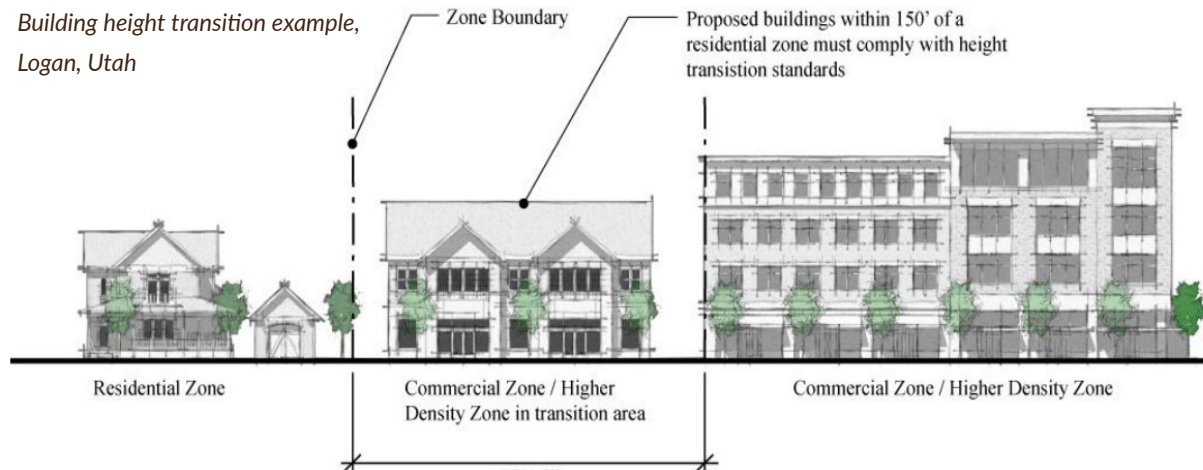
*Above: Recent aerial photograph of the Public Safety Block;
Left: Vision concept for the Public Safety Block;
Below: Vision concept zoomed into plaza area.*



Step Back: a change in the vertical plane of multi-story buildings that preserves the pedestrian experience at sidewalk-level by setting the upper story building facade away from the street

Building Height Transition: a change in building heights, generally with taller buildings on more intense streets, with shorter buildings as the transition area nears single family homes

*Building height transition example,
Logan, Utah*



Parking

- Striped on-street public parking district wide
- Private parking lots/garages, but not fronting Main Street in Historic Downtown area
- Public parking lot/public parking garage possible in future phase

Building Height

- Up to three stories allowed in Historic Downtown; with step backs up to four stories allowed
- Up to four stories allowed in Outer Downtown with step backs for buildings over three stories; up to five stories allowed if incorporating additional design features and affordable housing (on site or off site)
- Step backs required for buildings over three stories on Main Street
- Step backs required for buildings over two stores adjacent to publicly-owned historic places
- Building height transition required; buildings in Historic Downtown on 100 West/100 East frontages limited to three stories or less; in Residential Transition Area east and west of Historic Downtown limited to two stores or less
- Require other height-softening strategies (e.g. roofline variation, building modulation, attached features, corner cuts/plazas)

Visual Preferences

- Style: mix of existing historic and new modern and traditional
- Preferred building materials: brick, sandstone, glass, timbers, rock
- Apply existing design standard for classic commercial requiring historic/classic commercial features (e.g. storefront), but with flexibility for a mix of styles, especially in Outer Downtown
- Historic Downtown: increase existing design standards, and encourage a greater number of classical/historic building features

Strategies: How Do We Achieve Goals for the Downtown District?

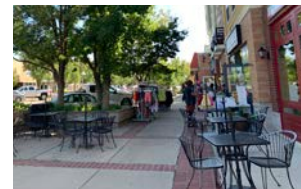
1. Update City code to align with detailed recommendations, listed above.
2. Create a Downtown Development Authority, such as a Community Reinvestment Agency (CRA), to provide a sustainable source of funding for community enhancements and a focused group that facilitates the improvement of downtown.
3. As part of a downtown placemaking and branding study, develop a set of unified community character elements to be implemented within the entire downtown corridor, to create a stronger sense of place. Use the City brand to complement downtown.
4. Increase activity downtown. Activate downtown through public spaces, including streetscapes, alleys, and parks that attract people, so that residents and visitors want to return over and over again. Create a design plan for the three public blocks (Heber City Park, Civic Center Block, and the Public Safety Block) that includes uses that bring people back on a daily basis and include free WIFI. Upgrade restrooms for safety and convenience, and request businesses to allow the public to use their bathrooms. Promote consistent business hours of operation, emphasizing Thursday, Friday and Saturday evenings.
5. Create a unified pedestrian-friendly and bike-friendly streetscape for the entire Main Street District. Include wider sidewalks and bikelanes.
6. Promote historic architecture in the Historic Downtown District. Beautify sidewalk areas and create a comprehensive set of façade/storefront standards; incorporate into City ordinances. Fund implementation of a city-wide façade program.
7. Create a parking plan and management strategy to maximize land use intensification and minimize parking needs.
8. Revise the sign ordinance to unify size and location; allow projecting and certain



A pedestrian-friendly sidewalk with planted bulb out that shortens pedestrian crossing distances



Mixed use buildings with ground floor retail add vibrancy



A shady sidewalk designed for living



Blade/projecting signage adds appeal

Potential Downtown Improvements



Main Street

Main Street is envisioned as Heber’s premier destination—a place that’s comfortable for residents and visitors to enjoy on foot, and a place that supports adjacent local businesses, restaurants, public gathering areas and quality housing and hospitality options. A reimagined Main Street includes the following features:

- Reduced pavement width and lower speed limits
- Wide sidewalks to accommodate walking, shopping and dining
- Interesting street trees and plantings for shade and beauty
- On-street parallel parking
- Medians and bulb outs to add beauty, reduce traffic speed and ease pedestrian crossings; mid-block pedestrian crossings
- Dark sky compliant lighting

East/West Streets Adjacent to Main Street

East/West streets in the blocks off of Main Street can support downtown activity, providing a pedestrian friendly means of accessing Main Street destinations, whether walking or driving into town. They could feature:

- Reduced pavement width
- Comfortable sidewalks and “parklets” to accommodate walking, shopping and dining
- On-street angled parking
- Planted medians and bulb outs to add beauty, reduce traffic speed and ease pedestrian crossings
- Mid-block pedestrian crossings
- Bike accommodations, including bike lanes and bike parking



temporary signs, such as A-frames. Include wayfinding signs within the downtown corridor.

9. Promote adjacent increased densities and mixed uses through ordinance updates. Increase and expand the alleys a parallel to Main Street for a unique pedestrian experience. Alleys could accommodate additional development and become the “quiet” space that visitors seek until Main Street is reconfigured.
10. Spur economic development by mixing land uses, specifically to attract services and amenities that will attract local residents. Offices, service uses, residential, and moderately priced restaurants and shops should be part of the mix. Increase retail diversity along the Main Street corridor, especially for smaller, local shops. Restrict national chains from Historic Downtown. See list of potential uses in Chapter 8.

Appropriate lighting can help keep skies dark.



11. Work with UDOT to reduce Main Street speeds, install raised medians within the spaces between turn-queue lanes along the primary downtown corridor, widen sidewalks, extend themed streetlights further north and south (assure dark sky compliance), replace distressed trees and plant additional large shade street trees, consider diagonal parking (with bike lanes adjacent to the curb) on the streets approaching Main, build larger bulb-outs to reduce pedestrian crossing distances, add trash receptacles, add benches located near the buildings that face the street, and add distinctive bike racks. Consider “for sale” art and sculpture along the street and in public parks.
12. Enhance the gateways to downtown to ensure that people know when they have arrived.



Activate public spaces on Main Street to encourage community gathering and return visits



Mid-block crossings provide pedestrian convenience



Scooters could provide a mobility alternative



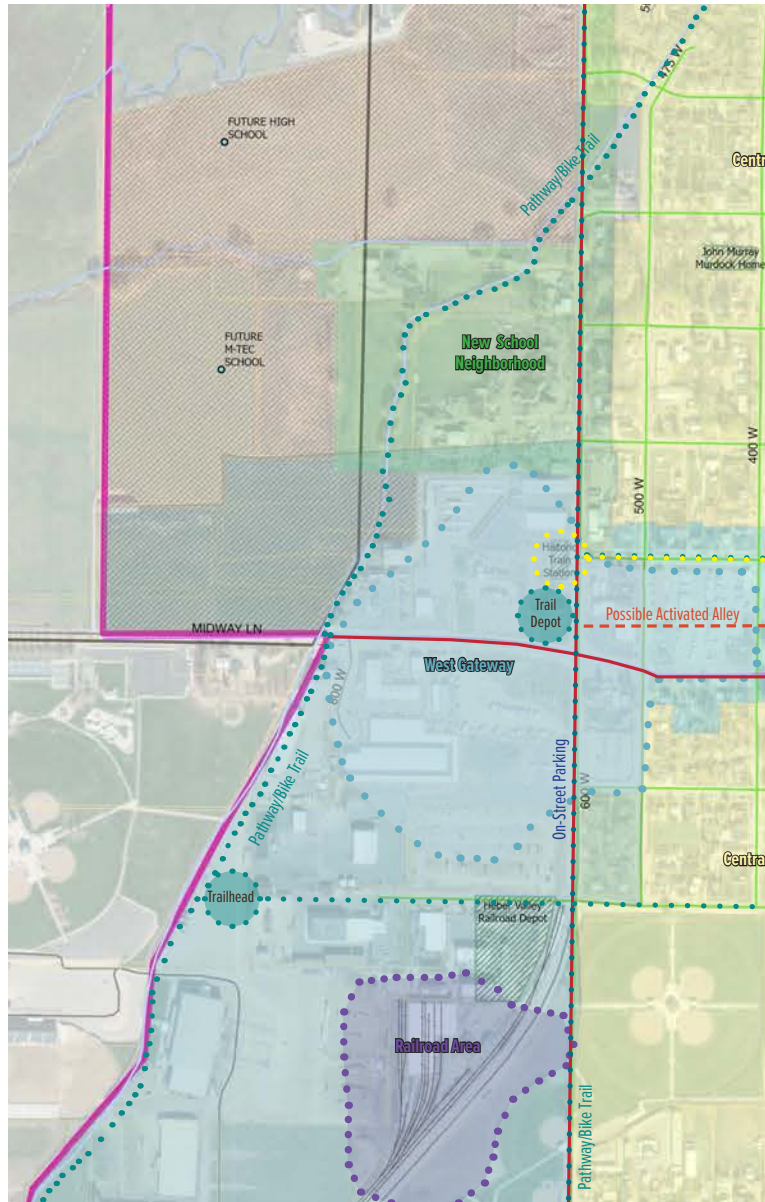
Public art adds interest along the sidewalk

Recreation and Arts District Vision Map: Excerpted from the Central Heber Vision Map, this illustration highlights key sub-districts, which are explained in the text on the following pages.

Heber Valley Railroad is a key attraction in the Recreation and Arts District.



A potential building types and form for the Recreation and Arts District



The Recreation and Arts District

The western gateway into Heber from Midway at 600 West and 100 South is anchored by a flex-space venue and plaza supporting the arts and recreational opportunities and lifestyle. It includes mixed uses focusing on meeting day-to-day needs of nearby residents and visitors, and supporting and expanding local and regional arts, recreation, and tourism opportunities. A small commercial area adjacent to the railroad depot provides convenient options for dining and services. Needed missing middle and more reasonably priced housing is provided east of the planned high school.

The following provides detailed recommendations regarding character, focus, features, use, and form for the district.

