

APPENDIX F

Early Scoping Period Comments

Comments
Attachments

COMMENT NUMBER	COMMENT	FIRST NAME	LAST NAME	COMMENT ORIGIN
1	I have lived here 26 years when our population for the County was about 7,000. Now we are nearing 35,000. Development seems out of control. We need a Bypass west of Main Street like most rural towns have. Main Street is nightmare and is just getting worse. It is very difficult to make a left turn heading north into any of the businesses since traffic is so backed up . . . Especially from Thursday to Saturday night. It has never been safe to walk Main Street or have our kids go to the parks on bikes or walking. It is becoming more stressful to just 'pop down to the grocery store'. We need a regular bus system to help with our air quality which continues to get more polluted by the year. Our young workers, our Senior citizens, our latinos who don't read English road signs or have insurance and proper Drivers Licences . . . Could all benefit from public transportation. It is archaic that it is not an option here. Are tax dollars need to go to some public transportation . . . it would also keep less cars off the roads and less cars in our driveways. The local businesses would greatly benefit from a Park City type . . . walkable Main Street . . . With shops, restaurants and social activities. A Bypass please.	Lynn	Robertson	Website
2	Follow up: I think it would be worth studying the possibility of adding a toll, fee, etc to commercial traffic passing through Heber but not for Heber-based commerce. While the highways were built with the intent to facilitate commerce, the current era of negotiating the social contract has shed light on how that arrangement can be regressive and disproportionately impact some stakeholders. While we do derive some benefit from the traffic, it seems to have a much larger negative impact. Since this project seems to be largely necessary because of the negative impact of commercial trucking, especially oil and gas trucking, through town, it seems that the for-profit ventures using the infrastructure should be expected to pay commensurately to their impact, both for any project that may result and for the negative impacts on our valley. While this may not be considered possible or practical based on past projects and current laws, I believe it is always possible to change and see better solutions in the future. I think the EIS ought to consider analyzing and recommending a system in which the users with the highest impact pay in keeping with that impact.	Ned	Funnell	Website
3	Please consider the parkway to flow North, and not come back into highway 40 at Back 40 Grill, but flow North, perhaps on a country road all the way to Potter Lane or the River Road-Highway 40 junction. We can create a Heber Valley Parkway with berms to protect the fields, plant trees along the road, and pave a trail for bicyclist .	Rachel	Kahler	Website
4	For my family and I there are two safety and one quality of life/community engagement suggestions. Safety: a traffic signal should be placed at the intersection of 40 and Coyote Lane. That is a highly dangerous location and will increasingly become utilized as new housing is developed by Ivory Homes. Secondly, implementing a median between East and west flowing traffic along 40 between the stop light by smiths and the stop light at the bottom of the hill to park city could save countless lives lost in head on collisions. Community engagement/enjoyment: need to divert through traffic (unbelievable amount of tractor trailers) around downtown to establish a vibrant and enjoyable area for people to support businesses, enjoy walking around with family, and feeling safe in doing so. Thank you for reading my suggestions. We love being a part of this community!	Eli	Ulvi	Website
5	Two intersections that need immediate improvement and deal with anywhere from 500-1000 people twice a day; Intersection of Heber Main Street and 600 s need an eastbound light for the morning school hours. There is a light available for a turn signal but it is never operating. I have watched teenagers for years try to navigate this intersection and make very rash and dangerous moves to get through on their way to high school. This is every weekday morning with hundreds of new drivers and parents trying to get there. Second is E 600 S and S 270 E. A light needs to be installed for safety of cars and pedestrians. In the last week, I have witnessed two bikers and countless children almost run over. These are high density pedestrian and car routes every weekday and morning and afternoon and it is extremely dangerous. I have often wondered why this wasn't thought through when the new high school was built, but I don't think those who designed have ever had to navigate this route each day and considered these are children with new driving skills and children walking and riding bikes and taking unnecessary risks to cross roads. A new cross walk was added to 1200 s and 500 e to try and help pedestrians and unfortunately, I have had my children try to use the cross walk and they have to cross 500 e to the east side to push the button and the school is on the west side of that road. My children could not even cross to push the button to activate the crosswalk given the enormity of cars. This intersection should have a light installed. These three hot spots are dangerous and should be taken seriously immediately given the fact these are children and new drivers.	Anonymous		Website
6	Needs to be a round about. During peak hours E/W traffic too heavy for N/S traffic to cross efficiently dissuading drivers from using 100E as a way to travel N/S and relieve main street congestion. [Center Street /100 East]	Trevor		Comment Map
7	Timing between lights makes eastbound travelers that turn north onto main street at 100S to immediately stop for the light on center, during peak times it makes light transitions extremely congested. [Main Street / Center Street]	Trevor		Comment Map
8	we need a solution to the deadly turn into the college off 40. Too many lost lives there. We need solutions to slow traffic other than rotaries placed in too small of locations i.e., river road. We need access in the winter to the ski lifts at Brighton vs cars driving 90 mins each way which has a far greater environmental impact than a few chair poles. We need a reasonable option for public transit to park city. We need a climbing lane on 40 headed towards PC vs the constant dangers of people negotiating around trucks.	Anonymous		Website
9	Another study that will take years? What a joke- There are already studies with alternatives- The need for improvement is now (actually years in the past) and it seems that inaction is the preferred method right now. When will someone stand up with the oomph to actually get something done?? Why don't some of you study reps come to live in Heber for a while and experience first hand the impact of a major through highway going through the center of town, especially weekends? Maybe then you would realize that more study is not the answer— Make a decision and move on it now! We don't want to wait years more!!	Eric	Stevens	Website
10	No bypass road through the north fields that doesn't solve anything and destroys what little farm land we have left. The biggest problem is getting out to the new developments on the south east side of heber, the bypass road would be most beneficial on the east side of main street. Or they need to do one way on main and take one of the side streets right next to main and make it the other way one way. And eliminate parking on main street.			Website
11	We need to put limits on semi braking coming down US 40. The noise pollution is getting increasingly worse - particularly at night and early morning. Thanks.	Jeff	Jacklin	Comment Map
12	Went to public meetings a couple of years ago, had high expectations something would get done sooner rather than later. Looks like later is what is happening. The traffic on Main Street Heber is unworkable and dangerous and has been for years. Please get the bypass done asap.	Linda	Stice	Website
13	Please see the attached letter. Any responses to the attached letter should be directed to the following: Bruce Maak Christine Maak	Joanne	Hughes	Email
14	I think a bypass route is absolutely essential. Main Street business will not be hurt by having trucks, RV's, etc. bypass. Right now too much traffic is hurting them.	Eric	Stevens	Website
15	I just wanted to express my concerns over the proposed bypass route on 1300 s. I live in the neighborhood of the oakwood subdivision and just want to express my concerns over using 1300 S as the outlet (not sure if thats the right word) for the by pass coming down 1300 S. This is a area full of children and family homes. If the proposed bypass is allowed to be put on 1300S there are families that would have their back porch within 50 feet of the bypass. There is also a childrens playground at what would be the intersection. Home values would most likely decrease and that is a big concern. I don't understand why the existing highway can't be used. Please do not use 1300 S for this bypass.	Amy	Watts	Comment Map

16	Not a surprise that this intersection often gets extremely congested during the summer, but it seems to be getting worse and more dangerous. For traffic going southbound on Main Street, the left turn lane to go east up 12th south needs to be longer. There is already more room in the area just by simply moving the concrete barrier in the middle. It causes delays because there is usually traffic backed up on main street of cars trying to turn left. A dedicated left turn signal could be good, but only if it last longer than it currently does. Also, the merge lane after continuing through the intersection needs to be extended. It would be ideal if it could extend to the new light for airport road, but cars try to speed past crude trucks in the left lane, and it results in near misses because they have no where to go. And finally better signage for the turn lane to go to Provo Canyon/Walmart. People enter too early causing accidents. No turn lane goes through an intersection. [U.S. 40 / U.S. 189]	Kris	Frisby	Comment Map
17	The bypass road best chance of success is along Mill Rd Just East of mill road through the farm lands and the new school. The west side should be developed as well so light traffic from Park City to Utah County. We need 2 bypass roads	Todd	G	Website
18	<p>Although significant growth (and added travel routes) are highly likely to occur in the Heber Valley; such can be done in a manner to compliment (rather than obliterate) the beauty of the Heber Valley; and protect (rather than infringe) on current residences. For example, all of the initial. 3 routes under consideration appear to infringe on many residences in the Northwest corner of Heber City. Especially given Heber City/Wasatch County long term plans for commercial and higher density housing North along Hwy 40 between Potter Lane and the stop light at and Midway Lane...Why not consider a bypass connection to Hwy 40 at/or near one of the planned developments a mile or three north of Heber City (seems reasonable that a bypass should bypass the city, not infringe on it's borders). A bypass connecting further north of Heber City could also allow more room for Heber City to grow over time (which is needed given your recent growth projections). ALSO, as a route is selected, budgets to beautify route with trees, burms, and shrubs that screen sight/sound, rubberized asphalt to reduce decimal levels, reduced speeds (35 mph), etc., should be considered. Even running/bicycle trails adjacent to the bypass for all to enjoy (make the bypass a benefit, not a noisy eyesore). The Heber Valley is too rare and beautiful to degrade and ruin. Although 5-10% additional budget may be needed to "do it right"; such would protect and benefit the Heber Valley longer term.</p> <p>Comments / suggestions above may also compliment resolution to issue that current traffic studies do not account for the likely expansion of Hwy 40 (with an added lane in each direction) compressing to existing 2 lanes in each direction on Heber City Main Street. No doubt the traffic study data will be much different (worse) when Hwy 40 is expanded as planned north of Heber. A by pass north connection, further north of Heber (versus tentative routes A, B, C offered last year may address both my earlier suggestions in the paragraph above, and help resolve issues relating to Hwy 40 (north of Heber) planned lane expansion.</p>	Bill	Spiker	Website/email
19	Hil Thanks for taking my comment. I live right behind the proposed project. So obviously, I am against it. We will move if the road is built. Pollution, noise and so forth. Also, I'm not sure how effective making a left-hand turn onto 40 will be for big tractor trailers and traffic flow. The proposed road enters right at the edge of town where a light will have to be placed. The traffic there would cause a back up onto Main Street. This doesn't solve anything. Also, I'm going to mention it even though people don't seem to care about this kind of thing, but there are about 50 different bird species back there, we've counted and documented them along with nesting birds. This project just seems wasteful, It doesn't seem to solve anything, and seems to be pushed through for the wrong reasons.	Rachell	Mitchell	Email
20	<p>I write to express my concern with the notion that a bypass is still not viewed as necessary. Most who live and drive through Heber every day can attest to the need for a bypass that is designated as new US 40. Please do not treat the bypass as merely an option when it is an absolute necessity for this valley. Further, the Heber City Council is planning a CRA for our downtown core. The long term viability and success of Heber's Main Street is intimately tied to the construction of the bypass/new 40.</p> <p>Thank you for your consideration,</p>	Ryan	Stack	Email
21	<p>4 minutes and 10 seconds to go from one end of Heber to the other? In 2050 that will go up to 5 minutes and 30 seconds. I thought we were really in dire straights. Am I missing something?</p>	Patricia	Thompson	Email
22	As a business owner and Main Street property owner (84 S Main) we desperately need a bypass. Leaving the traffic as is will continue to kill more and more people with insanely difficult traffic patterns and a huge amount of large truck traffic going to the basin. It is not safe, it's not good for Heber businesses. WE NEED A BYPASS!!	Perry	Dickson	Website
23	The lights on main need to be synchronized to keep traffic flowing better and more efficiently north/south.	Shannon		Comment Map
24	Rt40 bypass nd Rt 189 bypass connect to avoid Heber city main st. and funnel traffic arund city. Makes most sense for cost to connect 40-189 then back to 40 west.ber bypass.	j	clark	Comment Map
25	Position the beginning of the Northfield's Bypass at Potter Ln and connect to 1130W and then connect to 1750W and then follow straight out, passed the proposed new High School location to Rte 189. This truly gets traffic away from the Heber City core. The Bypass should be bordered on both sides by berms for sound and light mitigation and topped with bike and footpath to facilitate lake to lake people traffic.	Larry	Newhall	Comment Map
26	Adding to my previous comment regarding the Northfield's Bypass: there should be no exit or entrance ramps from beginning to end, in perpetuity.	Larry	Newhall	Comment Map
27	Previous maps have shown the bypass to run adjacent to my property and home less than 75 feet away. My home and water well will be greatly damaged by the bypass. The bypass will run the length of my property for at least 2000 feet. My property value will be worthless. Using existing roads such as Hwy 189 where it is currently is the best answer. Open space is important to this community and routing a highway around the existing sewer fields, instead of using existing roads will damage these farms, homes and open space. It will also impact the cranes and geese that migrate in the south fields.	Wendy	Casey	Comment Map
28	We are opposed to airport expansion. This is not the first time citizens have expressed opposition to this. In regards to a road to bypass main street, this road should be the road between the sewer ponds. This was the way it originally was on the city plan. If you move it farther south traffic coming from the southeast, are not going to want to take that detour, and will still use mainstreet. The bypass needs to reduce traffic on mainstreet and an out of the way road will accomplish nothing. The road NEEDS to go thru the sewer ponds.	Angela	Neerings	Comment Map
29	<p>hi, nice job on the power point, it's a very effective visual "snapshot". i really appreciate getting this info.</p> <p>i don't see where the proposed "bypass" options are. could you pls let me know?</p> <p>of course most of us who've lived for even a short amount of time in wasatch county would prefer an approach to the growth dilemma be far less growth.</p> <p>thanks very much,</p>	Grant	Baird	Email
30	Need to make Main Street safer for bikes by reducing the traffic. Need a bypass for all the trucks and though traffic. Need to redo bike path near the covered bridge.	Gerrit		Comment Map
31	Why can't it go on the east side somewhere?	Anonymous		Website