Character

- An outdoor-oriented district that lets Downtown shine while supporting local arts and recreational activities and regional recreational destination pursuits.

Focus

- Outdoor and recreational lifestyle, arts

Features

- Flex-space lifestyle center and gathering area
- Trails (including Spring Creek Canal Trail), trailheads, and a trail depot with bike rentals

and repair

- Shuttle to Main Street
- Pedestrian and bike friendly boulevard along 600 West to connect the West Gateway and the Railroad Area

Placemaking

- Wide sidewalks
- Benches
- Outdoor dining areas
- Street trees
- Plaza space
- Fire pits/heaters
- Bike racks
- Activity structures
- Art/sculptures
- Planters
- Attractive streetlights

Use Mix

West Gateway

- Residential & Lodging: hotel, housing in mixed use buildings with ground floor commercial
- Civic: cultural assembly, performance and/or museum
- Retail/Restaurant/Office: neighborhood retail/restaurant, neighborhood service, office (main floor retail/restaurant required)
- Open Space: active plaza, pocket park, conservation garden
- Parking: on-street public parking areawide, private parking lots

Railroad Area

- Retail/Restaurant/Office: neighborhood retail/restaurant, neighborhood service, office
- Parking: on street public parking areawide, private parking lots

New School Neighborhood

- Residential: missing middle, multifamily
- Open Space: neighborhood park

Building Height

West Gateway

- Up to four stories
- Step backs required for buildings over three stories
- Encourage other height-softening strategies (e.g. roofline variation, building modulation, attached features, corner cuts)

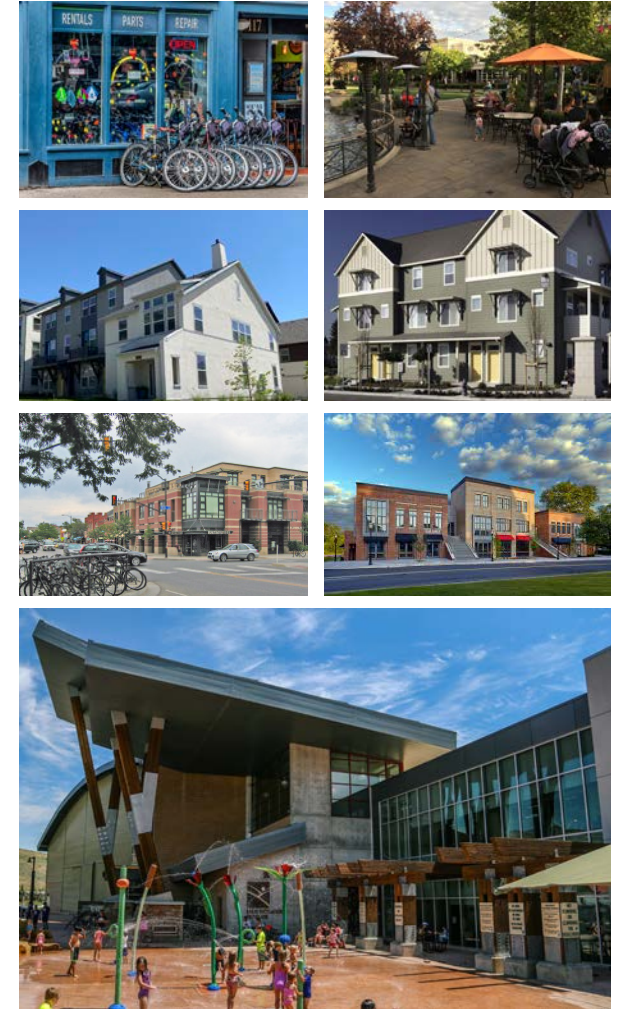
Railroad Area

- Up to two stories
- New School Neighborhood:
- Up to three stories

Visual Preferences

- Style: classic materials and features, modern/clean lines
- Preferred building materials: brick, wood/composite siding, sandstone, timbers
- Design standards requiring classic commercial features (e.g. storefront), but with flexibility for a variety of styles (e.g. mountain modern)

Examples of potential uses, building types, and building forms for the Recreation and Arts District



Public Preferences: How Do Centers Rate?

76% of residents completing recent visioning surveys preferred scenarios that included **walkable, connected, vibrant new centers.**

(below) The New Park center, in the Park City area, showcases Mountain Modern architecture with this mixed use building featuring ground floor retail/restaurants and upper floor hospitality. (below, right) Village Center in Holladay, while not Mountain Modern, provides an excellent example of a mixed use building featuring ground floor retail and upper floor offices. (below, far right) A Mountain Modern mixed use building in nearby Midway



Beyond Central Heber

Beyond Central Heber, the City expects to have several emerging and new centers gradually developing over the planning period. As annexations occur and new development is proposed, it is important to implement the City's "center focused" vision. Centers provide many benefits and are the best way to assure that the community vision for walkability and connectedness is achieved. Different types of centers are envisioned since they will be located in several unique locations.

What Are Heber's New Centers?

Jordanelle Mountain Village

Comprised of moderate slopes leading up from

the Jordanelle to flatter but considerably higher mountainous terrain, this development will include a town center of significant size. This center should be oriented toward everyday shopping needs and function as a gathering place for the residents of the development. Residential uses in and adjacent to the center will include compact housing types, could blend with other uses and should be concentrated to retain as much natural open space as possible. The density that could have been built over much of the property will be transferred to the center and surrounding mixed housing types. Neighborhoods with open space should connect to the center. A main road will provide the primary access, but additional access roads from the plateau down to Highway 32 will become increasingly important.



A Town Center Concept for the Mountains

As development happens in the mountains to the northeast, Heber envisions clustering development into town centers and nearby neighborhoods with open space and other amenities (see Chapter 4). This concept highlights a town center itself, linked to the City and other centers by a mountain connector featuring a pleasant road and trail. The center features a church, grocery, theater, hotel, offices, small shops and restaurants, as well as a variety of single family homes, townhomes, condos or apartments, and live/work units. Plazas, green space and trails support an outdoor lifestyle and anticipated tourism and recreation.



(far left) Heber City leaders and staff have studied Daybreak, Utah, as a model for new town center development. The community blends a variety of housing types and signature open spaces within walking distance of the town center core, which features shopping, dining and employment. The housing variety enables people to live there at all stages of life, whether needing a small flat, a single family home, an apartment or senior housing. (left) Centers provide opportunities for community members to gather and enjoy festivals, farmers markets and other activities. They also provide convenient access to things



A Town Center for the Region

This concept represents a possibility for a town center off our major highway, perhaps in the North Village area. With convenient highway access, this center could support regional needs for shopping, jobs and a range of housing options while also serving as a recreation and entertainment district. The center features a grocery and larger format shopping as well as small shops and restaurants. Offices, a hotel and a variety of townhomes, condos or apartments and live/work units are also envisioned. Just as in the mountain center concept on the prior page, plazas, green space and trails support an outdoor lifestyle and anticipated tourism and recreation.

Heber envisions neighborhoods with open space and amenities (see Chapter 4) adjacent to town centers, so those living in new neighborhoods can enjoy walkable access.



Jordanelle Lake Village

Located adjacent to the Jordanelle Reservoir and along Highway 32, this center will focus on providing convenient goods and services for neighborhoods in the area, as well as hospitality options for the recreational activities already established and growing in Wasatch and Summit Counties. Due to slope issues, development will be concentrated along US 32. The density that could have been built over much of the property will be transferred to the center and surrounding mixed housing types. Neighborhoods with open space (NOS) should connect to the center.

North Village

At the major crossroads of Highway 40 and Highway 32, growth is anticipated to exceed many other areas of Heber due to the numerous developments occurring in both Summit and Wasatch Counties, including evolving ski resort destinations. This crossroads is logically one of the areas to receive much development pressure and will likely include major commercial, recreational, and hospitality uses, paired with compact mixed housing in adjacent residential neighborhoods (NOS). Trail connections to the mountains, along the canals, in the scenic buffer, and the planned lake-to-lake trail will be paramount.

Strategies - How Do We Achieve the Vision for New Centers?

1. Create a town center ordinance with flexible housing types, varying lot sizes and increased densities in the town center core.
2. Adopt design standards to promote interesting “mountain modern” architectural building features for the three centers.
3. Encourage workforce housing in the centers, as part of the City’s Moderate Income Housing Plan.
4. Provide parks, plazas and build trails that connect residents to regional and local trails networks, natural open spaces and the rest of the community.
5. Promote a greater concentration of hospitality uses in the North Village.
6. Prevent standard strip commercial development through ordinance modifications.
7. Coordinate with the school district to establish new schools based on anticipated population and distances to be traveled.
8. Assure dark sky compliance for all lighting.
9. Consider design standards for outdoor and indoor storage facilities, and promote the placement of such facilities in less visually prominent locations through ordinance amendments.



Heber's South Town could become an attractive jobs center while still providing regional retail and services.



Utah Valley University Wasatch Campus Town Center

Located near the south end of the North Village Town Center and including the open areas further south to the Wasatch Commons apartment complex, the Utah Valley University Wasatch Campus and its environs have the potential to become the southern bookend to the North Village neighborhoods and town center. The area currently includes the campus and significant vacant land before expanding out to several proposed developments. Land on both sides of the campus have potential to provide supportive development, which is critical to the success of the school. Supportive development could include additional affordable housing for the student population, limited retail and personal services, hospitality, and space for incubator businesses, including high tech and trades, which could be encouraged in the area through a flexible zoning philosophy.

Strategies - Utah Valley University Wasatch Campus Town Center

1. Design continuous parallel roads to US 40 that connect north and south of the school.
2. Provide opportunities for supportive businesses such as tech, retail and hospitality in close proximity to the school.
3. Promote affordable housing options for

students and workers in the area.

4. Create and enhance trailheads into the mountains, but also connect trail and open spaces in a north south direction, using the canals.
5. Establish a US 40 scenic buffer that includes trails and stormwater provisions.
6. Promote transit connections to the area.

What Are Heber's Emerging Centers?

South Town & Tech Hub

How could the South Town area change over time? Located at the triangular intersection of SR 189 and US 40, this diverse area includes shopping, health services, light manufacturing, the airport, Wasatch High School, storage and housing, including a trailer court. It is a natural area for larger commercial businesses and "big box" developments since it is clearly an important crossroads. It is an area that can accommodate commercial uses associated with a regional hub community—building materials, discount shopping, car dealerships, etc. These uses consume considerable land area, need good vehicular access, and are in demand by the larger region.

This area also could support more jobs, especially in the tech industries. With good road access, potential transit in the future and an existing airport, the area has potential to serve an expanded tech sector.

While the area currently lacks walkability and cohesiveness, the eastern portion of the area could transform into a town center over time, while remaining areas could become more attractive and cohesive. To some extent, the results of the bypass study may impact properties in this area, but they could also create business opportunities. Although a mix of businesses and residential uses already exist, adding a “sense of place” to the area will help it emerge as a true center.

Strategies - South Town & Tech Hub

1. Unify the area with consistent streetscape standards, including five-foot sidewalks.
2. Create connections to the rest of the community.
3. Through ordinance revisions, incorporate more town center characteristics as the area grows, especially on the east side, where the high school, the library, and professional/medical services already exist.
4. Emphasize anticipated uses, including major commercial and light manufacturing, and include larger trucks in street design.
5. Promote rooftop and near the airport.
6. Consider additional storage businesses, but control their location to assure they do not consume prominent corners and critical frontages.



6: OPEN SPACE AND RURAL CHARACTER

Open Space and Rural Character Vision

Heber City draws a clear **distinction** between **what is city** and **what is country**, maintaining a distinct city that is **surrounded** by open land, valuable for its **beauty, ecology** and **agricultural** function.