32	How will the Bypass intersect with SR113 / Midway Lane and how will that traffic coordinate with the Proposed #2 Heber High School site near that intersection?	Phil	Jordan	Website
33	How will the design of the Bypass address concerns of additional local road traffic from any intersections along it's north-south path?	Phil	Jordan	Website
34	IF the Bypass is constructed how will it be operated to succeed at it's objectives to move ALL traffic from Main Street?	Phil	Jordan	Website
35	This valley is an amazing and wonderful place to live. It is important to consider everything we can do and address environmental impact for now and the future. It is the quality of open space, clean air and wildlife that helps us to thrive. We need to consider the impact of traffic and construction that will alter the quality of life for everyone. We need more considerations for sustainable resources, encourage local businesses, farming and good quality water, soil and space to play and have trails that are bikes and walkers can use. Look for alternative ways for transportation, encourage car pooling and a sustainable transportation system-	Anonymous		Website
36	It seems like the most cost-effective, least intrusive route would be to utilize the existing stretch of Highway 189 to South Field Road, instead of moving the highway to 1300 South, which would affect multiple residential neighborhoods.	Nathan	Moulton	Comment Map
37	This pin is dropped to cover all of Main Street. We need a bypass to help with congestion and to remove dangerous semi trucks from Main. Please - do not view the bypass as an option, but a desperately needed necessity for Heber. The bypass should be new US 40 and Main should be a local city street.	Ryan	Stack	Comment Map
38	At the August 27 meeting you reported a survey of traffic on Heber Main Street. You reported that tractor trailer traffic was only 1% of traffic. That statistic is dishonest. It was conducted during one hour (5-6pm). Of course to come up with that figure suggests oil tanker and semi-trailer traffic is not a significant problem. To the contrary, it is THE problem. Look at the percentage over a full 24 hour period. These trucks run during the entirety of a 24 hour period. The percentage is much higher if an honest period is studied. And that doesn't take into consideration that large trucks require a longer acceleration and deceleration time and space. Let's make sure that statistics are honest and not biased toward a no build decision.	Steve	Dougherty	Website
39	Please consider a flyover solution on Main Street rather than a bypass. See Wallace, Idaho (I-90) or I-70 from Denver to Dillon.	Steve		Website
40	Although significant growth (and added travel routes) are highly likely to occur in the Heber Valley; such can be done in a manner to compliment (rather than obliterate) the beauty of the Heber Valley; and protect (rather than infringe) on current residences. For example, all of the initial. 3 routes under consideration appear to infringe on many residences in the Northwest corner of Heber City. Especially given Heber City/Wasatch County long term plans for commercial and higher density housing North along Hwy 40 between Potter Lane and the stop light at and Midway Lane...Why not consider a bypass connection to Hwy 40 at/or near one of the planned developments a mile or three north of Heber City (seems reasonable that a bypass should bypass the city, not infringe on it's borders). A bypass connecting further north of Heber City could also allow more room for Heber City to grow over time (which is needed given your recent growth projections). ALSO, as a route is selected, budgets to beautify route with trees, burms, and shrubs that screen sight/sound, rubberized asphalt to reduce decibel levels, reduced speeds (35 mph), etc., should be considered. Even running/bicycle trails adjacent to the bypass for all to enjoy (make the bypass a benefit, not a noisy eyesore). The Heber Valley is too rare and beautiful to degrade and ruin. Although 5-10% additional budget may be needed to "do it right"; such would protect and benefit the Heber Valley longer term.	Bill	Spiker	Website/email
41	Western bypass is necessary to save Main Street and create a safe downtown core. Traffic is bad and only getting worse, please support creating a western bypass to become new US 40.	Anonymous		Website
42	I would love to see dedicated left turn signals on Main Street. As the number of autos on our roads increase, it is quite scary at times trying to turn left. 40 & 500N in particular. Would also like Main Street to be reduced to 1 lane each way, so it is more walkable, bike-able and business friendly. A bypass is going to be necessary. Not clear where though. Public transport would also be a welcome addition. So many of our workers drive to PC every day. Public transport would also benefit those without drivers licenses or those who chose not to drive. Thanks!	Anonymous		Website
43	Please make the corridor compatible with future expansion to limit access (future freeway bridges/ramps). No traffic signals nor roundabouts at full build out, please.	Rob	Sanders	Comment Map
44	According to slide 21 "travel time" comparing existing peak hour to 2050 no build travel times, difference is about 3 min going south and 1 min 20 sec going north longer than it is now....not too big of deal compared to most populated areas... build more roads sprawl will fill in creating more traffic, noise and pollution. Easy fix: Remove the light at center street, install turn signals for east/west turns on remaining lights, put a double east turn lane on 1200, program lights for optimal traffic flow. Reduce speed limit to 30 mph. Complete obligated Red Ledges bypass. Improve 100 N & 100 S for local north south travel and back door main street business access. Save the open space and \$\$\$ and take your time and enjoy the views... No matter how many "bypasses" are created main street will always be busy at certain times and will never be really pedestrian friendly...it's to narrow: Create a cool pedestrian street on 100 S between the park and the Tabernacle park with wide side walks, shade trees/ grass parking strips and kid/ family/ business access friendly.	Old Local		Website
45	The turning lane southbound off 40 onto 32 is a safety hazard. Traffic passing by at 55 MPH as your waiting for the light. With the new homes, need plans for an overpass as accidents here continue to occur	Mike	Underhill	Comment Map
46	The intersection of Center Street and Mill Road (1200 East) is bad. There are only stop signs on Mill Road. There needs to be stop signs on Center street too so that this intersection is a 4 way stop.	Michelle	Linford	Comment Map
47	I would like to see a truck bypass in Heber. On the weekends Main Street is so busy it detracts from our beautiful city.	Eileen	Boshard	Website
48	My objection to the by-pass highway is based on personal and planning values. 1. Personal. I moved my family to Heber Valley 30 years ago for its strong community and unmatched natural beauty. I cannot see how a by-pass highway on either side of the valley would not have a serious negative impact on both. 2. Planning. In the public meeting, the data presented by UDOT in support of a by-pass highway actually argues against one. First, most of the projected increase in traffic over the next 30 years is expected to be local. A by-pass highway may improve traffic through the valley but it will not alleviate traffic within the city. Second, the "failing" grade for the increased time traffic is expected to take in 2050 to get through town does not justify a by-pass, which may actually require more travel time than Main Street because of its increased length. Legacy Highway in Davis County proves the fallacy of this UDOT argument. If the by-pass highway succeeds as anticipated by UDOT, it will compromise the natural beauty and community vitality of the Valley and may undermine the local economy as well, while not solving traffic congestion along Main Street.	Steven	Olsen	Website
49	Center Street and Old Mill Toad needs a round about. Too much traffic creates unsafe turns entering onto center street.	Gordon	Mortensen	Comment Map
50	Center street speed limit should be increased to 30 mph. The street looks like others with 35 mph limit. 25 mph creates very close tail gating which is unsafe.	Gordon	Mortensen	Comment Map
51	What is being done to protect the North Fields during the by-pass? This road will inevitably lead to commercial development along it. Additionally, what will be done to address the noise? Will sound barriers be added along the road? Can the by-pass run a path similar to what Riverside Road does in Midway? In previous versions it seems the road would come all the way to Smith's and then cut back through the North Fields to South Field Road. This only decreases traffic off Main Street, it doesn't seem like it would help with commute times. Creating a more direct path between Provo and Park City/Kamas is what is needed to make this be useful.	Anonymous		Website

52	A bypass seems costly, ineffective, and unnecessary. Does Main Street have traffic? Yes of course. But not to the point that we need to destroy open land and devalue neighboring properties. I visit anywhere between Utah and Weber county and quickly see that Main Street is not as big of an issue as our city officials want to make it out to be. Why are we creating a bypass over a few minutes delay on Main Street?	Anonymous		Website
53	We need a bypass! We are creating a mess by delaying the needed improvements. Main Street is already becoming congested. Please build it as soon as possible. There are a huge number of people that don't need to go down main street that have no other options.	Anonymous		Website
54	I would like to see the bypass turn west by the Back 40 Grill rather than right next to the Elmbridge apartments. A highway on the boundary of the apartments would diminish the quality of life for me and 75 other families. Please don't put the road here. Thank you for your time.	Laurie	Reed	Email
55	Please think about putting the bypass Road along the western part of the valley save as much fields as you can but you can't even go downtown on Main Street you can't shop you can't enjoy the main street there's too much through traffic that could just go around the bypass and it would take it off of our main street it's long been planned for around the west side of town	Diann	Greer	Website
56	I would hate to see what little farm land we have left here in the north end of the valley go to a bi-pass route. There are many towns in the country, esp in the west, that traffic has to slow down to go through small towns. I live along the edge of where you want to move the highway, and it will severely impact my quality of life with light pollution, noise and air quality. Please reconsider the ruining of our town with a by-pass route along the residences.	Barb	Clark	Website
57	I am not liking the map showing 3 options cut close to Muirfield, effecting everyone with noise, and pollution close to homes. Will the city provide a giant concrete wall to block noise and headlights shinning in any homes that this will clearly impact no matter where it is? I am concerned about the North Fields, and future business developments along a bypass road that will happen, life after bypass. What about all the semi trucks that will still head back and forth to Dushesne? I agree something has to be done for Main Street. I'm not convinced bypass in the North Fields is the answer.	Evelyn		Website
58	I would like to propose an alternate plan as an overpass (not a bypass) This would be a bridge or second story roadway over main street for traffic just passing through. Playa Del Carman, Mexico did this very thing and it works! If we are not able to widen Main Street, this may be the best solution. We don't have to acquire more land and would leave the countywide picturesque. Please don't build the bypass. Such pretty scenery would be gone forever.	Gwyn	Purvis	Website
59	A bypass through the north fields is a common-sense solution to the traffic and public safety issues that currently plague the Heber Valley, and that will be exponentially worse if growth remains as projected. Not everyone will be happy, and the most passionate (and most negatively affected) are doubtlessly here; but my experience has been overwhelming support among those who I speak to privately who live here and use the valley roads. the Heber Valley will continue to grow, let's not squander the opportunity to be proactive and cost effective, because surely a reckoning will come if we sit on our hands because of a few: the loudest and most negative voices.	Roy	Buckmaster	Website
60	Need bypass roads to lighten traffic through Heber Main Street.	Dallin	Wright	Comment Map
61	Though I know Heber is growing, it currently takes a maximum of 5 to 7 minutes to get from 500 N to 1200 S (the "length" of the city). I have a winter place in Mesa and it can take that long to get through one light depending on time of day. I don't think it should be a big priority to create a road that won't alter any traffic that want to be on 40 and not going to Provo. Assuming it goes through anyway, Option A, coming close to Muirfield and other housing South of Muirfield is the worst of the three options. It will create 24/7 traffic noise for all the residents along the Northfield road (600 W) and much more light pollution. Option A seems to be the best of the three, though it seems like the road could be started further north on 40 (instead of at the Back 40 restaurant). To be honest I don't think traffic will divert unless required (e. g., all semi trucks) other than people going toward Provo. I am very much against option A and will have to move if it goes through. That would be sad.	John	Murphy	Website
62	I don't think we need a bypass but option A would be terrible for the families with houses along the route. Option C out in the fields is the best of the three.	Debbie	Murphy	Website
63	Keep open space, open. The farm land should remain in tact for generations to come. This is what makes Heber Valley a special place to live! Stop the development!	John	Kennedy	Website
64	There is no way the new 40 bypass should be placed through these farm fields. The farm land is aesthetically pleasing for everyone who lives in Heber Valley and it's what makes HV a special place to live. I would much rather see the bypass run parallel to the 1300 Southfield Rd. as suggested on the map below. Keep this open space, open!	John	Kennedy	Comment Map
65	Glad the city has approved a 4-way stop sign. During peak traffic hours very difficult to cross and pedestrians can be very hard to see if a lot of cars turning left from any direction. [Center Street / Mill Road]	Melody	Gritton	Comment Map
66	There is A LOT of traffic on main street/1-40 especially on weekends. As well as all the large trucks coming and going to Vernal. Alternative routes must be found without destroying the North Fields and the areas along the Provo River. These are some of Heber's most valued natural resources.	Melody	Gritton	Comment Map
67	we just moved to Heber two years ago now and love the quiet smalltown feel...all except for main st. and i know it isn't Locals traffic as every other street in town (except center) is totally dead. Also attempting to get into or out of the valley during commuting times or on weekends is also ridiculous. It would be great if something better could be worked out.	Amber		Website
68	We are very supportive of building a western by-pass. We live just off of HWY 40 in the South side of Heber City and have to drive Main Street multiple times per day. A new by-pass would alleviate the traffic burden while creating a more walk-able downtown Main Street area. We have been discussing this concept for many, many years. With rapid growth occurring throughout Wasatch County, we need this road more than ever. While it won't solve all of our traffic concerns in the valley, it will be an important step to creating relief.	Ryan	Starks	Website
69	How about the government stops wasting the peoples money?	Senor Yeff		Email
70	Need a roundabout (preferred) or 4 way stop or stop light. Dangerous and congested intersection especially during school drop off and pick up hours. Also a difficult crossing for school children. [Center Street / Mill Road]	Elias	Ulvi	Comment Map
71	I strongly support a western bypass to become new US 40. The traffic is already bad enough now, please please save our Main Street and move through traffic off Main.	Heather	Stack	Website
72	With the current growth in our valley, and being a gateway to Strawberry reservoir and the oil fields, we desperately needs a bypass!			
72	My husband and I lived in Cache Valley for nearly 10 years and watched as Logan's population outgrew Main Street. They were reluctant to create a bypass so they widened Main Street by removing parking and increased the speed limit on side streets. All of this fell short and the eventually did a bypass on 10th West but the cost was much higher than it would have been if they would have just done the bypass to begin with.	Marni	Savoy	Website
73	Traffic on Main Street Heber is horrible. The vast majority of vehicles are passing through and not stopping. It is time to build the bypass and allow the city to make Heber main into a more resident friendly area.	Scott	Smith	Comment Map
74	Road to Midway is narrow with very little shoulder. It is difficult to turn onto and off of because of traffic. It would be nice to have a center turn lane and a little more room on the side of the roads to help.	Scott	Smith	Comment Map
75	This intersection needs a stoplight. The cars trying to turn left into the subdivisions are stacked up. Also I believe a stop light in the spot could help with the accidents and fatalities on this stretch of US40. Requiring traffic to stop here could/will reduce speed. [U.S. 40 / Coyote Lane]	Fawcett	Lynne	Comment Map