Guiding Principles

1. 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.
2. Heber will work with the County and surrounding communities to create permanent farm and mountain land protection through such mechanisms as conservation easements and partnerships.
3. Heber actively clusters development to focus growth and protect remaining open land from dispersed development.

Existing Open Space System

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. From the south the views from Daniels Canyon are expansive, showcasing many rural

farms and the spectacular Wasatch Mountains to the west. To the east are views of large open spaces featuring farming and ranching functions. West of the airport, large open fields create a desirable separation between Heber and other communities. Retaining a sense of being a distinct community—not allowing the typical blending of communities that occurs in suburban areas—is a goal that Heber residents embrace. The nearby mountains contribute to that undeveloped feeling.

The issue that this chapter addresses is the potential loss of open space through development as the population more than doubles over the next 40 years. Although a bond for \$10 million recently passed to acquire open space in Wasatch County, those funds will not be enough to achieve the City's vision. Zoning for large lots may not work when some of those open spaces are not under the City's jurisdiction. A Transfer of Development Rights (TDR) system has been previously considered but never adopted. Creating a workable TDR system is not easily accomplished but could add a new property right that provides a conservation mechanism.

What Could Heber's Future Open Space System Look Like?

Community interest in open space preservation is focused on the North Fields, maintaining separation between communities and the mountainsides. An open space system that includes those areas, as well creates open space corridors using the creeks, canals and utility corridors, could help retain the open feeling that the community has now. Much of the currently visible open space is a result of views of the surrounding mountains, agricultural fields and wetlands, all of which may slowly disappear unless actively preserved.

Strategies - Open Space Preservation in Heber

1. Review and update rural zoning ordinances. Rural zoning should have a minimum 20-acre lot size. New incentives, such as additional clusters and on-site density bonuses, could be used to create larger open spaces. Consider starting a County-wide discussion about rural zoning, defined as 20-acre lots. Incentives to continue grazing and farming could be part of ordinance revisions.
2. Consider reviewing and updating zoning ordinances for highway corridors and City entrances, using overlays. Corridor overlay

ordinances could include view preservation, different setbacks, lower building heights and minimize the size and types of signs, including billboards.

3. Develop a system to purchase or transfer development rights with implementation through the zoning ordinance. Clustering bonuses may be a part of this process. The potential ordinance should transfer residential unit density into villages from areas between communities, using a defined priority open space ranking system. TDR works best if it becomes a condition of rezoning to higher densities where the development rights from rural/lower densities areas are acquired for higher density zoning requests. Both landowners and developers should be involved in the process. A similar system where priority open spaces are exchanged for ones that are more logical for development could also be established. This would preserve open space in areas identified by the City as highly supportive to the open space system.
4. Some communities are using a crowd sourcing fund raising process for the purchase of development rights. Encourage the use of the County-wide bond funds to purchase the North Fields development rights is a logical step. Consider additional bonding campaigns to purchase development rights

or land for priority properties. Policies for large annexations should include a condition requiring deed restricted development agreements that permanently protect open space.

5. Revising ordinances to promote clustering as long as open space maintenance is addressed is a viable option, especially where it can be used in conjunction with an open space corridor. Consider linked open spaces that create corridors along creeks, rivers, utility corridors and canals. Creating ordinance incentives for farmers to continue their agricultural livelihood, such as density transfers, clustering, and preventing residential encroachment, can add help achieve preservation goals. Include wildfire risks and prevention programs as new development encroaches on natural areas.

A Link Between "Small Town" Feel and Open Space

Separation—maintaining open space between Heber and surrounding communities—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.

Partnering Options

Working on an open space system will most likely necessitate expanding the focus on shared issues and priorities within the County. Open space preservation is an issue throughout the County and efforts to preserve open space are underway.

Strategies - Partnership Options

1. Explore Federal and State funding options, such as the LeRay McCalister fund and the USDA, to maximize local investments in the purchase of development rights and/or the establishment of conservation easements.
2. Partner with non-profits, such as Utah Open Lands, to offer conservation easements to owners of priority open space properties.
3. Countywide ordinances should prevent development, other than trails, on slopes greater than 30% through a coordinated Countywide series of ordinance amendments within each city and the unincorporated area. This should include preventing view obscuring ridge development through Countywide ordinance amendments and incorporate dark sky philosophies. Promote a Countywide effort to retain the open spaces between communities through such techniques as clustering and agricultural 20-acre lot zoning.
4. To assure greater focus the City could

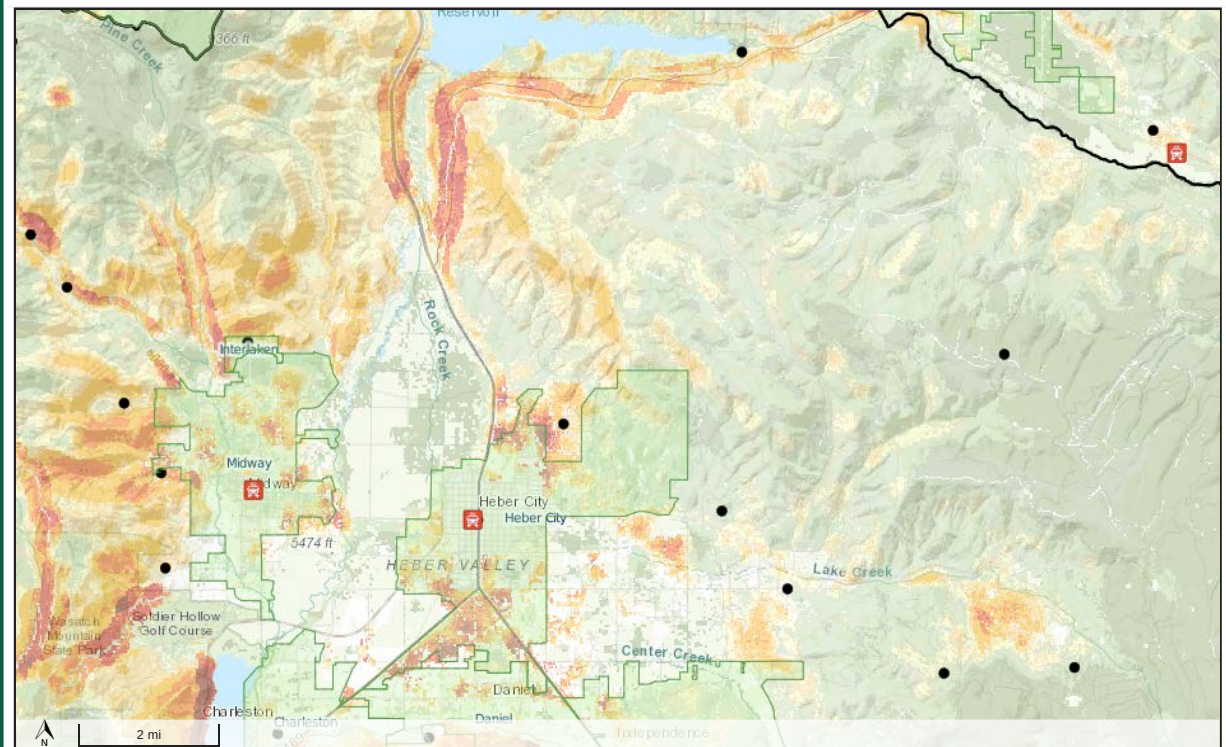
support a coordinating council to manage a Countywide system of open spaces and trails, with a designated staff person and/or consider creating a non-profit organization/trust for this purpose.

5. The Heber Valley and regional conservation

efforts should be included in the branding and development of outdoor recreation and tourism. The City could explore ways tourism could financially support open space preservation through a hotel tax or recreation fee.

Wildfire Risk

Source Utah DNR Wildfire Risk Assessment

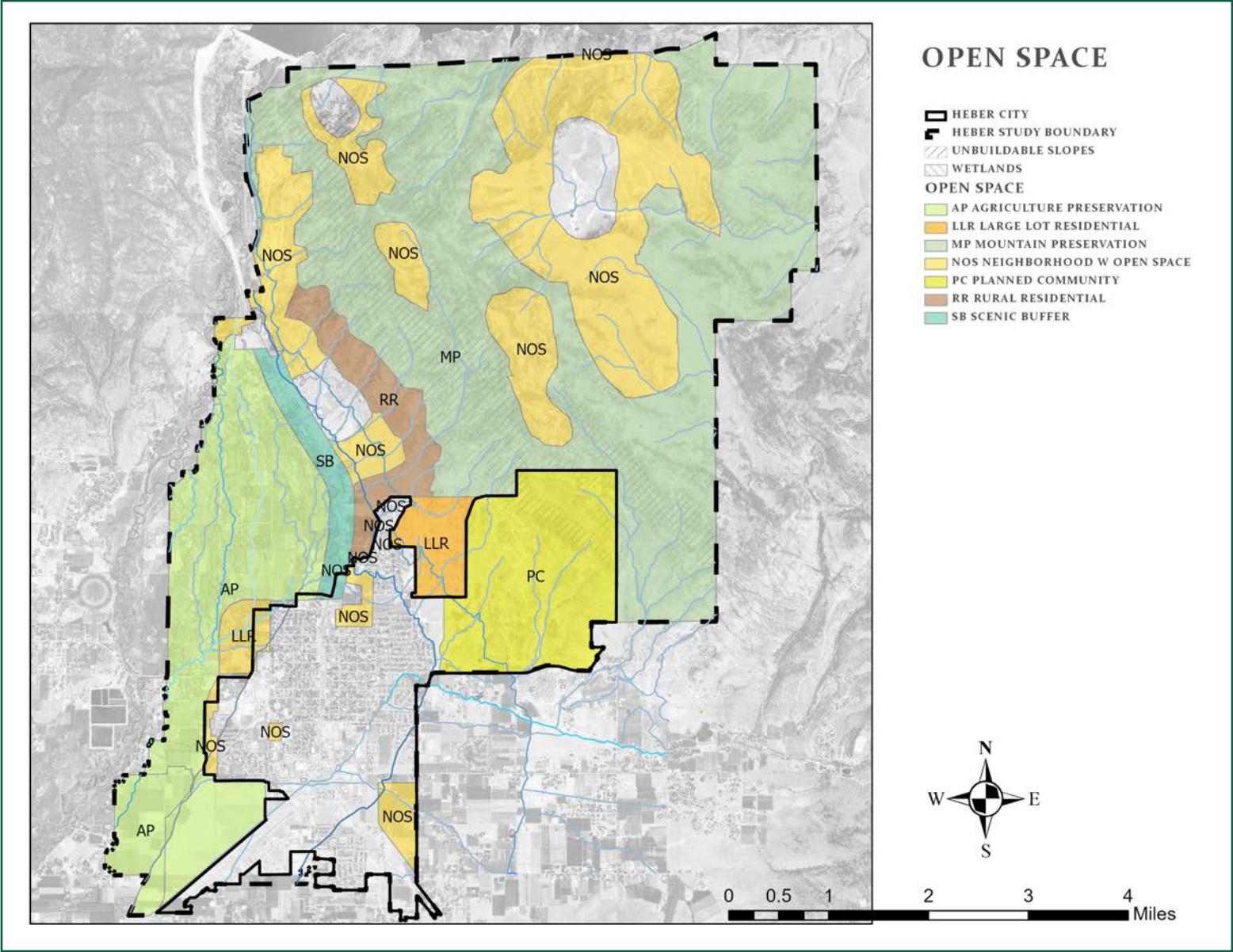


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Wildfire Risk Assessment Portal
<http://wildfirerisk.utah.gov>

The user assumes the entire risk related to their use of the Wildfire Risk Assessment Portal and either the published or derived products from these data. UTAH DNR is providing these data "as is" and disclaims any and all warranties, whether expressed or implied, including (without limitation) any implied warranties of merchantability or fitness for a particular purpose. In no event will UTAH DNR be liable to you or to any third party for any direct, indirect, incidental, consequential, special or exemplary damages or lost profit resulting from any use or misuse of these data.