76	This crossing light is scary. This point, along with a crossing at City Park, need to be stop lights. Speed limit is 35, which means the majority of traffic is moving 40, and a large number of the vehicles are Trucks. People don't always pay attention to the small flashing Ped light it can take a full cycle of the flashing light for people to actually stop. [Main Street / 100 North]	Erik		Comment Map
77	Each N/S running street needs painted crosswalks and signs so crossing isn't so difficult. Though there are kind souls who stop during congested times, many others don't. The Ped right of way to cross on a 25 mph street should be allowed and emphasised for the kids safety.	Erik		Comment Map
78	So many people making so many risky moves to turn left at ANY point on 40. The stop lights we have don't all have turn lanes or lights, and with the current congestion, you will never get across if you don't risk your own or someone else's safety. Yes lights can be a bummer, but the time of "rural feel" is over and the rest of the world has long ago managed their traffic flow and safety through street lights. Im sure there are a couple people worldwide who could consult on the issue	Erik		Comment Map
79	This is the beginning of the bike path. A Ped crossing light is needed here. There is no safe way to get on the path without playing a bit of frogger. We, along with an increasing number of people with children choose traveling Center VS 100s because of the traffic, but crossing at 600 W is scary. [Center Street / 600 West]	Erik		Comment Map
80	Center Street and 100 S should come to one intersection and only have 1 stop light	Geir		Comment Map
81	Due to the planned major growth of the North Village and Upper Jordanelle area, being probably 10,000 homes in the next 40 years, I feel it is imperative that UDOT plan for the north connection to be as far north as possible. Probably north of Potters Lane.	Mike	Johnston	Comment Map
82	Mill Road should be considered as the bypass route	geir		Comment Map
83	This connection to the planned collector/bypass coming from the east is critical for moving local traffic from the ease to the new Hwy 40 route. [west of U.S. 40, north of 750 North]	Mike	Johnston	Comment Map
84	This seems like the best location to connect the Parkway to Hwy 189 [Edwards Lane]	Mike	Johnston	Comment Map
85	Need a good interchange at Hwy 113. And also trail connectivity. S.R. 113 / South Field Road]	Mike	Johnston	Comment Map
86	The community really needs a major paved trail corridor along the west side of the Parkway, if at all possible. This would be the major North-South bicycle corridor, and connect to the Midway-Heber East-West bike trail and to other planned bike corridors.	Mike	Johnston	Comment Map
87	This location seem to be the best place to turn Hwy 40 west, eliminating through-traffic from the Y intersection to the north. [north of 1390 South]	Mike	Johnston	Comment Map
88	Please DO NOT decide to make one-way roads down 100 West and 100 East!!!! One-way roads are Downtown Killers!	Mike	Johnston	Comment Map
89	Hi, I attended the virtual meeting with UDOT and saw the slide presentation they prepared. Some of the slides showed traffic statistics of the current and projected traffic loads on main street in Heber City. Of particular interest was the fact that less than 10% of the traffic was large trucks or vehicles towing boats, etc. Another interesting statistic was that almost 60% of the traffic was LOCAL. Future predictions of traffic congestion showed that the amount of LOCAL traffic would increase over time and that the NON LOCAL traffic would actually diminish by percentage as the valley continues to grow in population. Considering these statistics, a bypass will not alleviate the traffic congestion of main street. Especially since I read that the main reason for the bypass was to offload large vehicles and trucks to the bypass to avoid main street. The expense of this bypass project would be better used to help offload local traffic by increasing the parallel roads that already exist in Heber and by focusing on the main problem, LOCAL traffic. We should utilize the already existing highway 189 for future congestion relief and not build new bypasses.. If we want something better to spend tax money on, we should consider burying the large proposed power lines instead of putting massive towers above ground that will scar the wonderful small country atmosphere and community that we all love. If the towers are necessary, then why not run them along a main route, like highway 189 instead of across the greenbelt farm land that we all love having around. Thank you for reading my comments.	Michael	LaBarge	Email
90	I do Not support the bypass road threw the north fields. I think we should remove the stop light on Center street and a line center street and 100S. To allow traffic to flow threw Heber. I believe your "afternoon peak hour" traffic assessment is correct. 96% are private vehicles; the majority of the traffic is local traffic. We want to blame this all on oil trucks from 40 but its not, it is our community that is on the roads. We should look at moving traffic out of the neighborhoods and onto the current US 40 or other designated North/ South Paths. (Basically 2 way stops on all north/south neighborhood roads and allow traffic to flow East/West to the current 189 or other designated N/S (500E, 300W, Mill Road) I do not think we should move the current 189 to allow the airport to expand. I am worried about destroying the north fields wetlands visually, noise and potentially causing flooding issues to neighborhoods. If we are truly worried about traffic and being a commuter town we should invest in jobs not more housing growth. The dream of a walk able trendy down town Heber will probably never happen. More then half of the real estate is owned by car dealerships and drive thrus. Why can't we have small businesses and restaurants in our neighborhoods and leave US 40 "main street" as a highway?	Ben	Siefert	Website
91	they should remove the stop light at Center street and connect center street and 100S to get traffic to flow better or at minimum synchronize the stop lights.	Geir		Website
92	I believe that a bypass is absolutely necessary. To maintain a vibrant downtown, and by ripple effect, a vibrant valley, we need to have better control of our main street. Our community feel is about more than open space. We need a place to gather that families feel comfortable coming to. I will support any route that has been well thought out in order to mitigate negative effects on all.	Jared	Wright	Website
93	Send the bypass road just East of Mill Rd, it is a straight shot from Hwy 40 on the South and could tie into the future road that Red Ledges has yet to build.	TG		Website
94	Would love to make this intersection more pedestrian and bike friendly [Main Street / 500 North]	Sarah	Munsell	Comment Map
95	Better timing of lights to relieve congestion through downtown	Sarah	Munsell	Comment Map
96	Turning left onto coyote ln is unsafe as there are cars coming from both directions at 60 mph without any kind of saffetet barrier. As more people move into this area it's going to get worse.	Sarah	Munsell	Comment Map
97	Turning left off of main going both East and west without a turn arrow is harrowing many times of the day. It is not uncommon to sit through a few changes of the light. [Main Street / 500 North]	Sarah	Munsell	Comment Map
98	A bypass is needed. Main Street can only handle so much more traffic. Most days by 3pm it's like living in the city. Downtown I could be really beautiful but the traffic makes it too loud, unsafe and congested.	Sarah	Munsell	Comment Map

99	The semi-trucks make Heber Main Street incredibly unsafe. They drive too fast, they block intersections and you can't see around them. A few would be one thing. But Main Street is filled with them. It would be great to divert them somehow.	Sarah	Munsell	Comment Map
100	There is no space in Heber Valley that is appropriate for this type of monstrous bypass road. It is also a tremendous waste of tax payer money. To destroy the western views and fields of this beautiful valley and then threaten the homes and quality of life of our residents is unconscionable. There are many better options to improve the traffic flow throughout Heber Valley while utilizing the current HWY 40 and 189 while improving the usage of and adding connector streets throughout Heber and Midway. Also adding lights north of 500 to River Road and south of 189 would help control the flow of traffic through town during peak hours. Also adding left turn lights on main would be a huge help and I have no understanding as to why that hasn't already happened. The reason Main Street is a flustercluck is because it's been allowed to be! It is already irrevocably built to be a trucking hwy. The mayors agenda for a walkable Main Street can be aligned for 100 west. Leave the fields alone and stop threatening peoples homes!!	Amber	Wilson	Website
101	I feel it is unsafe and fiscally unsound to move 189 from its current location of industrial and agricultural to residential. Its current location is far away from residential, schools, playgrounds and bike paths. Why spend millions of taxpayer's dollars to move it ¼ mile into residential neighborhoods.	Lindy	Reioux	Comment Map
102	I'm concerned with getting boxed with now way out of my neighborhood except getting on the highway or the high traffic bypass road. Currently my only option to get into town for groceries etc. is to turn left on to 40 or go out Daniels Road. The signal at 40 and Airport Road has helped to make the turn safer, but I feel its still very unsafe. So many trucks run the red light as they cannot stop given the speed limit on the weight they carry. The light is extremely long getting out of the neighborhood. Many times, I must wait 4 to 5 minutes for it to change. [U.S. 40 / Airport Road]	Lindy	Reioux	Comment Map
103	Highway 40 North of town is unsafe without a center divider, rumble strips, some type of warning system or barrier. They have been too many fatal and serious hear in collisions in this area. We have been told in previous meetings that this would be addressed, and the conditions improved even if only temporarily by Fall of 2020. The city proposed Corridor does not address this area of increased high traffic. With the addition for the Mayflower Resort, Sorenson Ranch and other developments, this area is going to receive far more traffic and thus even more dangerous than it currently is.	Lindy	Reioux	Comment Map
104	I feel it is unsafe and fiscally unsound to move 189 from its current location of industrial and agricultural to residential. Its current location is far away from residential, schools, playgrounds and bike paths. Why spend millions of taxpayer's dollars to move it ¼ mile into residential neighborhoods.	Lindy	Reioux	Comment Map
105	This is feeding grounds for the migration for the Sand Hill Cranes. Moving the Highway and By-Pass road into this area will be disruptive to them. [HVSSD sewer fields]	Lindy	Reioux	Comment Map
106	I have worked at the St Lawrence Thrift Store for three years, and I have witnessed over 30 traffic accidents at this intersection. It is very dangerous and needs addressing. [Center Street / 100 West]	Todd	Clement	Comment Map
107	We need lights with left turn arrows that actually activate every time to help ease backups at intersections where drivers are trying to turn left from Main Street. Also, we just need more left turn arrows. I also feel that the intersection at US 40 and 1200 South is dangerous and confusing. Finally, a traffic signal (not a crosswalk signal) is needed on 1200 south and 500 East to help high school traffic.	Cindy	Stagg	Website
108	Why anyone opposes the bypass and wants a highway traveling right through the heart of this small town is beyond me. Heberites are unified in wanting to maintain a "small town feel," but that is impossible with the volume of traffic--and specifically trucks--that travel through our Main Street on a daily basis. I know that people on the west side of Heber fear the impending loss of value to their homes, but you won't have an 8-lane highway running through your backyard. There will be care to ensure that the noise, lights, and view are not directly impacting your home values. And Main Street can be restored to a quaint and quiet place where people want to congregate and patronize businesses. It will support small business, bring people together, and maintain small-town values, things that everyone agree is important. Heber has been talking about the bypass for almost 20 years. Please, finally, take the action steps to make this a reality, so that Heber can be the small-town community that everyone wants to be.	Rebecca	Tibbits	Website
109	Leave 189 as is. This realignment is a massive waste of money. It jeopardizes the peoples safety. Increases noise, pollution and destruction of animal habitats. If you wanted to do something useful make businesses turn off their lights at night. Make cops do their job, instead of harassing citizens, ticket some semi truck drivers. Stop ruining heber. Corrupt government only wants money. My money, my vote is NO, to the realignment or any highway.	Senor Yeff		Email
110	This is far overdue! As a business owner in Main Street, the traffic is killing our businesses. People don't like to drive down Main Street, they use the back roads to go anywhere, missing potential places to shop. Main Street is dangerous and far too busy. The longer we postpone this problem, the worse it's going to get. We've seen too many businesses close up because they can't make it in Main Street. Wouldn't it be nice to walk and ride bikes down Main Street, shop at the local stores, and enjoy a beautiful community. I believe that enhancing and continuing to bring pedestrians to Main Street increases or quality of life and increases the quality of our town. We deserve this! I support the road going through the North Fields. I think a beautiful highway is better than a bunch of homes. It would be a beautiful place to drive through and we can persevere or wetlands from big home developments.	Nicole		Website
111	Speed limit on center street needs to be raised to 30 or 35mph	Jordan	Conlin	Comment Map
112	I completely agree with this comment. I live near the high school and the Intersection of Heber Main Street and 600 S can be impossible to turn on and is very dangerous because there are so many that need to turn there in order to get to the schools in the area. The turn light needs to function there continually. How many accidents do there have to be before this is addressed? Also, as mentioned, E 600 S and S 270 E needs a light, especially for hours at the beginning and end of school. It can take up to 5 minutes or more to turn left coming from the high school onto 600 S. I've seen daily close-calls for years right there. Also, a light at Old Mill Rd and Old Mill Drive is needed for the safety of children walking to school and cars trying to go across Mill Road to drop kids at the elementary school or jr high. It is very dangerous and almost impossible to drive or walk across. The crossing guards help Some during the pre and post school hours, but Don't solve the problem of cars being able to cross the intersection. I have seen and almost been in accidents daily trying to get kids to and from school at this intersection.	Shannon	Weaver	Website
113	Please finalize plans for a bypass road though Midway that will redirect any through traffic (large trucks, people driving to Park City, or others not coming to stop in Heber City). This bypass is desperately needed to get people off of Main Street which is overcrowded and dangerous. It is frustrating for residents who can't get around their own town due to all of the traffic that is just driving though because there is only one Main Street, and frustrating for businesses who don't get business because people avoid Main Street since it is full of trucks and traffic so local businesses can't be visited. As Heber grows this has gotten worse and will only continue to do so. You can find a way to build the bypass so it has minimal impact on North Fields and please do not approve commercial development at all along the bypass. It should be a road to simply redirect traffic from downtown Heber, but not a road meant for more shops and stops.	Shannon	Weaver	Website
114	40 coming and going needs to have a climbing lane for trucks. A bypass is useless if all this traffic must funnel onto a road that is highly congested now. If you really examine the growth to the East of Heber and West towards Midway, the congestion must be dealt with before it reaches Main St. A bypass in one direction with no exits will only reduce traffic by a fraction. UDOT needs to see how many new homes/neighborhoods and cars that are coming. Every home will have 2 cars. Midway and East of Heber Main Street are exploding with growth. I'd stop the building until you can figure out how to build some major east and west arteries for traffic.	Deb	Stenger	Comment Map
115	To whom it may concern, Our valley is undergoing tremendous growth. We must strategically plan to insure we are not overtaken. Please restrict new construction as much as possible. If we are going to do a bypass for Main Street please let it be on the east side of Main Street. In 10-20 years, we will wish we took a strategic approach instead of acting rashly. The north fields must remain intact for all our sake. Thank you kindly.	Josh	Goldberg	Comment Map