7: OUTDOOR RECREATION, PARKS AND TRAILS

Outdoor Recreation Parks and Trails Vision

For Heber residents, **outdoor recreation** is a **lifestyle** and a **passion**. Both new and existing homes should have walking access to **parks, trails** and other **outdoor amenities**.



Guiding Principles

1. Trails connect residents to other neighborhoods, downtown and new centers.
2. Trails provide access to the City's beautiful setting, including nearby canyons, mountains, lakes and the Provo River.
3. All neighborhoods have access to a park within walking distance, whether it be a neighborhood park or a regional recreation facility.
4. In general, recreational opportunities are diverse, well-maintained and accessible.
5. Heber City meets its current and future park system needs through obtaining lands and trail corridors for a connected system of parks and trails.

Existing System

Heber City and Wasatch County have an extensive recreation system consisting of trails, regional

athletic facilities and local parks. The regional parks and recreation facilities attract participants from all over the County and from more remote areas for tournament play. With South Fields Park, City Park and Wasatch High School, soccer and baseball are well supported in Heber. Multi-purpose ball diamonds that are large enough to also provide soccer fields are a trend that is emerging across the Country and in Heber. There are few smaller parks in the City. Many of the parks are large in size and accommodate traditional sports with their associated fields. Pickleball is a growing demand sport, and new facilities are under construction.

Currently there are approximately 6 acres of parks per 1,000 residents in Heber City. Some Utah cities have a goal of 5 acres per 1,000, but the national average is 10 acres of parks per 1,000 residents. As population grows, it's important to increase park lands and amenities.

In 2016, Wasatch County completed a Regional Trails Master Plan, including recommendations for

Heber City and potential annexation areas. The Master Plan makes recommendations for regional trails connecting the cities and the County and for multiple types of trails. The document provides instructional information on trail types, construction methods and long-term goals. The City adopted an updated trails plan in 2018.

The nearby lakes, reservoirs, rivers, streams and mountains diversify recreational opportunities. Heber City has a location advantage over most communities with adjacent access to wild mountain areas and water bodies. These areas provide for additional activities, including fishing, boating, winter sports, ATV riding, motorcycle riding, mountain biking, hiking and equestrian activities. Heber City's location, setting and amenities are exceptional for outdoor recreation.

What Could Heber's Future Outdoor Recreation System Look Like?

Heber's recreation system should become an integrated network that promotes regional activities by the County and a more local emphasis for the City. The trail system becomes a part of an overall active transportation system in Heber that focuses on creating better connections to desired destinations within the community and to regional locations. Increased trail connections, internal trails, event spaces and more parks is the desired

local emphasis. Trails could connect throughout the County to a variety of destinations, into the mountains and along wetlands and streams. Trails may be constructed as wider sidewalks in some locations due to right of way considerations and to assure connectivity. Working together with the County, some regional park locations could be combined with other more local activities. Defining the relationship between the County and the City and then institutionalizing it for current and future generations is an important part of Heber's recreation future.

Establishing a trails coordination system, with a dedicated staff, could move the Heber Valley closer to its goal of a connected regional trail network. A shared trail coordinator model already exists in Cache Valley, which has very similar geographic characteristics to Heber Valley. The trail coordinator in Cache Valley is funded through contributions from each city and town, as well as the County. The coordinator seeks grants and donations, oversees construction, coordinates between communities and provides a central focus to the Countywide efforts. It has been a very successful program.

Recreation: Ideas from Residents

Resident input in the visioning process prioritized recreational uses, with trails being particularly important. When asked about trails, two thirds of vision survey participants said they are **most excited about a lake-to-lake trail** connecting Jordanelle Reservoir and Deer Creek Reservoir. Survey respondents also consistently desire a Countywide trails system. A recreation brand has also been suggested for the community.



Strategies - Improving and Diversifying Trails

1. Heber City should work with Wasatch County, UDOT, MAG, Midway, Charleston, Daniel, Hideout, local non-profits and other jurisdictions to collectively pay for a Wasatch County regional trails coordinator.
 - The coordinator will be funded by multiple jurisdictions and respond directly to paying jurisdictions.
 - The coordinator will oversee trail funding, including grants, general funds and fund raising.
 - The coordinator will oversee construction of trails.
 - The coordinator will oversee trail maintenance and volunteer efforts.
 - The coordinator will implement the

- coordination of trail construction and planning between the cities, the County, MAG, UDOT, and non-profits.
2. Plan and develop a lake-to-lake trail, connecting Jordanelle Reservoir to Deer Creek Reservoir.
 - The lake-to-lake trail should have multiple trailheads and access points.
 - The lake-to-lake trail should have multiple fishing access points.
 - The lake-to-lake trail should be planned for multiple user groups.
3. Continue to improve trails to valley and mountain amenities. Trails provide access to the City's beautiful setting, including nearby canyons, mountains, lakes and the Provo River.
 - The Trails Plan emphasizes the ability of residents and visitors to connect with

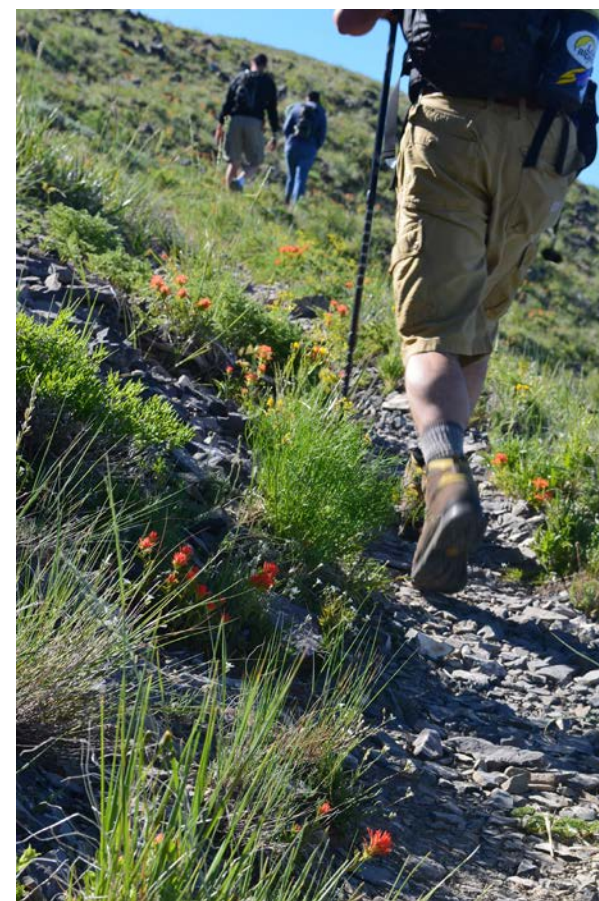
natural areas from their front door.

- Trails are designed to be safe and separate from traffic as much as possible. Safe is defined as minimizing vehicular conflicts and roadway crossings.
- Trails should connect to downtown, centers, parks, schools and other key destinations. Parks should feature interior trails. Some trails should provide a "collector" road type function, anticipating greater usage.
- Parallel trails to canals and streams can provide major corridors of open space.
- Areas with established wetlands become potential open space areas and trail connection destinations that could incorporate boardwalks, wildlife viewing areas and interpretive signage.



- Coyote Lane is emphasized as a major trail connection to the Jordanelle Mountain development. Coyote Lane or a nearby location may also need to become a road connection to the new development on the mountain plateau. If a road is required, it could be closed in the winter and provide a new cross country skiing area.
 - Trail connections with the unincorporated area are coordinated and include, as per the adopted County Plan:
 - a) Railroad Trail (Heber Portion)
 - b) Mill Road and Canal Trails
 - c) Bypass Road multi-use trails
 - d) Main Street Bike Lanes north and south of the downtown
 - e) Canal Trail Connection from Coyote Lane trailhead to the Highway
4. Update and fund the working trails plan on a regular basis.
- The working plan should be considered in all aspects of city planning. Update the plan every three years showing progress on trails and prioritizing next steps.
 - Prioritize and dedicate a portion of the annual City capital improvements plan to construct/improve new trails every year.
 - Plan and provide a budget for maintenance.
 - Create a parks impact fee that includes both parks and trails, which also accounts for the installation of parks and trails by new development.
 - Prioritize trails that are incomplete but could provide good access to desired destinations.

- All neighborhoods should be within a 1/4-1/2-mile or less from trail access points or trailheads.
- As part of the working trails plan, Heber City should develop trail user policies and post them on trailhead wayfinding signs and online. The trail user policies should





address all user types, including: horses, dogs, and people hiking, biking, horseback riding, walking, running, strolling, etc.

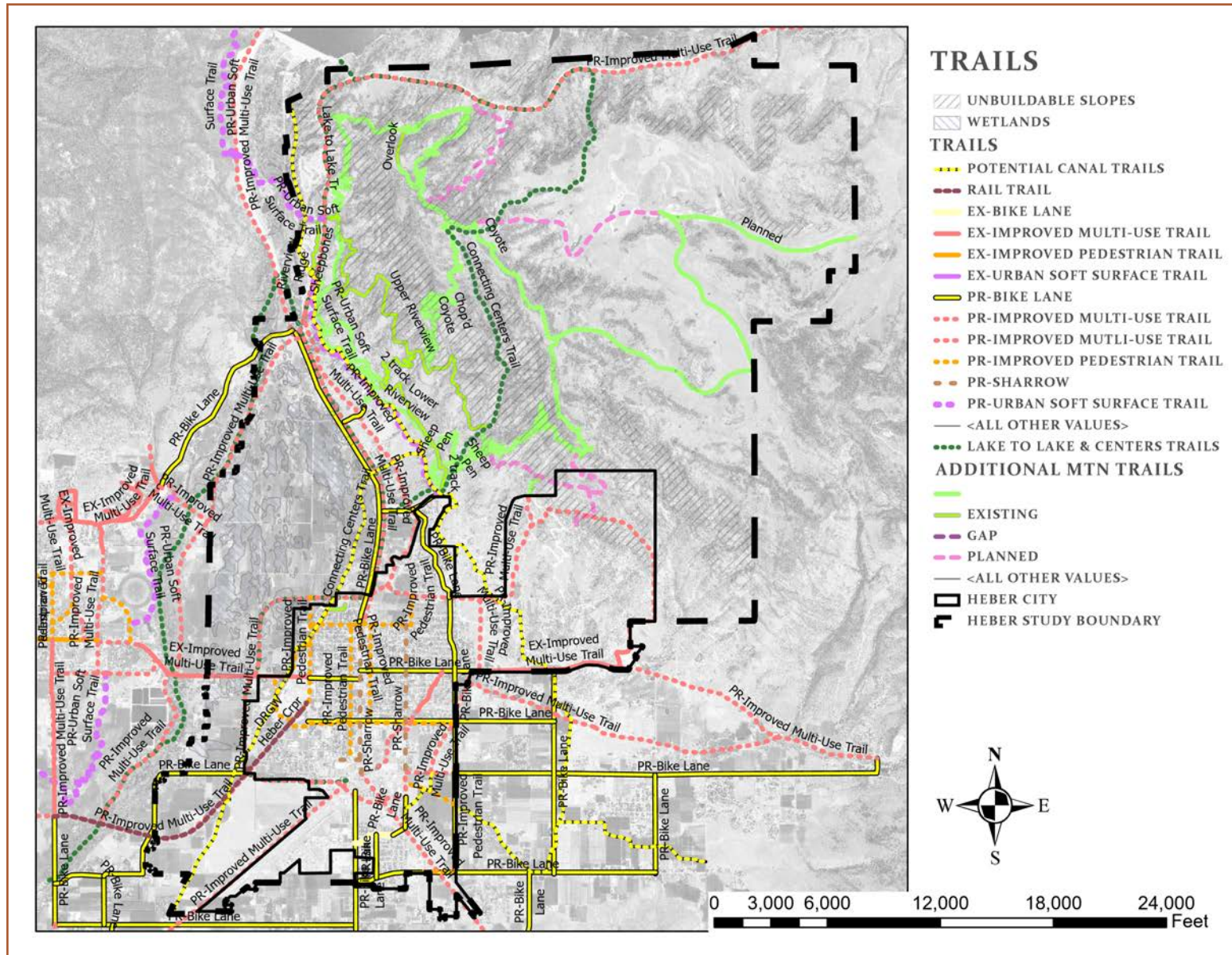
Strategies - Evolving Heber's Park System