116	<p>The intersection of route 40, route 189, and 1200 South is already dangerous and challenging. For those not familiar with it, it is complicated with heavy traffic from all directions. In the the interest of future growth, traffic volume, safety, and economics, a Main Street by-pass for through traffic is essential. I have lived near two towns elsewhere in the country, one did a by-pass and prospered with a downtown renewal, the other waited too long and lived to regret it. The projected growth data for Heber City mandates a by-pass, or Heber City too will forever lament no doing it. The extensive expansion to the north of the city will only add to the congestion. Removing through traffic (particularly trucks) will be a great step.</p>	Mike	Sandherr	Comment Map
117	<p>Prior comments and traffic plans are attached for current UDOT consideration.</p> <p>I believe that the bypass project can be completed quicker and with less public opposition by using the current highway 189 footprint to the newly constructed bypass route that utilizes the property the county has already purchased for the project.</p> <p>In addition to the previous comments I've submitted here are an additional three.</p> <p>First, in the event the sewer system is changed to a mechanical sewer and the South Fields should be developed, the combining and rerouting of these highways would leave the truck traffic running through the middle of developed properties.</p> <p>Second, Open Space is valued so much by Wasatch County that a \$10 million preservation fund has been established to preserve existing Open Space. The 1300 S route of this this project unnecessarily destroys the Open Space entrance that Heber City is known for by moving it into the backyards of 31 families and within 1/4 mile of over 350 homes. The noise and safety impacts to our families on the Southwest corner of Heber City will be tragic.</p> <p>Last, will UDOT listen and make any changes due to the input from citizens or is the comment process just a formality?</p> <p>I ask again that Highway 189 is not unnecessarily moved to the 1300 S route which has been planned for years as a minor arterial road for Heber City. In all areas of the state UDOT has made many unique accommodations for communities to lessen the impact of necessary travel convenience. The accommodation of not using 1300 S for a combined Highway 40 and Highway 189 would be an easy one.</p>	Brady	Flygare	Email
118	<p>There is a daily high-voume of traffic through this intersection, from school childre, contractors, SAHM, and travelers avoiding main street. there needs to be a weighted signal at this location to help with safety. [1000South / 100 West]</p>	Jaime	Romo	Comment Map
119	<p>I think if you look at east bound 40 at the 40,32 intersection you can see it was designed to go thru the valley on west side to 189</p>	Steven		Website
120	<p>UDOT Officials,</p> <p>What is currently being done by UDOT to manage Highway 40 traffic through Heber City? Is UDOT wanting high traffic numbers to justify the bypass construction?</p> <p>The speed limits and sign locations make little sense as they reduce speeds to 35mph after the city center in both directions and then increase the limit just before the traffic light and major highway split on the south end. I suggest a uniform 25 mph limit through Heber City.</p> <p>One way streets should be considered for local traffic and the State of Utah should find funding for these street improvements for Heber City due to the statewide traffic that is prevalent through Highway 40.</p> <p>There could be signs added on Highway 40 before entering Heber City Main St for trucks to utilize the center lanes.</p> <p>A cross walk across Main St at the High School would get a lot of use. Currently students are running across Main St and dodging cars.</p> <p>Dedicated turn signals would be of great assistance for roads coming onto Main St as well.</p> <p>Attached are sketches of ideas for managing the current traffic situation while still planning for the future.</p> <p>Thank you</p>	Brady	Flygare	Email
121	<p>This intersection is always so busy. It would be great if there was another route for campers and huge trucks. [U.S. 40 / U.S. 189]</p>	Nancy	Perry	Comment Map
122	<p>My name is Mark Nelson. I'm on the Wasatch County Council. I also run the Heber Valley Railroad. I've lived in the valley for 18 years, in Utah for many more years.</p> <p>Comments: Summary: The crown jewel of the Heber Valley is the greenspace corridor, part of which is called the North Fields. One of the proposed solutions to our traffic problems is a parkway or "bypass" road parallel to Southfield road and from the south and curving around to connect to highway 40 north of Heber. This is a bad idea and should not be considered. The reason is simple: We will put a "highway" through the middle of our crown jewel - essentially destroying it. It will be almost impossible to prevent land surrounding the parkway from being commercially developed. The solution to our traffic problems should not include this new road!</p> <p>Further, this parkway would not draw significant local traffic, which is the majority of traffic in and around Heber City. It may be able to coax trucks off main street area, but that won't solve the majority of the traffic problem. The solutions will be painful no matter what we do, but we should not consider destroying our crown jewels.</p> <p>Thanks, Mark</p>	Mark	Nelson	Email

123	<p>In the presentation it was stated that 50% of the traffic on Heber Main Street is local traffic. In slide 16 it shows household growth at 125%, population growth at 95% and employment growth at 57%. This growth is going to happen in the SE end, the east side and the north end of Heber. None of this traffic problem will be solved by the previously proposed bypass/parkway. As a matter of fact I can't see hardly any local traffic using a bypass/parkway. We need to solve the local traffic issue with local roads (Heber has a eastern bypass planned that Red Ledges is committed to build) and more stop lights to allow local traffic to cross main street.</p> <p>Most businesses on Heber Main Street stay open because of the traffic that exist on Main Street. There is only one city in Utah that I know of that has been able to keep a main street alive when a bypass was built, that is Logan. BUT the Logan bypass is filled with commercial and light industry. That is not what I want to see happen to the north fields area where the proposed bypass will go. I don't believe it is what the majority of our citizens want. In our county the citizens passed by a wide margin a \$10,000,000 open space bond. Open space is important to our valley. The fields on the northwest side of Heber are the most visible open space that we have in this valley. Putting a bypass through that area would invite commercial zoning even if there would be limited access off the bypass. One of those limited access points is Midway Lane. I would not want to see commercial lining Midway Lane.</p> <p>I know that the semi-truck traffic is the traffic that most people would like to see off of main street. I would like to see us make a truck route around the down town area of main street like Jackson Hole has done.</p> <p>What we do today to solve our traffic problems will be with this valley forever. We need to think very carefully about what we want the future of this valley to be.</p>	Marilyn	Crittenden	Website
124	<p>What needs to happen is 40 needs to meet up with 189 near the airport. Make it like a interstate hwy over passes and off ramps. Have the first on river rd the next on st try 113 and one on where 189 and Southfield rd meet. Expand 40 from 12th south to the port to four lanes. If you make it a instate hwy set up it will get used. I am for this this has been talked and studied for along time time to get it moving. They are and have built homes where it should have been place for a long time</p>	Curt	Oakeson	Website
125	<p>In your presentation it was stated that 50% of the Heber Main Street traffic is local traffic. In slide 16 it shows that in 2050 household growth will be 125%, population growth 95% and employment growth 57%. This growth is going to be on the SE, E and NE side of Heber. The proposed bypass/parkway will not help the local traffic problem. The local traffic problem will be solved by local roads. Heber has a eastern bypass planned that Red Ledges is committed to build. Local traffic could be helped by adding more traffic lights to enable local traffic to cross main street.</p> <p>Semi-truck traffic is the biggest complaint about Main Street. This could be solved by putting a truck route around the Heber downtown area similar to what Jackson Hole Wyo. has done.</p> <p>I don't support a bypass/parkway. I have only seen one city in Utah that has been able to keep their main street alive when putting in a bypass, Logan Utah. Logan's bypass is lined with commercial and light industry. I don't want to see that same thing happen to the north fields. I don't think that the majority of the citizens in this county do. A \$10,000,000 open space bond was just passed in our County. Our county values open space. The most visible open space in this valley is what is referred to as the North fields, the open space between Heber and Midway. It has been said that if a bypass were put in it would have limited access. One of those limited access points is Midway Lane. I do not want to see Midway Lane lined with commercial properties. It would encourage even more growth in the north fields and soon we would lose that open space.</p> <p>I think that some traffic solutions are needed BUT even if we didn't do anything to address traffic, slide 21 shows that it would only take 2 minutes and 20 seconds longer to travel Heber main street in 2050. For me 2 minutes and 20 seconds is not worth ruining the beauty and rural feeling of this valley.</p> <p>Whatever we do to solve our traffic concerns today will be with us forever. We need to make sure that we are willing to live with the consequences.</p>	Marilyn	Crittenden	Website/Email
126	<p>Slides 20 and 21 are very informative about the problem and a potential solution. Jeremy Bown is only focused on southbound traffic. If you compare travel times between north and south bound, northbound travel times would not be a problem even in 2050. This tells me that the main issue here is not the through traffic, but local traffic with its destination here in Heber City. That is the real problem. Heber City needs to address their flow problems before UDOT ever needs to step into the picture.</p> <p>Force Red Ledges to complete their bypass from the east side onto highway 40 north of 5th N.</p> <p>Have the Heber City planner address local traffic before developers are allowed to move forward.</p> <p>Stop annexing without a plan as to how you are going to address traffic moving in and out of the valley.</p>	Brent	Crittenden	Website/Email
127	<p>I'm reaching out today to express my overwhelming support to utilize the existing Highway 189 for any bypass route and highly opposed to the preferred route that is one street over from my house on 1200 S and 500 E. Being so close would make the following problems even bigger issues at my residence and DEVLVAUE my property value:</p> <ol style="list-style-type: none"> 1. Safety for walking my dog on such a busy street 2. Very loud traffic noises all day and night 3. Pollution, trash, and litter 4. Very loud airplane passings if the airport were to expand. <p>The following issues would greatly affect Heber City's community as a whole:</p> <ol style="list-style-type: none"> 1. Tearing up farms and fields of open space 2. Using condemned sewer fields, which I believe to be illegal 3. More taxpayer funds allotted to rebuild an already existing highway 4. Destruction of habitat for wildlife including the Sand Hill Crane. 5. Not listening to the previous comments and opposing side of ALL Heber residences 	Stacey	Wong	Website
128	<p>I personally would like to see more public transportation and less private vehicles on the road. I know I would love to ride public transportation if there were more options to do so. I really don't want to see a bypass. Our air pollution is bad enough in the valley already. A bypass and more traffic is only going to make things worse. I really think a bypass going through the North fields and close to all the residential housing is a bad idea.</p>	Josh	Reinhart	Website
129	<p>I am a licensed pilot (single engine fixed wing), and as such have no issue with our airport as it stands.</p> <p>It is rather obvious that the planned removal of the US 189 partial of your plan has nothing to do anything other than the expansion of the airport. Why else move it?</p> <p>Who benefits from its removal and the expansion of the airport? Certainly not the citizens of Wasatch County.</p> <p>I agree that it is important to build the by-pass, however, the older plan that connects Daniels and US 189 without the removal of a portion of the highway seems a bit ridiculous. It will slow traffic between Heber and Utah County, eat property that is presently used for agriculture, and add to the cost. All with a negative impact.</p> <p>Floyd Inman Heber resident 15 years Wasatch County property owner for over 50 years</p>	Floyd	Inman	Email