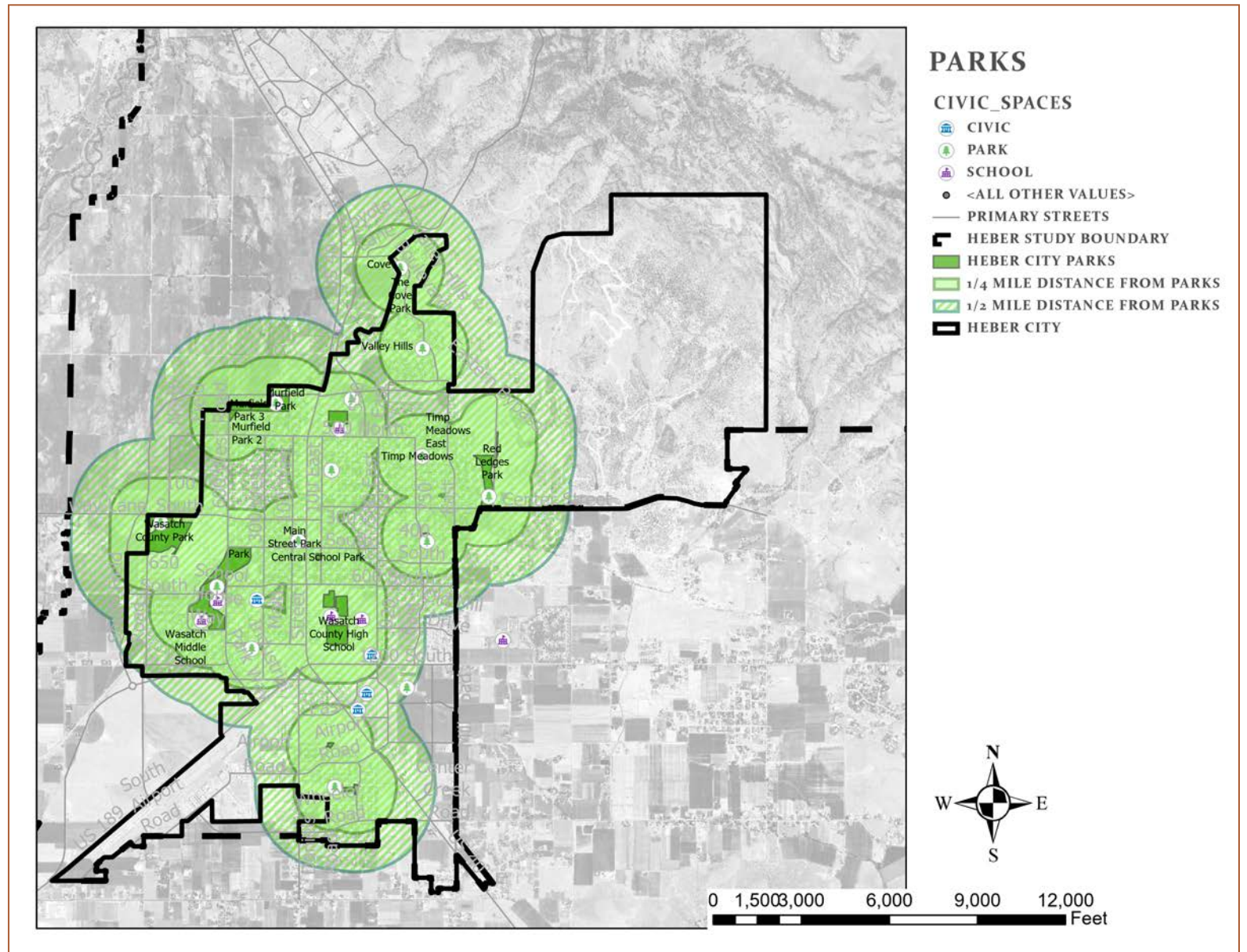
1. Heber City will plan for providing usable and programmable parks for current and future populations at 10 acres per 1,000 residents. This policy will guide Heber City in acquiring the proper amount of park land to meet current and future demands. Park lands should be usable for active sports, recreation and programing. All neighborhoods should be within a 1/4-1/2-mile or less walking distance to a park. Such policies will be further explored in the forthcoming Parks Master Plan.
2. Wetlands, stormwater basins, steep slopes and foothills, although not considered active park lands (for the 10 acres per 1,000 residents

goal), do provide scenic and recreational value for other purposes and are an important part of the mix. Trails planning should consider these open space areas.

3. Walking and biking access to parks is critical for local and consistent park usage. Park efforts should be focused to create parks within 1/4-1/2-mile or less walking distance from neighborhoods of significance.
4. Parks should be somewhat equally distributed throughout the City in areas of significant population.
5. The three publicly owned open spaces (Tabernacle Square, Main Street Park, and the front lawn of the Police Station) on Main Street should be redesigned and improved to work with synergy, activating both park spaces and the larger Main Street area. These three parks need to attract visitors consistently through designs that provide a reason to







return again and again. It is recommended that Main Street's public spaces have at least 250 days of activities a year and these park spaces offer opportunities to achieve that goal.

6. Heber City is in the process of creating a more detailed parks master plan. The guiding plan is to be a working plan that provides both long-term vision and near-term priorities and steps.
 - The master plan will identify the future park lands needed by both acreage/ population and walking distance.
 - The master plan will conduct a needs assessment for both active and passive recreation needs. The plan will include a facilities and programming assessment of all existing facilities and proposed needed facilities.
 - Along with park acreage and distribution, considerations for the parks master plan include a fishing pond and park, connections with trail systems and Provo River fishing access points.
 - The parks master plan will include recommendations for establishing open space/recreation requirements for new development.
 - The parks master plan will include funding recommendations for park land purchases, building parks, Main Street parks, and future recreational facilities and

maintenance.

- The plan will establish priorities and include a capital improvements plan.
 - The planning process will include input from residents, visitors and stakeholders.
7. In general, recreational opportunities are diverse, well-maintained and accessible.
 8. Parks design, signage and activities should help to promote the City "brand" and help promote tourism opportunities both through tournaments and outdoor recreation.





8: MOBILITY AND STREETSCAPES

Mobility and Streetscapes Vision

Heber's streets are **safe** and **inviting** for **all travel modes**, including pedestrian, bike, car and bus.



Guiding Principles

1. Heber emphasizes streets that are comfortable and inviting for people walking and biking.
2. As Heber grows it continues using a well-connected street network system, similar to the historic pioneer grid.
3. Heber maintains a system of bike routes around town with access to desired destinations and collaborates with neighboring communities on regional bike routes.
4. Heber works with neighboring communities and the County on a bus system to connect our City with surrounding cities and nearby regional centers, including Salt Lake, Park City and Provo/Orem.

Existing Transportation System

With an original Brigham Young “plat of Zion” grid, the historic core has been developed with mobility and structure in mind. The layout of the blocks

and streets creates a development pattern that is distinct, but not as functional as it once was when horses were the primary mode of transportation. Many roads lie on a very wide rights of way that are inconsistently filled with street features, including narrow asphalt widths, dirt shoulders, irrigation ditches, informal street tree plantings, and occasional curb, gutter, sidewalks and streetlights. Adjacent property owners use this extra space, mostly as a place to park vehicles. The overall appearance is disjointed but still provides an atmosphere of a rural small town. To some extent the highly rural past has defined Heber's roads over time. In the future, the wider rights of way characteristic of Heber's historic grid provide a unique opportunity for sidewalks or trails, large shade trees, bike lanes and green infrastructure for stormwater.

New subdivisions have a much more organized street appearance, with consistent roadway standards. However, they lack rural appearance, and feel “anywhere USA” due to generally conventional architecture and streetscapes.

The community has relied on US 40 to handle major traffic flows to destinations beyond and within City boundaries. Over the years, traffic on US 40 has grown significantly with rapidly expanding development in Wasatch and Summit Counties. In addition, the oil industry in the Vernal and Duchesne areas to the southeast has brought oil tankers to Main Street, exacerbating congestion and increasing noise levels.

Traffic on Main Street has grown to a point where a UDOT-sponsored western bypass alternatives study is underway. When a western bypass route is finalized and constructed, Main Street will see a significant reduction in large trucks and a reduction in vehicle traffic. A western bypass, where UDOT responsibility is shifted from Main Street to the new bypass, creates opportunities for Main Street to become a destination for business to grow and for placemaking to foster a pleasant street atmosphere.

Travel demand to access jobs near the ski resorts and in Salt Lake and the Provo-Orem areas has also increased; about four of five employed persons currently commutes out of the City.

Main Street and the bypass study are extremely important to Heber residents. Two high-response surveys were performed as part of the Main Street Study. 82% support making Main Street a more inviting corridor.

Some trails exist within Heber, but many opportunities exist to expand trails and create connections to destinations important to the community. Sidewalks may provide trail functions in some areas of the community, but they are intermittent.

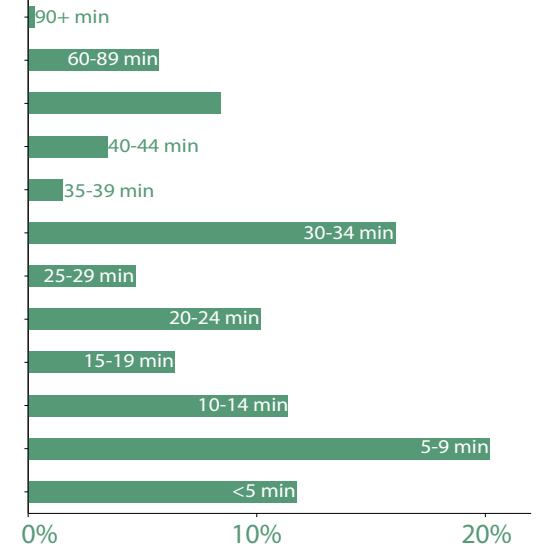
What Could Heber's Future Transportation System Look Like?

During the next decade, one of the western bypass road alternatives will likely be finalized and constructed. This will radically change Main Street by allowing the City to control how the street functions. Slower traffic speeds and roadway enhancements along the edges for pedestrians and bicyclists will change the ambiance in a very positive way. Bicycle-friendly east/west streets, with bike racks on Main Street's corners, will become the norm. Diagonal parking between 100 East and 100 West on east/west streets as they approach Main Street will assist in meeting downtown parking demands.

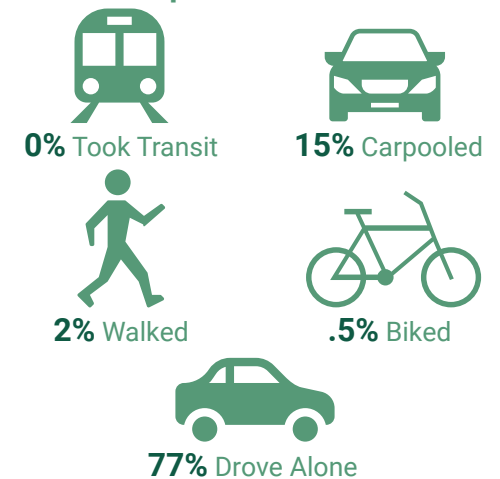
Historic streets in the downtown area will become pedestrian and bicycle-friendly, and the rural appearance will continue as irrigation ditches remain a significant feature. Reduced pavement widths and a greater use of swales will change the way new subdivisions look and function. Collector roads parallel to the major roads will act as an alternative to using US 40.

Key Facts: Heber Commuting

Travel Time to Work



Transportation to Work



Source: ESRI/American Community Survey

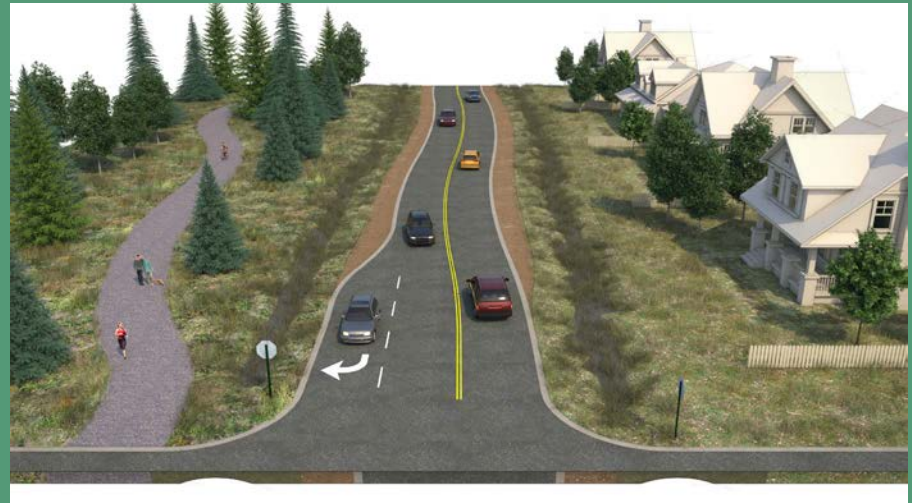
Reimagining Streets in the Historic Core



Transforming Main Street



New Ideas for Other Downtown Streets



An Option for a Mountain Connector Street

Often cities think of roads simply as conduits for moving vehicles quickly and efficiently. This may be the case for freeways or high-speed highways, but most city streets, especially residential ones, should also serve the role of public space—places where people can stop and enjoy a conversation or a meal, or where you might even find children playing. In many communities, the car-focused approach has created streetscapes that are too inhospitable for pedestrians or cyclists to use.

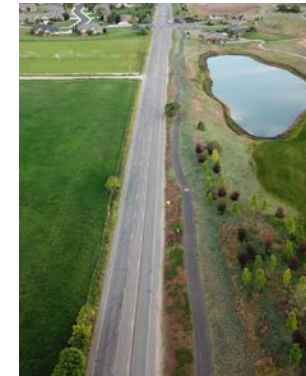
By contrast, a “complete street” design integrates diverse modes of transportation in a way that benefits the widest portion of a city’s population. A basic complete street would typically include bike lanes, comfortably-sized adjacent sidewalks and narrower traffic lanes for speed calming. Complete streets systems can also include a paved multi-use path, dedicated transit lanes, street furniture, other traffic calming devices and transit stations. Curb bulb-outs and raised crosswalks are also often used to increase crossing safety. The width and placement of these additional amenities varies depending on the size and type of facility.

Advancements in artificial intelligence will bring changes to the transportation system and individual travel patterns in the future. Self-driving cars, delivery vehicles and possibly semi-trucks may no longer need a human driver. Implications of this likely change to our transportation modes

include people starting their work day while in the car, a potential for increased sprawl as distance from work issues are reduced, the need for less on-site parking, the need for better drop-off accommodations, the potential for more vehicle sharing and, therefore, reduced traffic volume, and reduced accidents because the AI is always focused on the task of driving.

Strategies - Achieving Walkable, Safe Streets

1. Develop and adopt new Citywide street cross sections, with a focus on complete streets.
 - In new neighborhoods, consider street cross sections that provide at least 5-foot sidewalks and a large park strip to separate pedestrians from traffic. Consider alternatives such as construction of an 8- to 10-foot sidewalk on one side of City streets.
 - In mountainous areas consider a trail and street cross section where the trail is well separated from the street with natural vegetation and swales.
 - Downtown sidewalks should be 14 feet or more in width to allow for sidewalk dining.
 - In the historic core, retain the rural appearance by continuing to daylight certain designated irrigation ditches, but protect them from pollution with adjacent



Maintain and extend Heber's historic street grid pattern on flat to moderate terrain to encourage connectivity, convenience and improved appearance.



- swales that catch street runoff.
 - Allow for on-street parking, but reduce the paved width of streets.
 - Design street cross sections to reduce the conflicts between cars, pedestrians and bicycles, especially at intersections, by adding features such as bulb outs, crosswalks and bike lanes.
 - Large, thriving street trees become an important part of the streetscape. Heber becomes a Tree City USA designee.
2. Create a connectedness ordinance based on a ratio of intersections, block length and a consideration of the need for additional connections to service adjacent areas. Include incentives if the developer will lose a lot where a connection is needed.
 3. Consider the concept of parallel roads to US 40 that can carry local traffic, so not all cars have to use US 40 to move north and south.
 4. Maintain the historic grid pattern on flat to moderate terrain.
 5. Consider the use of roundabouts in locations where traffic speeds necessitate a reduction, intersection capacity is problematic and studies show a benefit. Careful consideration of pedestrian traffic issues should be included in the study.
 6. Adopt a complete streets approach for regional planning. Engage with regional planning partners and programming processes to encourage the funding of a balanced, multi-modal transportation system, emphasizing adjacent trails within Heber City's borders and in context with Wasatch County neighbors.
 7. Adopt a complete streets approach to the local transportation system design.
 - Encourage street connectivity as a priority when planning new developments and other land use and transportation planning. Consult Utah Street Connectivity Guide sponsored by Mountainland Association of Governments.
 - Consider all modes (car, bike, walking, future transit) and user needs when projects are designed and implemented in the public right-of-way. Standards should be developed and consistently applied to consider these needs.
 - Consider public health and reduce air contaminants by encouraging designs that encourage walking and biking. Consider safety, especially in the design of cross walks and trails, with trails well separated from vehicles.
 - Consider changes that make the network more safe, livable, understandable and hospitable for all modes, users and trip types, including recreational and

commuter bicycle riders, pedestrians of all ages and abilities, auto and transit users, and large freight haulers.

- Strengthen sense of community by restoring connectivity to portions of the community divided by large roadways and intersections, such as Main Street or the future bypass.

Strategies - Achieving More Trails and Bike Paths

1. Formalize an organization composed of Wasatch County, communities, UDOT, MAG, non-profits, and the County to promote a coordinated effort for trails into the mountains, trail connections between cities and trails along canals, creeks and rivers.
2. Consider a staff person designated to manage, oversee construction, seek additional funding, etc. for Countywide trails (see Parks and Trails chapter).
3. Seek regular funding to build and maintain trails.
4. Consider fundraising events and such techniques as crowd share funding.
5. Adopt trail cross sections appropriate to the user and location in the community



Trails Designed for User Safety and Enjoyment

Where possible, trails should be separate from roadways, immersing users in nature, whether enjoying bike ride in the mountains or walking along the envisioned lake-to-lake trail.





Public transportation adds an affordable and attractive option for commuting and recreation.

Strategies - Establishing a Transit System

1. Complete the bus transit study, secure funding sources and begin structuring the system. Small buses may be warranted for the initial start up.
2. Consider a hub location at the airport and one on the north end of Heber, but also add stops downtown.
3. In addition to managing work-related trips, create alternate schedules for the ski season.

Strategies - Improving Main Street

1. Actively promote the completion of the western bypass study and lobby for construction dollars.
2. Negotiate with UDOT to discontinue their jurisdictional responsibility for Main Street and to accept responsibility for the new western bypass road. Local control of the Main Street right of way will provide more flexible options for street reconfiguration and a more pleasant environment to foster Main Street business.
3. Begin recommended improvements to Main Street to slow traffic down, as per Chapter 5 and the Main Street Study found in the Appendix.
4. Consider testing the new right of way concepts for Main Street using a temporary, “tactical urbanism” approach. For example, temporary paint and low-cost barriers could

be used to illustrate how a complete street feels and functions.

How Could the Heber Valley Airport Change?

The Airport’s future is currently under study. When that study is complete, this section of the general plan should be updated.

Strategies - Parking Policy Supportive of Mobility and Efficient Land Use

1. Review and update ordinances, including modern policies such as park once districts, right sizing parking for capacity, shared parking and bike and transit-related parking requirement reductions.
2. Heber City should manage on-street parking downtown and develop a parking plan that includes wayfinding.