130	<p>I am writing to give comment on the proposed bypass route located in Heber City, Utah. I live very close to 1300 South (I live on 1280 South). If the part of the bypass was to do a realignment of U.S. 189, it would essentially put the highway in my backyard. I had my home built less than 5 year ago and when I asked the builder about future plans for the road of 1300 South, nothing was ever disclosed to me about a potential bypass road or highway. Our neighborhood has a park located just on the corner of 1300 South and Industrial Parkway that would be completely unsafe for children if the highway was to be realigned to 1300 South. I'm most definitely concerned about having a highway so close to a residential area. One of the main reasons that I have been told for the potential realignment is so the airport runway can be widened. This should not even be an issue as the residents of Heber City have made it perfectly clear that we don't want a bigger airport in any way, shape or form.</p> <p>I respectfully, ask that consideration be made to NOT use 1300 South as a way to realign U.S. Highway 189. I ask that UDOT, Wasatch County and Heber City leaders utilize the existing Highway 189 for any bypass route.</p>	Brianne	Field	Website/Email
131	<p>As many commenter have noted, this project is aimed at mitigating a very short delay during commuter traffic hours at the cost of the open farm land and conservation land that makes Heber an iconic and beautiful place to live. This is not a positive cost/ benefit ratio. In many other areas of the country where traffic flow exceeds the 2050 estimates by over an hour, traffic engineers are narrowing streets to reduce travel by the volume of vehicles and increase foot traffic in small shopping areas with wider sidewalks and off street parking.</p> <p>Further, much of the assumed need for a bypass road is based on estimated growth by 2050 - but will there be the natural resources (water) to support the growth when there are water deficits now?</p>	Jenny	Craddock	Website
132	<p>The North Fields includes 3,000 acres of Ag Land, the North Field Road could provide the needed connector from the west side of Heber, for traffic traveling north and south through our valley. It is a current agriculture access road, but could be further developed, with an existing road easement.</p>	Rachel	Kahler	Comment Map
133	<p>Heber City's Main Street is the life blood of our community. Sadly our primary artery is failing, and will continue to hemorrhage, with traffic congestion, particularly during the summer months, as weekend travel backs up on Main Street from Thursday to Sunday. Traffic is choking off intersections and forcing residents to find alternative routes to travel around the community.</p>	Rachel	Kahler	Comment Map
134	<p>These alternative routes push more traffic into residential streets, with higher speeds, increasing traffic onto narrow streets, with parked cars, and front doors just a few feet away from the new racetrack that was once Heber's side streets. We can't ignore the safety concerns and points of failure. With the rate of increase in our population, and the continued projected growth, we are putting our citizens and our future at risk. We need an alternative to Main Street that doesn't impact our residential streets and citizens. [Center Street / 200 West]</p>	Rachel	Kahler	Comment Map
135	<p>We need UDOT to help save our downtown. Without an alternative route, one that pulls the pass through traffic around the city core, we will see businesses, restaurants and retail move off Main Street to seek areas with more accessible parking, less noise and less congested .</p>	Rachel	Kahler	Comment Map
136	<p>What is the future of Heber City Downtown, IF an alternative route is constructed? Sense of community, ie. a downtown worth visiting Downtown economic redevelopment, growth of business opportunities Parks, plazas and public gathering places, a magnet for citizen to enjoy their city with local programming Addition of street dining, open retail concepts, angled parking to accommodate more cars Downtown livability, growth of multi-leveled living solutions.</p>	Rachel	Kahler	Comment Map
137	<p>Please see the attached comment letter regarding the proposed Heber Valley Corridor EIS.</p> <p>Thank you, Mark Holden</p>	Mark	Holden	Email
138	<p>Reroute ALL the tankers and semis away from Main Street... Does your study include noise? You can't even hear yourself think on Main Street. It should be a lovely street to walk down and peruse shops...</p>	Samantha	Moll	Website
139	<p>Clearly all the objections are coming from Midway residents who don't care about Heber Main Street...</p>	Samantha	Moll	Website
140	<p>Please don't put the bypass right next to the Elmbriage apartments. That would adversely impact 78 families with increased noise and pollution. Please run the bypass west starting farther north. Thank you for letting us have some input.</p>	Laurie	Reed	Website

141	<p>Hi,</p> <p>as your online comment section is not working, I have translated the text of my comment into this email. Please let me know if this is not an acceptable form of communication for my comment to make it onto the record and I will try the online portal again.</p> <p>While I am in favor of a west side bypass in general, I do have a number of serious concerns. In buying our home in the Cottages at Valley Station Subdivision 4 years ago, we performed due diligence in looking at the master plan. In the last master plan, 1300 south was slated to be continued on as a "Minor Arterial Route". We were not opposed to this as it would provide additional access. However during the last corridor study, due to influence from local area government management, hwy 189 was moved to 1300 south without warning. In researching and working with UDOT to express concerns and discover what happened, I was presented with conflicting stories, misleading graphics and data, and a range of explanations and assurances. (I have documentation and proof of all of it.) It was abundantly clear that the process leading to this decision was not transparent and that has yet to be corrected. I do realize that this is a new process and a new study, but please understand that given the last experience, I am nervous of this one. My primary concerns are based on the previous corridor study's realignment of 189 to 1300 south and are as follows.</p> <ol style="list-style-type: none"> 1. Relocating hwy 189 to 1300 south will cause permanent damage to adjacent neighborhoods. The homes in these neighborhoods were purchased in good faith. The damages are as follows. <ol style="list-style-type: none"> A. Decrease in access. If Hwy 189 is moved to 1300 south, access will have to be limited. This will greatly decrease access to commonly used corridors for the neighborhoods. B. Loss of property value. Having a major highway immediately adjacent to the neighborhoods will greatly devalue the homes. C. Loss of quality of life. These are currently very livable neighborhoods which by design encourage being outdoors and walking/biking. Being so close to a highway will destroy that. D. Constant Noise Pollution. Given the proximity to the intersection of Hwy 40, vehicles will be constantly accelerating and decelerating right next to homes. Acoustical abatement does not work. (I am a sound engineer with a background in acoustics. I am happy to explain why this is the case.) E. Increased air pollution. Proximity to highways yields a huge increase in air pollution, which is impossible to mitigate. Several recent educational studies show a direct correlation between the proximity of homes to a highway to decreases in the cognitive ability of children and increases in learning disabilities. This is in addition to already known impacts on respiratory and pulmonary health. F. Loss of safety. Immediate proximity to a highway will increase out of neighborhood traffic which will result in an increase in crime. G. Loss of use of the park. There is a neighborhood park located at the intersection of 1300 south and Industrial Parkway which is used by families constantly. Placing hwy 189 on 1300 south will render the park un-usable for all of the previous reasons. H. Re-alignment of 189 will allow for an expansion of the Heber Valley Air Port to allow for larger jets. This has a negative impact on the entire valley. <p>Moving on from the impact of a re-alignment of 189, I have several other concerns from the previous corridor study.</p> <ol style="list-style-type: none"> 1. The use of roundabouts instead of flyovers is less efficient in terms of space and more dangerous in terms of interaction of large trucks and smaller vehicles, especially in bad weather. Larger roundabouts will not solve this problem. 2. While a western bypass will reduce traffic congestion, the mayor's goal of redirecting hwy 189 to allow for tighter restrictions on main street in the interest of downtown revitalization will actually kill main street. This will ultimately result in a decrease in local businesses and an increase in box retailers near the bypass. 3. Not utilizing existing roadways will result in millions of dollars in additional, unneeded cost. 4. The start and stop points of the bypass are too close. To be effective in handling future growth, the bypass should start at the mouth of Daniels Canyons and continue to River Road. Otherwise the congestion points will simply move. Building a bypass will sacrifice a huge amount of open space and potentially damage wetlands. It would be a shame to cause that damage without creating something with long term utility. 5. The future traffic studies used to justify a route are based on third order predictions. Only first order predictions are useful, at the second order level the prediction is as likely to be wrong as it is to be correct. By the third order, the predictions are completely useless. Instead of reacting with no idea what is going to happen, it is better to control the growth by developing and sticking to a master plan. 6. That the ultimate result of this EIS study will be guided not by what is best for the community, but by what will yield federal funds. The local acceptance of federal funds in exchange for loss of local control is exactly what led to the current situation at the airport. We face a situation with the airport where we will be forced to do something no one wants because in the past money was accepted without thought to its future implications. I am fearful that the same decision will be made here. <p>Thank you,</p> <p>David Hallock</p>	David	Hallock	Email
142	UDOT project pin number 10482 should extend the additional lanes to beyond Mill Road instead of stopping at Center Creek Road. There is a new subdivision currently being built there which will only add to the busy intersection. [U.S 40 / Mill Road]	Quinn	Loertscher	Comment Map
143	The new traffic light at Airport Road has been great. However, on the north bound side of traffic, a flashing signal to indicate that the light is going to change was installed, but there is not a flashing signal for the south bound traffic. Both directions need to know when the light is going to change. This needs to be installed. [U.S 40 / Airport Road]	Quinn	Loertscher	Comment Map
144	<p>This is at least the second time I have commented regarding the proposed realignment of U.S. 189. The proposal makes no sense. Moving the existing highway closer to homes with the accompanying noise, traffic, pollution and safety issues is asinine.</p> <p>Myself and my family are opposed to the proposed realignment.</p>	Armand	Howell	Email
145	This route now goes completely through my property. Is this correct? It used to be east of my property. Why the change...to accommodate developers to the East? With this complete transection of my property I assume that UDOT or Wasatch County will pay me for the full value of the entire property since it is worthless cut in half. This road, which is both unnecessary and a disaster for the valley, should be cancelled. [650 South / west of South Field Road]	David	George	Comment Map

146	<p>Please be aware of a problem with your website.</p> <p>I tried to leave a comment, but every time I clicked on the button, a pop up came on the screen and said to "Provide your name and email to comment". I filled out that section and again wrote my comment. The same pop-up came up twice after filling in my name, address, email and comments.</p> <p>If you aren't getting a lot of responses, maybe people get frustrated that your web page isn't allowing people to reply with comments...even after entering their name and email as instructed.</p> <p>After spending far too much time on this, I decided to just leave my comment here. I'm hopeful your staff can include my comments or post them to the proper page...</p> <p>Heber is the gateway for traffic heading east on Center Street to the Uinta National Forest. It is my understanding that an Eastern Bypass road was to be constructed by Red Ledges (where Center Street turns into Lake Creek) to connect to Hwy 40 north of downtown. Why has this been delayed? No new development should be approved before the proper infrastructure is in place. Traffic should be kept away from residential areas as much as possible, allowing for increased speeds (40 mph on Lake Creek vs. 25 mph on Center Street). Speed limits on the Bypass road should also be at least 40 mph (or greater) to encourage that route to be taken away from residential homes.</p> <p>Best regards,</p> <p>Cindy Cossairt</p>	Cindy	Cossairt	Email
147	<p>I fully understand that growth is important to the economy of our valley. A few points that I would like to make about growth. There are several reasons that draw people to this beautiful valley. There is not one of those reasons that include big city atmosphere. The big draw to this valley is the rural culture that exists and has existed for years. I am a full native of the valley and have watched it grow. My concern with any changes is that we do them without concern for the welfare of the culture that has made this valley a great place to live. Please consider the impact on the culture. Moving the highway, expanding the airport, and where the bypass is placed can have a large impact on the people that live here because of its culture. If most of this proposal is for the airport, this will be detrimental to the recreational flying in the valley, along with the added noise and air pollution. It is not worth ruining this valley's culture for a few more planes.</p>	Danny	Edwards	Comment Map
148	<p>I think the bypass makes sense if the intent is to create a pedestrian friendly downtown area. However, I haven't seen much mention about the airport which is part of the planning I believe? Please do not expand the airport! It would be awful for everyone who lives here. We moved here from Superior Colorado and they had a small airport that they expanded and it made everyone want to move. The noise was awful and there were tons of safety issues.</p>	Heather	DeCoster	Website
149	<p>I believe the Southfield road should be used as the current traffic easement that was already voted on many years ago. As of now the road only needs to be widened, and lengthened Northward. This would ease much of the West bound and South West bound traffic without so much disruption to farmlands, existing homes and properties. Southfield Rd as is but widened doesn't create a time deficit for emergency vehicles that would be created from the ZigZag of the newly proposed road! Adding another traffic light at Southfield Road and HWY89 (like the light at 3000 & HWY 89 would make the transition to the highway easy enough. Traffic lights are sufficient at the intersections of South Field road and SR113 and south Field road and Casperville road. Doing it this way is the least intrusive and doesn't waste space either. The idea of the Largest roundabout in the state is a waste! We don't need it or want it!!! You won't force trucks off of Main Street, so the largest roundabout is uncalled for. Much of the East Bound traffic could be eased in much the same way.</p>	Christine	Edwards	Website
150	<p>I am a native to this valley and have lived and worked in this valley all my life. I understand the importance of the economic impact of growth to the valley. The concerns that I have are this. The draw that brings people to this beautiful valley is the rural culture. It has been this way and I for one would like to protect that culture. Growth is important, but at what cost. Moving highway 189 and changing the airport does not add nor benefit the rural culture that draws people to this valley. In fact it would only benefit a very small group, and the argument that the airport brings economy to the valley is not correct. The bypass has been accepted for years that it would travel along South Field road. Why is there a need to change this theory? Why are city leaders not planning ahead and protecting passages for the bypass to happen? If you are not a native to this valley, think about what drew you here. Do not, Do not, ruin the culture of this beautiful valley. My Home.</p>	Danny	Edwards	Website
151	<p>I am a native to this valley, I grew up here. I work here. I do understand the economic impact of growth to this valley. The draw that brings people to this valley is the rural atmosphere. Though I do feel that a bypass is needed, we do not need to ruin the culture here by moving 189 and expanding the airport. expanding the airport ruins the recreational flying here in the valley, it would add to the noise and air pollution, and the economic output of the airport does not benefit the Heber Valley businesses as much as many would like to believe. South Field road has already been accepted as a bypass and many residents feel that this is the accepted route.</p> <p>The change to 189 and the airport would be detrimental to the rural culture of the valley and is against what brings people to this valley. Do not, Do not ruin this.</p>	Danny	Edwards	Website

152	<p>To Whom it May Concern,</p> <p>I am writing in opposition of the UDOT and Heber City bypass/corridor proposal to move Highway 189 to a new 1300 South in Heber through a massive round a bout.</p> <p>I have attended and listened to the many public open houses and meetings regarding the bypass for the past 2 years and continue to find the information very confusing and misleading. When asking questions to UDOT members each one had a different answer to the same questions. One rep said yes we are moving it for the airport, however later that was all taken back that person did not know what he was talking about. I also asked some questions to a city employee, which I later found out to be the City Manager, whom didn't know answers to some of the simple questions being asked. I also noticed at the meeting when the moving of 189 was first introduced to the public, the city and UDOT changed the narrative of this being a "bypass" to a "parkway." I'm sure this is to make it sound more appealing to the citizens of Wasatch County. However let's call it what it is, a HIGHWAY right next to 31 existing homes! I know the Mayor and City manager have a hope of turning Main street into a charming area tourist destination, like Midway and Park City. The only problem is that is not what Heber is, Main street was built on a highway plain and simple. This was evident at the open house where there were plenty of beautiful pictures of a charming downtown were presented while the bypass was shown with dotted and green lines and no renderings of what it will actually look like.</p> <p>I am a mother of 4 young children and live near the new proposed "bypass" route. I am concerned about many aspects of this project the first being the safety of the children. My children walk to school up our street to the corner of Industrial and 1250 South. This intersection would be less than 25 yards away from a road that will be 55 mph with large diesels and oil tankers speeding by. Oakwood homes subdivision is also located across from this intersection. They built a community park on this corner where many children ride their bikes to and families congregate during the warm spring and summer months. I am not sure how Udot plans to secure this section of the highway from the young children, since there were no mock-ups of what the "bypass" would look like when finished. The noise from this proposed route would also be great as many young families live in these homes. As soon as the diesels would be gaining speed to 55 mph they would essentially be slowing right back down to enter into the massive roundabout proposed to link 1300 south to the portion heading North. Another concern would be the large amounts of trash that come with rerouting the highway. I have driven down 189 and seen the trash that never seems to dwindle. What will be done to protect children, reduce the noise and excessive trash that comes along with a reroute of Highway 189.</p> <p>The second area of concern is the amount of money that this project will cost. When asked at the open house about a budget UDOT said they couldn't give one yet. However, I would guess its budget would easily be 2x the amount with the movement of an already established and recently, less than 10 yrs, widening and repaving of US 189.UDOT is also proposing building the largest roundabout to move traffic off 1300 S to a new road that parallels Southfield RD. During the summer this will be full of trucks pulling boats and RV's, motorhomes, horse trailers, and diesels, along with cars. In the winter those previously stated along with snow plows will navigate the complexity of the round a bout. This area accumulates many feet of snow and sometimes 10-24 inches at a time. How will the snow plows be able to keep the ice and snow cleared in this area? When a normal intersection would be able to meet the same needs without the show of being the biggest ever built in the West. Other concerns are what are the plans for retaining the railroad tracks and access to the Wasatch County Events Center. Southfield park is also within yards of the new "bypass" this park holds all the recreational activities for Wasatch county including fall and spring soccer, softball, baseball, and T-ball. Not to mention it crosses the main road that connects Midway to Heber. I would hate to see huge overpasses go up and block the beauty of the mountains which is a main reason most citizens moved to this valley.</p> <p>The next area of concern that certainly goes along with the cost is moving Highway 189. If this is done it gives the airport the opportunity to gain more acreage without much of a hassle. The expanding of the airport has been voted down by the citizens of Heber and they have let local government officials know that they do not want this. However, it seems the city does and by moving an entire highway this can be done! The city manager Matt Bowers stated in an interview that he fully supports enhancing the airport. We are currently involved in the process to update the master plan of the airport, which will then tell us if this needs to happen. With covid very little has been said or publicly announced about this project that should wrap up shortly leaving the citizens confused about the new plan.</p> <p>The area where 1300 South would be built goes through a sewer district and is home to many different wildlife. In the spring and the fall we get many flocks of geese migrating north or south. We also enjoy the white sand crane during this time. The birds spend a lot of time feeding and resting in these fields. How sad it would be for them to find another place to enjoy because of a loud and dirty bypass running through the middle of the fields. There are also many deer that fed in these fields throughout the year and I've heard a moose on occasion but never witnessed this.</p> <p>I know there are no easy solutions to the traffic issues that face the valley, however, I would like to know why other options besides just a bypass have not been explored. I would think that improving the timing of many of the lights on main street as well as adding green arrow turn lights at some of the busier intersections like 600 S and 100 N heading to Midway. Some have suggested updating 100 E and 100 W to one way streets to pull some of the local traffic off of main street. By doing these simple things traffic can become better now instead of in the 10+ years it could take to build the bypass. If the city doesn't have the funds to make some of these simple changes where will the money come to build a peaceful downtown center.</p> <p>Please consider moving the route back to 189 and out of the backyards of families that have chosen to call this valley home!</p> <p>Thanks</p> <p>Brook Flygare</p>	Brook	Flygare	Email
153	This is not right are you gonna pay for my house value when it drops	Tiffany	Santaniello	Email
154	the best place for access for the bypass is the southfield rd area to the property the county has purchase. The Southwest residents of Heber City shouldn't have to be the victims of delaying the bypass until now. Any route should be as far away from existing homes as possible.	Brady	Flygare	Comment Map
155	the speed limits and sign placement on Main St make little sense. It would be safe to reduce speeds to 25mph for the length of Main St through the city.	Brady	Flygare	Comment Map
156	High School students run across Main St here. UDOT should consider a pedestrian crossing. [Main Street / ~800 South]	Brady	Flygare	Comment Map
157	Open Space is valued so much that Wasatch County voters passed a \$10 million bond to purchase development rights to ensure the protection of open space throughout the county. It makes little sense to unnecessarily tear up the Southfields when existing easements and roadways can be used for the same result.	Brady	Flygare	Comment Map
158	There are just as many safety concerns by rerouting truck traffic off of Main St next to existing family homes. Please assess the health and safety impacts the bypass road would have on the residents in the South West corner of Heber City.	Brady	Flygare	Comment Map

159	<p>Has UDOT asked Heber City what they have done to help with the Main Street traffic congestion? A few months ago the proposed eastern bypass from Center St and Red Ledges to Highway 40 (to be built by Red Ledges, Heber City and New London Development) was postponed for a 8th time. Is Heber City really committed to the transportation and businesses on Main St?</p> <p>How do we know what the anticipated needs will be in 30 years if the local municipality refuses to do their part and hold other entities (Red Ledges) to their infrastructure commitments?</p> <p>Red Ledges 6/2/2020 presentation to Heber City Council to postpone their commitment attached.</p>	Brady	Flygare	Email
160	<p>Has UDOT asked Heber City what they have done to help with the Main Street traffic congestion?A few months ago the proposed eastern bypass from Center St and Red Ledges to Highway 40 (to be built by Red Ledges, Heber City and New London Development) was postponed for a 8th time. Is Heber City really committed to the transportation and businesses on Main St? How do we know what the anticipated needs will be in 30 years if the local municipality refuses to do their part and hold other entities (Red Ledges) to their infrastructure commitments?</p>	Brady	Flygare	Comment Map
161	<p>The heat maps showing transit speeds point to an obvious bottleneck from 100s- 100n. Everything else flows well. Before trashing the North and South Fields, start with the easy stuff. Left turn arrows at 100S. This is such an obvious solution, and ignored for so long, it makes me wonder if this has been left unaddressed for so long to nudge citizens towards a bypass. Then align east-west route by connecting 113 into Center street west of Heber. That will keep some east-west traffic off of main. This by itself will streamline the flow on main street. I will put other suggestions and feedback in separate comments.</p>	Scott	Lewis	Website
162	<p>Per your chart, oil tankers are only 1% of vehicles @ 600-700 trucks/day. That's one truck every 2 minutes 24 hours/day, if there's even distribution. And, double-tankers are over 110 feet long. That's longer than 5 pickup trucks. And, twice as tall. They're noisier, smellier, and take longer to stop, and longer to start, leading to the rubber band effect. There was a comment that we can't levy a toll on trucks on main street because it is a federal highway. Can we do the opposite and use state funds that would have gone to a bypass to incentivize the oil producers to concentrate their through-trips when main street is empty- from 9pm to 6am? Shift all the tanker trucks to overnight, streamline the traffic lights to stay mostly green for through-traffic, and you have an efficient highway at night, and a vibrant community largely free of trucks during the day. Without building a bypass.</p>	Scott	Lewis	Website
163	<p>The 2050 traffic projections in your slides do not account for increased road carrying capacity of self-driving cars. And, it doesn't account for reduced tanker trucks facilitated by reduced dependance on fossile fuels. California just mandated a 2035 sunset on internal combustion vehicle sales. Like CARB emission standards before it, this legislation will accelerate EV adoption nationwide as auto manufacturers adapt to legislation. Self-driving could double the carrying capacity of existing roads while decreasing transit times by eliminating bottlenecks due to rubber-banding, accidents, and smart routing.</p>	Scott	Lewis	Website
164	<p>A bypass will lead to commercial development throughout the north and south fields. Existing main street businesses catering to travelers will likely shut down and move to freeway offramp locations, causing further erosion of the fields, and leave main street with dead real estate. A bypass would likely encourage commercial sprawl, and gut main street at the same time, just shifting the problem, and decimating virgin land.</p>	Scott	Lewis	Website
165	<p>If it is determined that a beltway must be run, Routing traffic to the east would be dual purpose- routes through-traffic north-south in a more direct path, and collects commute traffic in East Heber, keeping it off surface streets and main street. Routing to the west requires all of the Heber traffic to traverse east-west across Heber main street to reach the bypass. If a bypass is determined to be necessary, it should be on the same side of main as the bulk of the population.</p>	Scott	Lewis	Website
166	<p>A bypass will almost certainly lead to commercial development throughout the north and south fields. Existing main street businesses catering to travelers will likely shut down and move to freeway offramp locations, causing further erosion of the fields, and leave main street with vacant real estate. A bypass would likely encourage commercial sprawl, and gut main street at the same time. This just shifts the problem, and decimates virgin land. If a bypass is recommended, it should be immutably-connected to open space preservation without commercial exits, such as the Swaner Preserve in Park City.</p>	Scott	Lewis	Website