Tactical urbanism in Salt Lake City

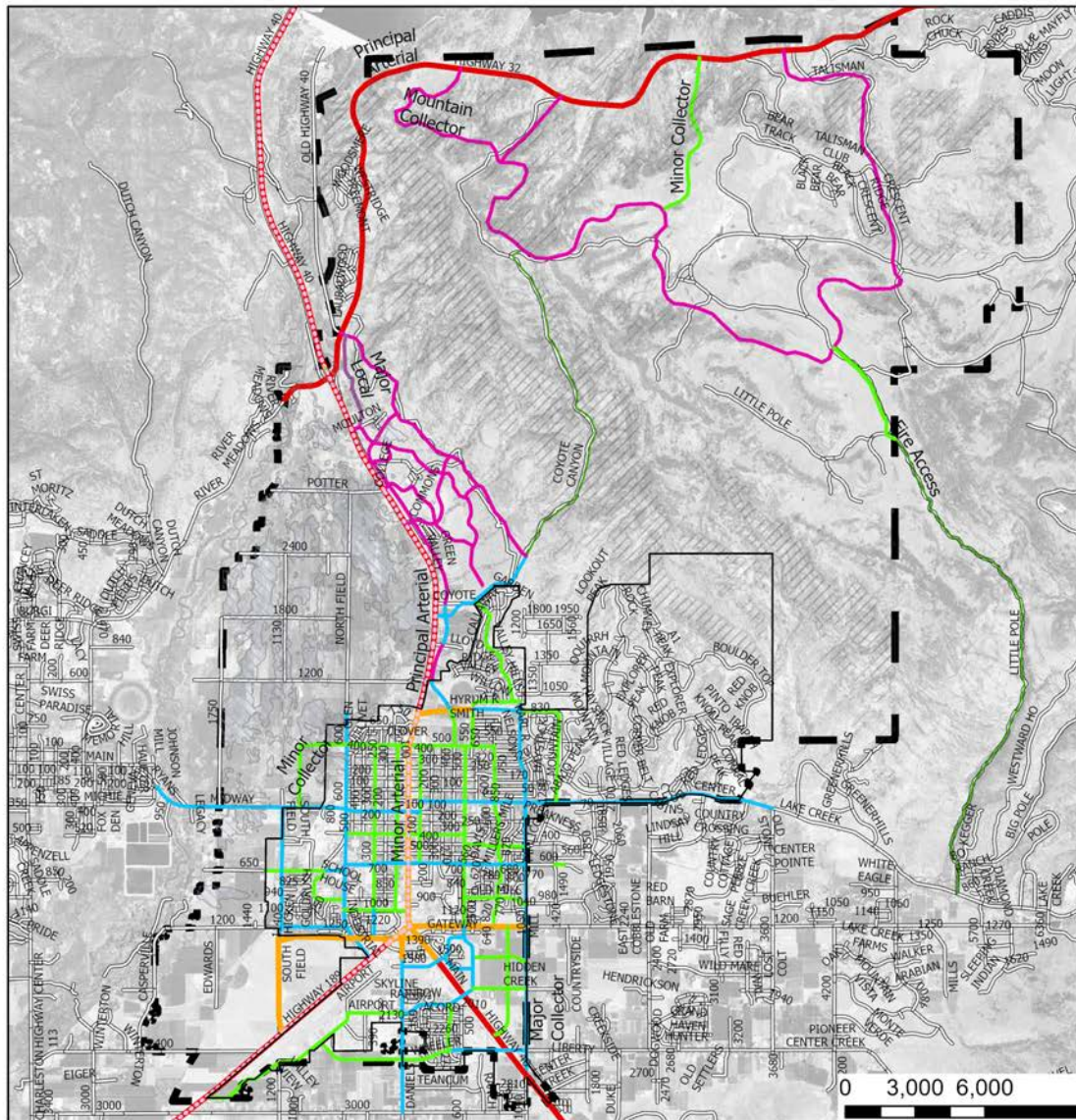


TRANSPORTATION

- UNBUILDABLE SLOPES
- WETLANDS
- PRINCIPAL ARTERIAL
- MAJOR COLLECTOR
- MAJOR LOCAL
- MINOR ARTERIAL
- MINOR COLLECTOR
- MOUNTAIN COLLECTOR
- FIRE ACCESS
- <ALL OTHER VALUES>
- STREETS
- POTENTIAL COMMUTER BUS ROUTE
- HEBER CITY
- HEBER STUDY BOUNDARY



0 3,000 6,000 12,000 18,000 24,000 Feet





9: JOBS AND ECONOMIC DEVELOPMENT

Jobs and Economic Development Vision

Heber's **economic vitality** enables most residents to work in town if they choose.

The City **attracts and partners with employers** in key industry sectors to locate in the **downtown**, in **new town centers**, and in the **business center** on the south end of downtown.



Guiding Principles

1. Heber fosters an environment that supports local business.
2. Heber supports and grows its emerging recreation and tourism industry, as well as opportunities in technology, research and development, professional/office, medicine/healthcare and light manufacturing.
3. Heber continues to support its historic economic status as a support center for surrounding agricultural operations and as the valley's retail and entertainment destination.



Existing Economic Climate

Located along the valley's main highway corridors and with a long history of providing the goods and services that most people need countywide, Heber functions as the "hub" community for Wasatch County. Its traditional Main Street shopping district is complemented by grocery stores, big box retail and home improvement stores. Reinvestment in Main Street will reward the City with a long-term shopping and gathering place into the distant future.

While there are quality local jobs, there is



an insufficient number relative to the City's workforce, and many jobs don't provide the income needed to live in the valley. Instead, many residents commute to job markets in Salt Lake and the Provo/Orem areas. Housing prices and rents have also risen disproportionately to income over the last ten years, making it difficult for workers earning lower wages to remain in Heber. Attracting higher paying jobs and long-term employers should be an important part of the City's economic development strategy.

Though a healthy mix of small shops and larger retail is available in Heber, a recent Lewis, Young, Robertson and Burningham study revealed some shopping and service categories that the City does not provide well. Supporting the existing retail mix and adding in missing or underrepresented categories could become a focus of an economic development plan.

How Could Heber's Business Environment Evolve?

Although being the hub city in the County creates its own synergy and market demand, it cannot be relied on to provide all that is needed for positive long-term growth. Main Street is the recognizable center that residents believe needs improvement. A revitalized Main Street with reduced traffic, a pedestrian friendly and quieter environment, mixed uses, thriving businesses and active

gathering spaces is achievable over time and can become a major force for attracting additional economic development.

A Community Reinvestment Agency (CRA) should be created to improve funding options. A CRA derives its funding from the property taxes generated by new development. Through the establishment of a project area that encompasses properties that front on 100 East and 100 West, the property taxes from redevelopment and new infill development can be captured for use by the CRA. CRA funds are required to be reinvested in a defined project area and can be used for a variety of enhancements, especially infrastructure repairs and improvements.

With considerable effort, the Heber Valley Railroad and nearby regional recreation facilities can become a cohesive recreation and arts node within the City, with a great connection to downtown along 100 South.

Emerging regional retail businesses to the north and south end of Main Street could become gateway features that clearly state when you have arrived in Heber. The City should limit further standard strip commercial growth along the highways, focusing instead on creating distinctive gateways into town. On the south end there is potential for tech businesses to thrive.

Key Facts: Heber Jobs



Source: ESRI/American Community Survey

Industries Most Important to Heber's Future (top 3, according to public feedback during Heber's visioning process)

1. Recreation and tourism
2. Agriculture
3. Tech/research & development



New centers will emerge at River Road, at Utah Valley University, near the Jordanelle and up on the mountain that will have Heber's influence, as the City provides models for town center development.

More work-from-home opportunities and artificial intelligence systems are trends we can expect in the future. Encouraging more flexible home occupations will help foster additional jobs in Heber. Creating training partnerships with Utah Valley University and other organizations to address an artificial intelligence boom will be critical for continued, diversified job growth.

Strategies - Downtown Economic Development (see additional strategies in Chapter 5)

1. Create a Community Reinvestment Agency (CRA) project area, that will provide an additional source of funding for the downtown area. Include an incubator business fund using CRA funds.
2. Encourage a storefront width that promotes smaller businesses and historic architectural features along Main Street in City ordinances.
3. Include some national chains in the mix to assure additional downtown patronage.
4. Consider ordinance amendments that avoid drive-up lanes and windows facing Main

Street; consider prohibiting drive-through businesses downtown.

5. Activate Main Street public spaces so residents and visitors want to visit repeatedly, bringing people downtown consistently.
6. Initiate a branding study to provide guidance for strategy and message consistency.
7. Restructure capital Improvements, City ordinances, sign plans (including wayfinding) to promote and reinforce the brand.
8. Incorporate recognizable physical improvements downtown that strengthen the City's brand.
9. Increase the number of local and regional events.
10. Revise zoning ordinances to promote infill and redevelopment and incentivize a mixture of uses downtown, including residential.
11. Identify key historic buildings and adopt a historic preservation ordinance with incentives to preserve those sites.

Strategies - Economic Development Throughout the City

1. Promote opportunities in technology, research and development, professional/office, and light manufacturing.
2. Attract businesses that have reduced impacts on air and water quality; discourage those that increase noise pollution or degrade the

recreation environment/brand.

3. Downtown and the South Town centers provide the focus for the above sectors. Light manufacturing is best clustered in the South Town area.
4. Foster connections with Utah Valley University to create a partnership for incubator businesses and needed training for targeted professions.
5. Promote a business center, including tech businesses, associated Utah Valley University's Wasatch campus.
6. Consider emphasizing tech businesses in downtown, the South Town area and as infill in the recreation/tourism hub.
7. Consider deriving additional funding from tourism/hospitality businesses that could generate funds for citywide recreation, trails and downtown improvements.
8. Address issues with outside/inside storage developments in ordinance amendments, and prevent them from building on prominent corners or blocks.
9. Continue to promote Heber's historic economic status as a support center or hub for surrounding agricultural operations and the valley's retail, entertainment and job destination.
10. Define the historic architectural character of Heber and incorporate design standards in

City ordinances to showcase that character in new buildings downtown.

Strategies - Enhancing Retail Sales

1. Attract business sectors that are currently underrepresented in Heber, including clothing and accessories, furniture and home furnishings, miscellaneous retail trade (smaller shops), business management companies and enterprises (offices), arts, entertainment and recreation, health and personal services, goods/necessities, natural foods store, mid-grade dining (\$15–\$25 per person), used-books store, and technology stores (computers, IT services).*
2. Plan for and develop civic uses such as mid-sized plazas, a bike/scooter share hub and community fair/farmers market space.*
3. Create an economic incentive-based strategy to assist in reducing vacancy and increasing diversity in the variety of businesses in Heber.
4. Promote a chamber of commerce organization to represent local businesses, foster historic preservation and attract visitors using Heber's brand.

**As suggested by Lewis Young and Downtown Revitalization Services*

Sales Tax Leakage Analysis

- Heber City is **capturing 145% of all taxable retail sales** as compared to average taxable sales for the State of Utah.
- **Significant Leakage:** clothing & accessories, furniture & home furnishings, and miscellaneous retail trade.
- **Significant Capture:** building materials & garden equipment, food & beverage, motor vehicle, and health care & social assistance





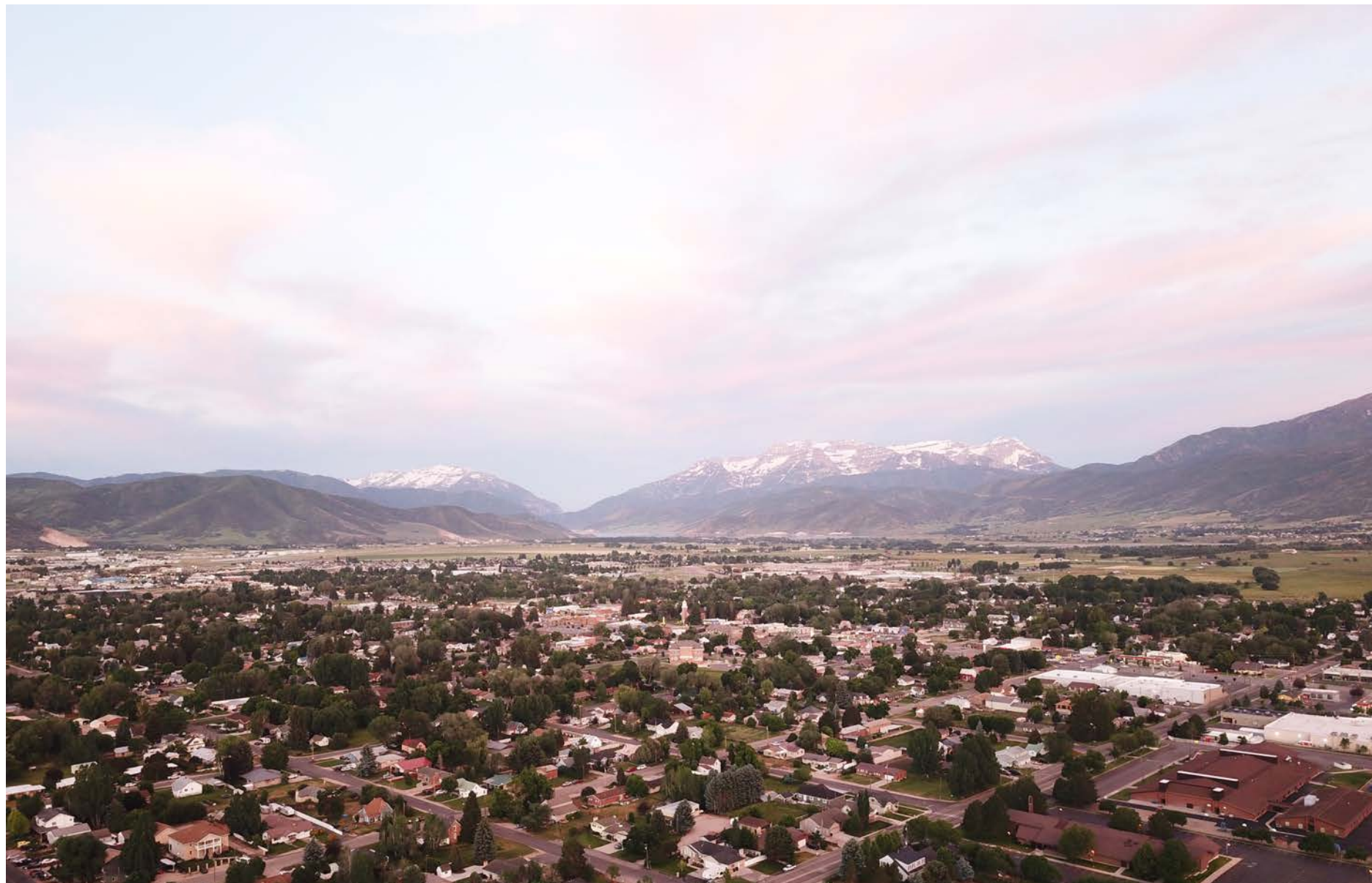
Strategies - Enhancing Long-Term Resiliency