167	<p>Thank you for this opportunity to respond.</p> <p>My name is Wendy Casey. My home and water well are 60 feet away from the edge of my property, where the proposed bypass will run. The bypass will run alongside my property line for at least 2,000 feet. I do not want highway frontage. This is my top concern because it will ruin my home, disturb my well and destroy my property value, ruin the open space and be unsafe..</p> <p>I also question the basis for this whole study, because I have learned that UDOT has money they need to use, so there are several big projects proposed to spend this. I would be very upset if you are incorrect in traffic numbers trying to justify spending this money on a by pass here. Especially if you are using numbers collected from peak season vacation traffic that is just passing through and contributing nothing to the community. Recreational traffic alone should not justify destroying more open space in this valley. Large truck traffic will diminish as oil pipelines are placed. Any airport expansion should not play any part in this, even if they need to widen their runways. Other less invasive routes could be improved, widened, traffic direction modified etc, to handle local traffic. Therefore, protecting local business that need income from that traffic.</p> <p>Open space is of great importance here. The proposed bypass through the south fields as well as the north fields will erase all of that open space. Destroying the existing farms and home and land owners near it. Heber City and County leaders have let uncontrolled growth happen without the infrastructure to handle it. The residents here should not be punished for poor leadership. There are migratory birds that inhabit the north and the south fields, the wetlands, of the Heber Valley that this bypass will impact if not completely obliterate.</p> <p>Building a huge round-a-bout is not only completely unsafe, it will be a huge eye sore to this beautiful valley. You will find that local traffic will not use this ridiculous round-a-bout and bypass, because it will be unsafe and not user friendly, thus putting more strain, damage and unsafe traffic and drivers in local, quiet neighbor hoods especially at the south end of the valley near the town of Charleston. The residents near and in Charleston will not want this excess traffic for their children and families. The bypass will not be beneficial for locals, it will just push traffic to other streets and neighborhoods.</p> <p>I cannot see the justification in destroying perfectly good existing highways and roads, homes and property to spend millions to tear them up and build something we don't want. Using and improving already existing roads , highways, byways, is the best option for the residents and businesses here. Leave highway 189 where it is and use it! There are plenty of roads and byways that need improving. Spend your money there!</p> <p>I would like to know when someone is going to come to my home, see what the impact will be on my home and property? When will someone contact me to listen , to actually investigate to offer possible solutions, answer questions, mitigate as to what this bypass will do? I am growing tired of being a statistic, a number or a percentage , or a casualty, or ""the someone that has to take the hit and be sacrificed."" I am a tax payer and I deserve the respect!!!</p> <p>The Mayor of Heber City has great ideas of making downtown Heber a walkable main street. We are not Park City, nor do we want to be. We are not a destination community. People travel through this valley to get to other destinations. We should not have to sacrifice our valley for them!</p>	Wendy	Casey	Email
168	<p>According to slide 22, 92% of the traffic on the main street is due to private vehicles. This means if we want to reduce the amount of traffic on Heber's Main Street, we need to alleviate the traffic of the town itself, instead of diverting traffic around Heber City.</p> <p>Therefore the solution isn't building a bypass road. Instead, we need to look at spreading out the development of the town. For example, a solution would be to space shopping, restaurants, and community buildings throughout Heber City—instead of condensing all of the commercial/public space onto one street.</p> <p>Another way to decrease the traffic is to attract career jobs to our town—this way our community members will spend less time in their private vehicles and they will spend less time on Main Street.</p> <p>P.S. I know that modeling our own Main Street after Provo's has been in discussion. Having lived and worked in Provo, trying to drive up and down the main street is a joke. All the 45-degree angle parking and crosswalks make the road flow worse than an event center parking lot after a concert.</p>	Heather		Website
169	<p>To those concerned:</p> <p>We are writing to express our environmental concerns involving the "B" route option in the west segment of the proposed Heber Valley Corridor bypass road. We are requesting that these concerns be addressed in the Heber Valley Corridor Environmental Impact Statement (EIS).</p> <ol style="list-style-type: none"> 1. Our home/property and the home/property of several neighbors would be very near or abutting the proposed "B" route option. This would be much noisier for us and would adversely impact our air quality, privacy, and general well-being than would the "A" route option. 2. We routinely see (and hear!) sandhill cranes, Canada geese, deer, ducks, mourning doves, other small animals and birds, and even the occasional moose or fox on or near our property. Many of these animals/birds have migratory routes and use "edge" habitat for nesting and cover such as exists on the west side of the Heber Valley Special Service District (HVSSD) farm adjacent to or near our and our neighbors' property. Those migratory routes and that edge cover would be altered or destroyed if route B were the chosen option rather than route A. 3. If route B were to include the massive, proposed roundabout (the "B2" option), significant open space would be lost. This great cost to Heber Valley, so that, essentially, the pass-through RV driver or trucker (who has no interest or investment in Heber Valley) could save a minute or two on his/her way to somewhere else. <p>We understand that route option A has environmental impacts too. However, the route is already there. Yes, it would need to be widened, and that would affect the HVSSD farm, but people and wildlife are already used to it, and it seems to us to have fewer impacts than option B, especially for us and our neighbors (who are part of "the environment").</p> <p>Thank you for your consideration.</p>	Richard and Linda	Turner	Email/Mailed

170	<p>To Whom It May Concern;</p> <p>I realize a bypass if not feasible now, will be needed in the future. I lived on Main Street in Heber for seventeen years 1987-2005. During that time it was evident traffic was a concern then. I am sure it is even more of a concern now. My concerns are as follows.</p> <p>Spending more money to reroute 189 to benefit the few and hurt the many. Destroying the beauty of the valley with another road through the valley. A concern that I don't think that anyone has voiced or maybe thought. Does the new road make it faster for Trucks coming from the East traveling South than their current route down I-80 to I-15. This will increase truck travel through Provo Canyon which is already used heavily and one of the most deadly roads in the state especially in the winter. Increasing truck travel because they can save time will increase auto travel. 800 North was widened to take traffic off of University Avenue. This hasn't had the desired effect because it is still faster to go University Ave to I-15 THAN Orem 800 North</p> <p>I don't want one problem alleviated only to make a bigger problem somewhere else. Many people travel 189 through Provo Canyon every day for work and recreation, that it has a hard time already handling the traffic flow. Hopefully you look into whether the bypass only will move traffic congestion from one area to another. Thank you for allowing comments.</p>	Mont	Wade	Email
171	<p>I feel the Heber City does NOT need a bypass road of any kind. The current traffic laws and policies should be enforced and Heber City main street should remain the same way it is now with the exception of the barriers installed at some of the intersections that prevent long loads from making a turn without dragging trailers over the curb. This was a bad and expensive mistake. I am sorry that traffic is heavy but we should not spend millions of dollars to spread out the misery of traffic problems. This proposed realignment would be much too close to residential areas creating a very unsafe situation and cause even more problems than what we currently have.</p> <p>Heber main street is the established route for the traffic along with us 189. Leave them as they are. I do understand the argument of businesses located on main street and the conflict that the traffic has caused for them but I also understand the dangers of "spreading this misery" to other locations and other people. Why move the traffic off the already established route? People have already been using alternate routes like 1st and 3rd east and 1st and 3rd west and these same residents still shop at the main street businesses. What could help the traffic congestion on main street is sync the stop lights so that intersections are not blocked. Also, enforcement of current laws and regulations would be a much better solution.</p> <p>Also, I don't like the idea of the taxpayers paying for any airport expenses when the vast majority of them don't benefit from the airport in any way. Sell it, get rid of it, or close it down completely. Let the people that use it pay the entire cost of running and maintaining it. I have lived in Heber City my entire life and have seen ALL of the changes. My experience has been, not all changes are for the better and some changes are very costly and foolhardy. Please don't create an already bad situation into a living nightmare of a catastrophe!</p> <p>Shane Webb</p>	Shane	Webb	Email
172	<p>I am adding this into the public comments as well. I read this statement at a City Council Meeting in 2019 looking for some answers, no of these were ever addressed and nothing has changed in accordance with these suggestions taken directly from the Heber City Master Plan. However, last year Heber spent alot of money on their Envision Heber plan to update the City's master plan even though the traffic problems that we have and continue to grow haven't been taken care of from 2003!</p> <p>One of the same responses I have gotten from a few local officials is that they don't feel bad for the people off 1300 south, because the road has been on the map for 20 years. So I looked up the 2003 master plan of Heber, which states the first goal is to ALLEVIATE TRAFFIC CONGESTION ON MAIN STREET. The first idea is to disperse traffic along the 100 east and west, 300 west & 500 east. I am a side street driver and often use 100 west to drive across town to gas up at Maverick or frequent the new car wash. Many times I am the only car on that street. The plan from Heber City was also to widen the asphalt and eliminate the dips. These roads are labeled minor collectors and would be used in residential settings when warranted by traffic volumes. These roads are designed with 2 wide travel lanes to allow parallel parking. If more citizens used those streets it would help to reduce the traffic on main street.</p> <p>This same objective also lists finishing 500 east from 600 south to 1200 south and 600 west from 500 North to 600 South. However this never happened because the city built baseball fields through the middle of this proposed route which according to the map would have been a main collector, which by the general plans definition provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. These roads are designed with 2 traffic lanes, center turn lane and a bicycle lane. that would have helped people on the east side travel across town without having to be directed on to Main Street and thus alleviate some of that traffic.</p> <p>The 4th goal listed by Heber City was to study the effects of one way streets in the downtown corridor which would include some of the above mentioned streets. I am curious what the outcome of this study was or if it was ever conducted by Heber City. I have lived in Pullman, WA and Moscow, ID both towns that implemented one ways in their downtown cores, and while it took a few days to figure out the traffic patterns. I grew to love the idea. It was much easier to navigate traffic and added parking so that walking in that area with my 3 young children was easier to manage. I know that some of these ideas have been tossed around as suggestions to help with the traffic right now instead of waiting another 10 years for the "bypass" to solve all the issues, but are they seriously being considered from Heber City?</p> <p>The last suggestion from Heber City to help main street is the bypass on the west side of town, in the 2017 amendment Heber City states when designing and building new roads several factors should be considered. 1. Utilize existing right of ways when possible. 2. Use condemnation as a last resort. 3. Minimize effects on existing homes and structures and 4. Minimize environmental impacts. With the rerouting of US HIGHWAY 189 and the addition of the largest roundabout in the west these suggestions seem to be disregarded by Heber City, since all of these goals are being tossed aside.</p> <p>The new "bypass" would be building entirely new roads instead of using an existing HWY 189 and Southfield rd, tearing up 2 miles of highway grade road which is not fiscally responsible. The route goes right through 2 family homes and 70 feet behind existing homes located in Heber City and the noise from this highway will affect hundreds more. In addition the route destroys many acres of sewer fields that are home to geese, sand cranes and deer. But for some reason the argument that this road has been here all along plays such an important role in justifying this route.</p> <p>I am excited to listen and hear from all the local entities involved in this process at the open community meeting that city manager, Matt Brower is holding tomorrow. (Spring 2019) However, when I received a flyer on my door because I live in the affected area the first thing I noticed was the map is not the currently proposed route, but the one introduced prior to the February 2019 open house. As a concerned citizen, this felt like a slap in the face, how can Heber City say they looking out for the best interest and want to hear our concerns when the notice I received doesn't even have the proposed route that myself and so many others are concerned about. I look forward to this being addressed as well as many of the other concerns that have been brought up in meetings and emails by citizens impacted by this route.</p> <p>Brook Flygare Heber City Concerned Citizen</p>	Brook	Flygare	Email

173	<p>To whom it my concern:</p> <p>My question is : Can local traffic be able to drive from Main Street --> west to Southfield Road on what looks to be a road cut through about 13 or 14th south from southfield road to Main Srteet.</p> <p>(three questions):</p> <ol style="list-style-type: none"> 1. Is the drawing on the flier we received, set in cement from 1200 south toward the south or not? 2. When is it proposed that the environmental study will completed and when will the bypass begin. 3. Will the bypass have a wall on the east side -> to block the noise from all the residential houses to the East? 	Susan	Buehler	Email
174	<p>Keeping the future growth of the county in mind, the bypass should extend as far north as possible potentially using the existing 600 West area for a scenic bypass route. [</p>	Brady	Flygare	Comment Map
175	<p>We oppose the bypass consideration that would cut very near the Muirfield neighborhood. We want our kids to play and dogs to run without constant road noise and congestion. We do not believe traffic on Main Street is by enough to warrant ruining wetlands and destroying precious and disappearing open space</p>	Katie		Comment Map
176	<p>Hello Team,</p> <p>I've tried to submit my comment on the EIS Study comment page, but it keeps asking for my name and email, even though I completed those fields of entry.</p> <p>I'm emailing you my public comments and hope you will add it to the public comments. Thank you.</p> <p>Heber City's Main Street is the life blood of our community. Sadly our primary artery is failing, and will continue to hemorrhage, with traffic congestion, particularly during the summer months, as weekend travel backs up on Main Street. Traffic is choking off intersections and forcing residents to find alternative routes to travel around the community.</p> <p>These alternative routes push more traffic into residential streets, with higher speeds, increasing traffic onto narrow streets, with parked cars, and front doors just a few feet away. We can't ignore the safety concerns and points of failure. With the rate of increase in our population, and the continued projected growth, we are putting our citizens and our future at risk. We need an alternative to Main Street. We need the Heber Valley Parkway.</p> <p>We need UDOT to help save our downtown. Without an alternative route, one that pulls the pass through traffic around the city core, we will see businesses, restaurants and retail move off Main Street to seek areas with more accessible parking, less noise and less congested traffic.</p> <p>What is the future of Heber City Downtown, IF an alternative route is constructed? Sense of community, ie. a downtown worth visiting Downtown economic redevelopment, growth of business opportunities Parks, plazas and public gathering places, a magnet for citizen to enjoy their city with local programming Addition of street dining, open retail concepts, angled parking to accomodate more cars Downtown livability, growth of multi-leveled living solutions</p> <p>North Fields Preservation. I like so many of our citizens want to preserve the North Fields. It represents over 3,000 acres of our historical roots, when the valley was dotted with farms and ranching. We can preserve the North Fields, and include the Heber Valley Parkway. This bypass has the potential of creating a beautiful transportation corridor, with a paved trail system, natural berm or trees lining the roadway that would allow for alternative transportation and tourism opportunities in our valley.</p> <p>I would encourage you to consider running the potential bypass along the existing North Field Road on 600 W. This agriculture corridor would allow for pass through traffic to reroute around the city, from highway 189, parallel to South Field Road, where it will intersect with highway 113 (Midway Lane), and wrap around the proposed new high school property, and connect with the 600 W road, which becomes 525 West. An intersection at 1200 N would allow traffic to route back to Heber City, or allow traffic to continue North/South along 525 W to 3000 N (Potters Lane) and connect onto the existing highway 40 at the proposed intersection at 3030-3378, what will someday become an entrance to future commercial, residential and the university campus.</p> <p>I appreciate the efforts UDOT is taking to gather public comment and hope we will have additional opportunities to participate in the process. Regards, Rachel Kahler, Heber City Council representative</p>	Rachel	Kahler	Email
177	<p>Hi,</p> <p>I just wanted to hop on and share my opinion on the corridor. I feel that it should run along the remaining Southfield road and not run along side homes, especially farmland that could potentially lose property value because of the bypass. If it stays on existing road, the barriers are already in place and we don't have to rearrange sewer fields. There is no reason to move the road as we definitely do not want to expand the airport. By all means, expand Southfield road, but there is no reason to move it and destroy adjacent home owners property value. It'll save a lot of headache because again, barriers are already in place and we don't have to worry about harming the migration birds such as the geese and the sand hill cranes.</p> <p>Thanks, Keli Swainston Daniels Canyon Elementary PTA President</p>	Keli	Swainston	
178	<p>A bypass around Heber through the North Fields is a must for safety and flow. It will revitalize downtown Heber. We need this for the health of our Valley</p> <p>UDOT, Wasatch County and Heber City leaders,</p>	Eric	Gingras	Website
179	<p>Please use the existing Highway 189 for any bypass route. Over 350 families, including my own, will be impacted by noise, safety concerns, pollution and reduction in property values. We can already hear the highway and it is loud enough! Tearing up Highway 189 and rebuilding it just 1/2 mile away is a shocking waste of taxpayer money. Please use the existing Highway 189 for any bypass route to protect the interests the people most directly impacted.</p> <p>Thanks, Sarah Ward</p>	Sarah	Ward	Email