1. Track business trends and promote a diversity of industries and professions to establish resiliency. Consider hiring an economic development professional.
2. Coordinate increased broadband services while helping to reduce costs within the City. This includes coordination of ditch digging and increasing speeds, which help to foster job opportunities, including home-based business.
3. Create more flexible home occupation ordinances to reflect work-from-home trends.
4. Establish ordinance changes to promote solar power and charging stations.
5. Work toward a partnership with Heber Light and Power to achieve greater emphasis on renewable energy sources.
6. Set the example for renewable energy through municipal purchases of electric vehicles, solar power installations, scooters, and on-site public charging stations.
7. Embrace transportation options that minimize pollution by reducing individual vehicle trips (see Chapter 8, Mobility and Streetscapes for more detail).
8. Improve the walkability and bikeability of Heber City.
9. Work with transit agencies to provide mass transit options.

10. Enhance the regional economy with supportive street design.

- Provide for freight trucks on designated routes and at critical network connections.
- Increase the economic value of business districts and neighborhoods through more transportation choices and community amenities; focus on cost savings through full utilization of existing infrastructure.







10: GENERAL PLAN PRIORITIES



Higher Priority Strategies

All of the strategies in the various chapters are important, but the sheer number of potential strategies becomes unwieldy for City staff to determine where to start and how to measure progress. Some strategies can be postponed and included in later initiatives, but there are priorities that should be addressed more quickly.

The Steering Committee helped set the priorities that follow, along with the City's staff and planning consultant. Higher priority strategies are those in which there is consensus about addressing the strategy as soon as possible. Lower priority strategies are important but have less consensus about their urgency.

Quality Neighborhoods

1. Consider areas for mixed use housing and mixed housing types, especially adjacent to the downtown and in emerging centers.
2. Consider land use changes to grow the

connection between Historic Downtown the Recreation and Arts District along 100 South. Consider tourism-based businesses, and more flexible options for homeowners, such as more flexible home occupation ordinances, live/work opportunities, bed and breakfasts and other residence-based businesses.

3. Open space amenities should be a central feature in a neighborhood and may include parks, plazas, trails, community gardens, small plot farms or other space that can be used by residents. Quality open space amenities include long-term management and maintenance plans.
4. As part of a new zoning ordinance, create incentives or new zones to enable rural and mountain residential clusters that permanently designate open space for agricultural, natural, passive recreation or shared equestrian uses.
5. In new neighborhoods at Jordanelle Mountain, Lakeside, North Village, and Utah Valley University Village create walkable, compact

neighborhoods with significant natural open space and mountain-themed town centers.

6. Consider an incentive-based system with a base lot size that can be reduced by achieving city goals for open space, walkability, trails, views and stormwater reduction.
7. Support redevelopment and enhancement of existing homes in the Historic Core.
8. Include quality building materials and architectural standards as part of the new ordinances.
9. Explore ways to reduce air pollution from homes and businesses and improve efficiency.

Summary

These strategies reflect an emphasis on mixed use/infill, the Recreation and Arts District, open space, clustering, housing quality, clear skies and downtown.

2020 Moderate Income Housing Plan Work Efforts

1. Update the accessory apartment ordinance to eliminate barriers.
2. Continue to require deed restricted housing aimed at the 50% AMI and below category, and track City progress.
3. Track spending of the affordable housing fund

and emphasize workforce housing.

4. Study the pros and cons of waiving building permit fees for qualifying projects or portions of projects. Track additional units produced.
5. Consider areas for mixed use housing and mixed housing types, especially adjacent to the downtown and in emerging centers.
6. Create a mixed housing types cluster subdivision ordinance.
7. Consider an update study of the fee-in-lieu program to assure that fees are reasonably commensurate with actual construction costs.

Centers and Gathering Places

1. Create a Downtown Development Authority, such as a Community Reinvestment Agency.
2. Increase activity downtown. Activate downtown through public spaces (streetscapes, alleys, and the three parks) that attract people, so that residents and visitors want to return over and over again.
3. Conduct a downtown placemaking and recreation branding study, and reinforce findings through City ordinances, programs and visible improvements.
4. In the South Town tech center, through ordinance revisions, incorporate more town center characteristics.

5. Create a parking plan and management strategy.
6. Promote historic architecture in the Historic Downtown District, and promote interesting “mountain modern” architectural building features at the four new centers.
7. Prevent standard strip commercial development through ordinance modifications.
8. Assure dark sky compliance for all lighting in all centers.
9. In the Recreation and Arts District, develop an economic development strategy to begin transitioning to more consistent uses.

Summary

These strategies reflect an emphasis on Downtown, South Town, architectural features, dark skies and the Recreation and Arts District.

Open Space and Rural Character

1. Consider bonding as an important open space preservation strategy.
2. Develop a system to purchase or transfer development rights (TDR) with implementation through the zoning ordinance. Consider crowd sourcing funding, density transfers, etc.
3. Review and update rural zoning ordinances. Rural zoning should have a minimum 20-acre

lot size.

4. Partner with non-profits, such as Utah Open Lands.
5. The City could explore ways tourism could financially support open space preservation through a hotel tax or recreation fee.

Summary

These strategies reflect an emphasis on preserving and creating open space through various techniques, including bonding and the use of tourism dollars.

Outdoor Recreation, Parks and Trails

1. Heber City will plan for providing usable and programmable parks for current and future populations at a ratio of 10 acres per 1,000 residents.
2. Plan and develop a lake-to-lake trails system, connecting Jordanelle Reservoir to Deer Creek Reservoir.
3. Continue to improve and connect trails to valley and mountain amenities. Trails provide access to the City's beautiful setting, including nearby canyons, mountains, lakes and the Provo River.
4. The three publicly owned open spaces (Tabernacle Square, Main Street Park, and the front lawn of the Police Station) on Main

Street should be redesigned and improved to work synergistically to activate Main Street.

5. Parks design, signage and activities should help to promote the City "brand".

Summary

These strategies reflect an emphasis on creating new trails along the Provo River and to valley/mountain amenities, activating Main Street parks and providing more parks internal to the City.

Mobility and Streetscapes

1. Develop and adopt new Citywide street cross sections, with a focus on complete streets, 5-foot minimum sidewalks, larger park strips, narrower street widths and swales.
2. Begin recommended improvements to Main Street to slow traffic down.
3. Consider the use of roundabouts in certain studied locations.
4. Actively promote the completion of the western bypass study and lobby for construction dollars.

Summary

These strategies reflect an emphasis on new street cross sections that promote swales and adjacent trails, improving Main Street, considering roundabouts and completing the bypass.

Jobs and Economic Development

1. Create a Community Reinvestment Agency project area.
2. Activate Main Street public spaces so residents and visitors want to visit repeatedly.
3. Revise zoning ordinances to promote infill and redevelopment and incentivize a mixture of uses.
4. Promote a business center, including tech businesses, associated with Utah Valley University.
5. Promote opportunities in technology, research and development, professional/office and light manufacturing.
6. Create an economic incentive-based strategy.
7. Attract businesses that have reduced impacts on air and water quality and decreased noise pollution.

Summary

These strategies reflect an emphasis on Main Street by creating a new financing tool (CRA), mixing uses, providing more jobs in a coordinated manner with Utah Valley University, attracting clean jobs and developing an incentive-based economic development plan/strategy.





APPENDIX



Documents in the Appendix

The Appendix contains a series of documents listed below:

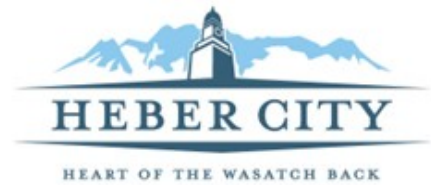
- Heber City Downtown Study (Downtown Redevelopment Service)
- General Plan Land Use Study (Lewis Young Robertson & Burningham)
- Moderate Income Housing Plan
- Presentation: Vision Celebration and General Plan Kick-Off (August 28, 2019)
- Presentation: Workshop Values Summary (March 20, 2019)







Planning Commission Staff Report



MEETING DATE: 10/24/2023

SUBJECT: Public Hearing to consider a General Plan and Zoning Map Amendment with a Master Development Agreement located at 22 South 100 West (Planner Roberts).

RESPONSIBLE: Jacob Roberts

DEPARTMENT: Planning

STRATEGIC RELEVANCE: Zone change following the guidelines of the General Plan.

SUMMARY

Clayton Vance is requesting to change the zoning on the property located at 22 South 100 West from the R-3 Residential Zone to C-3 Commercial Zone.

RECOMMENDATION

Recomend Approval

BACKGROUND

Clayton Vance is requesting a zone change on the property located at 22 South 100 West. This would change the zoning from R-3 to C-3. The request is to facilitate the construction of a mixed-use building on the site. This building would include housing and office space.

DISCUSSION

The zone change from R-3 to C-3 is in line with the General Plan. The General Plan anticipates mixed-use downtown style development along 100 West and 100 East.

FISCAL IMPACT

N/A

CONCLUSION

Staff recommends approval of Clayton Vance's request to re-zone the property located at 22 South 100 West from R-3 to C-3. This zone change falls in line with the recommendations of the General Plan.

ALTERNATIVES

Staff Recommended Option - Approval

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

Alternative 2 - Continuance

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

Alternative 3 - DENIAL

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

POTENTIAL MOTIONS

ACCOUNTABILITY

Department: Planning
Staff member: Jacob Roberts, Planner

EXHIBITS

1. ZoneChangeMap
2. GeneralPlanDesignationMap
3. CurrentZoning_10.11.23

**Requested Zone
Change from R-3
to C-3**

R-3

C-3

CENTER ST

**Clayton Vance
Property**

HWY 113

100 S

200 S

C-2

300 S

100 E

MAIN ST

200 E



General Plan Future Land Use Designation



400-N

300-N

200-N

100-N

100-W

CENTER-ST

MAIN-ST

100-E

200-E

Wasatch
County
North School
Offices

HC HISTORIC
CORE

HC HISTORIC
CORE

DT DOWNTOWN

Clayton Vance
Property

HWY-113

100 S

200 S

300 S

400 S

TR TOURISM
RECREATIONAL

HC HISTORIC
CORE

Main Street Park

Central School Park

Current Zoning as
of 10/11/2023

R-3

C-3

CENTER ST

Clayton Vance
Property

HWY
113

100 S

200 S

C-2

300 S

MAIN ST

200 E

100 E

300 N

200 N

100 N

N