180	<p>As a homeowner in Heber, here are my questions and comments: The farm/ ranch lands that are left in the valley are what gives value to the notion that Heber is a small town/ city. Changes or encroachment on this area will change the nature of Heber into suburban sprawl and folks who point out that development will happen are accurate. While it is open land, the area also supports a variety of wildlife and a range land ecosystem, it is our responsibility as good citizens to preserve it.</p> <p>Main Street: I have yet to see any real traffic jams in Heber, even during commuter hours. The projections for 2050 are minimal, if Heber is able to continue to allow development at the projected rate. (see point #3) Many communities across the country are re-working their street designs to make the areas more walkable yet maintain traffic flow. Often this involves creating small shopping areas of smaller stores that have parking and access off the main street, creating walkable areas - you get out of your car and stay there to enjoy shops and eating establishments. Often behind the main street structures are parking lots - can this side become the main entrance to places of business creating this kind of shopping to entice customers? Can the community engage in rethinking how main street shopping areas are structured? Many stores for window shopping etc., have not been sustainable in Heber due to competition by Walmart and other mall stores at one end of town. In many small cities and towns, those developments are the "death knell" for small stores on a main street. Has the community considered how these businesses have impacted the condition of the main street shopping area? It is difficult to see the need for a bypass when it is contingent on further development - for which studies have shown that the precipitation in the region in the next 20 years will be reduced by 50% to 100%. How can Heber permit more development without the water to support this growth. Does the city have a comprehensive plan for development that includes this constraint?</p>	Jennifer	Craddock	Website
181	<p>Dear Heber Valley Corridor (EIS),</p> <p>I served on the Envision 2050 committee for 14 months. We spent countless hours talking, gathering information, surveys, public meetings etc and determined without any doubt that a bypass corridor around mainstreet is necessary to take pressure off of mainstreet and to create a more pedestrian friendly environment. I have been working with a number of Heber City council members and elected officials along with others to create this vision of where we think we could best place this corridor. We are seeing this corridor not as a negative thing but as an asset to the community by creating a "parkway" that runs from 189 to hwy 40 by the UVU campus. This parkway would have as shown two bike paths that would link the two lakes and the rail trail to the west side of Deer Creek. As with other parkways in beautiful pristine ares such as the Yellowstone basin or the great smoky mountains, this would create the opportunity to allow a variety of patrons to enjoy this beautiful scenery and environment. I have lived in this valley my whole life. I have held the north fields as a special place but realized that if something is not done quickly we will loose the entire feeling of this special community by truck traffic and congestion. Lets work together to create a new vision for the north fields, one that everyone can use and enjoy and that will transfer vehicles safely and efficiently through our little valley. Please feel free to reach out and contact me.</p> <p>Best regards,</p>	Lane	Lythgoe	Email
182	<p>While I am unconvinced that the bypass, routed as suggested, will make a material difference to Main St (latest data I've seen indicates the vast majority of vehicle trips are "local", not "through"), I remain open to learning specifically how a "western bypass" will reduce traffic - by how much and at what hours. As an alternative, should also look at an "eastern bypass" (would potentially mitigate US 40 through traffic more effectively than sending that traffic further west).</p> <p>All that said, if we do end up moving toward a bypass, the routing should minimize impacts on open space and farm lands. The bypass should be a "through only" route, with minimal intersections (reducing growth stimulus and neighborhood traffic spillover effects). Must be safely cross able by pedestrians and bikes (tunnels?). Speed limits must be low (45mph) and ENFORCED. Pavement surface must be quiet (there are quiet asphalt compounds available) and pervious (to allow rain water to flow through into water table). Again, though, I remain unconvinced that the solution will fix the perceived problem, and need to see the data!</p>	Doug	Engfer	Website
183	Common feeding spots for Sandhill Cranes and Canadian Geese [HVSSD sewer fields]	Kristen	Burton	Comment Map
184	<p>I have been a resident in Heber for 17 years.</p> <p>Please don't destroy our environment and spend our tax money on destroying the natural resources that haven been given to us... Save the sand cranes, Canadian geese, deer, Nature depends on us and in return nature gives us the true meaning of beauty and life. If YOU CARE SHARE the beauty with what this state and town represents.</p> <p>Sincerely Betty Meadows</p>	Betty	Meadows	Email
185	<p>I would like to address issues with the proposed bypass. I think any bypass should use the existing Hwy 189. It would be a waste of taxpayer's money to tear up Hwy 189 and rebuild it just 1/2 mile away. It would also destroy the habitat of the protected Sand Hill Crane and other existing wildlife. We as Wasatch County citizens voted to preserve open space which makes Heber Valley beautiful yet this bypass would tear up farms and fields if it is built. It would also be an illegal use of previously condemned land (Sewer Fields) originally paid for by Federal Government funds. It would have a huge impact on safety, noise, pollution and property values for over 350 families and homes in the South West corner and West Border of Heber. We as a community have let our voices be heard at various county meetings and given alternatives--Have our past public comments been heard and acted upon ??</p> <p>I respectfully ask that you consider all these things when you decide where the bypass will be built.</p> <p>Thank-you for your consideration.</p>	Karen	Peavy	Email
186	Why not limit the hours and speed that trucks can travel on the existing road. I have seen this effectively in other places. Worth a shot? before having such a huge impact on our scenic valley	S	Matthews	Website
187	Left turns onto northbound Hwy 40 are a safety concern and several accidents have occurred at this intersection [Main Street / 1000 South]	Eric	Bunker	Comment Map
188	The hwy corridor agreement is scheduled to allow for a signalized intersection at this point mile post marker 20 [U.S. 40 / MP 20]	Eric	Bunker	Comment Map
189	The hwy. 40 corridor agreement allows for a signalized intersection at this point [U.S. 40 / Little Sweden Road]	Eric	Bunker	Comment Map
190	If there is to be a bypass road, I would vote for option A on the west side of the valley. Option B goes right through fields that are common stopping grounds for Canadian Geese and Sandhill Crane populations. Using existing roads would disrupt the wildlife the least in this area. We are also concerned with added noise and the resale value of our home diminishing if option A is used.	Kris	Burton	Website
191	A by pass to me means not having to stop in Heber, but just pass though. All the plans I have seen require traffic to stop on both ends of town.	Don	Jacobson	Email

192	<p>There are a few reasons that I am not in favor of a bypass road for US40. Cost of a highway by pass that accomplishes very little. The negative effects of a 95 foot wide highway on existing neighborhoods, open space and wetlands. The current route with updates will accommodate the existing and future traffic.</p> <p>Studying the proposed Main Street, US40 drawings, I discovered that Main Street could accommodate six lanes of travel, left hand turn lanes and parallel parking on Main Street. Making US40 6 lanes from River Road to Daniels Canyon would eliminate choke points, allow traffic to move through the Main Street corridor more efficiently and safely. Adding more traffic signals with left hand turn lanes in all direction, pedestrian crossing at those lights will move through traffic safely as well as cross traffic. The choke points at 189 and 40 need to be eliminated and going to six lanes would resolve much of the traffic congestion through the transportation corridor in Heber Valley.</p> <p>I believed a secondary surface road consisting of two travel lanes, a center median, bike lanes, with a curb and gutter could be constructed on the by pass road route. This road would begin at US 40, then go west, then south down South Field Road. This road would not be a bypass road, but would be a locally improved surface street. It would be used primarily by local residents and cyclists.</p> <p>UDOT also need to address the head on accident prone areas from River Road to 600 North by putting in place a divider. Distracted drivers, drivers with health related impairments, DUI's, tire failure or loss of traction due to snow, ice, heavy rain have and will continue to be a factor along this stretch of the highway without a barrier or divider. There is also a need for UDOT to install more traffic lights at intersections along the full length of the transportation corridor. Collage Road, Coyote Lane, several in Heber City proper, and at a couple locations south of 189.</p> <p>There is a need for one if not two more ascending lanes on US40 North to the Summit County Line. This would keep the slower truck traffic and recreation vehicles towing trailers in two ascending lanes making this area of US40 Safer and move traffic more efficiently .</p> <p>The transportation problems on 189 must also be addressed in order to improved and provide an alternate transportation corridor through the Heber Valley. 189 around Deer Creek must widened to four lanes. Widening to four lanes will eliminate choke points and blind corners. It will increase the amount of traffic that can pass safely around Deer Creek. A center divider, much like the rest of 189 must be put in place to prevent the increasing number of head on accidents.</p>	Nick	Lopez	Email
193	<p>I implore you to consider the horribly deleterious effect siting a bypass near the Muirfield neighborhoods would have. Such a decision would result in terrible consequences to the quality of life that we hold so dear in our residential areas, and particularly those of us on the western edges. Instead of a truly bucolic setting, we would then be left to endure the non-stop rumble of truck traffic with all of its inherent noise and light pollution. Such siting would also utterly destroy what has effectively become a very well-functioning multi-use cattle and recreational corridor on 600 West that is used routinely by hundreds of Heber City residents. Please take these concerns to heart and save our cherished environment.</p>	Charles	Ratcliffe	Website
194	<p>Main Street has become such a safety hazard. It is also difficult to support local business when you have such a difficult time getting on to the road or across main. It is long past time for some type of bypass that will take some of the traffic off of Main Street.</p>	DeAnna	Lloyd	Website
195	<p>There are a few reasons that I am not in favor of a bypass road for US40. Cost of a highway by pass that accomplishes very little. The negative effects of a 95 foot wide highway on existing neighborhoods, open space and wetlands. The current route with updates will accommodate the existing and future traffic.</p> <p>Studying the proposed Main Street, US40 drawings, I discovered that Main Street could accommodate six lanes of travel, left hand turn lanes and parallel parking on Main Street. Making US40 6 lanes from River Road to Daniels Canyon would eliminate choke points, allow traffic to move through the Main Street corridor more efficiently and safely. Adding more traffic signals with left hand turn lanes in all direction, pedestrian crossing at those lights will move through traffic safely as well as cross traffic. The choke points at 189 and 40 need to be eliminated and going to six lanes would resolve much of the traffic congestion through the transportation corridor in Heber Valley.</p> <p>I believed a secondary surface road consisting of two travel lanes, a center median, bike lanes, with a curb and gutter could be constructed on the by pass road route. This road would begin at US 40, then go west, then south down South Field Road. This road would not be a bypass road, but would be a locally improved surface street. It would be used primarily by local residents and cyclists.</p> <p>UDOT also need to address the head on accident prone areas from River Road to 600 North by putting in place a divider. Distracted drivers, drivers with health related impairments, DUI's, tire failure or loss of traction due to snow, ice, heavy rain have and will continue to be a factor along this stretch of the highway without a barrier or divider. There is also a need for UDOT to install more traffic lights at intersections along the full length of the transportation corridor. Collage Road, Coyote Lane, several in Heber City proper, and at a couple locations south of 189.</p> <p>There is a need for one if not two more ascending lanes on US40 North to the Summit County Line. This would keep the slower truck traffic and recreation vehicles towing trailers in two ascending lanes making this area of US40 Safer and move traffic more efficiently .</p> <p>The transportation problems on 189 must also be addressed in order to improved and provide an alternate transportation corridor through the Heber Valley. 189 around Deer Creek must widened to four lanes. Widening to four lanes will eliminate choke points and blind corners. It will increase the amount of traffic that can pass safely around Deer Creek. A center divider, much like the rest of 189 must be put in place to prevent the increasing number of head on accidents.</p>	Nick	Lopez	Website
196	<p>Rerouting U.S. 189 would not help matters that much. In fact it seems like it's just a way to "spread out" the misery. Please leave the road where it is instead of putting more people in the path of this dangerous bypass.</p>	Shane	Webb	Comment Map
197	<p>Yes, the trucks on Main Street are an annoyance. A lower speed limit, similar to other small-town throughfares, wouldn't be a bad thing. But rerouting the traffic through iconic farmland, displacing homeowners, and affecting wildlife habitats, should not be a solution. Main Street truly is not used as a walkable downtown, so lowering speed limits would improve safety issues as they stand. The road traffic drives business to the companies lining road. If a bypass must be created, it would make more sense to find an eastern route since the majority for truck traffic is running from 40 on the east and not 189 on the west. An airport expansion absolutely should NOT factor into the traffic decisions, the population does not support it.</p>	A P		Comment Map
198	<p>If a bypass is to be constructed, an eastern route makes more sense than a western one because that is where the majority of large truck traffic is coming from - 40 from Vernal, continuing north on 40 to the I-80 Junction.</p>	AP		Comment Map

199	<p>To Whom It May Concern,</p> <p>As a resident of Heber Valley, I am writing to add my comments, concerns and support to others who may have already sent emails concerning the bypass and airport expansion. I stand with others in this community who are strongly encouraging Wasatch County and Heber City to utilize existing Highway 189 for any bypass route.</p> <p>PLEASE CONSIDER THIS AS IF YOU LIVED IN THE AREA that will be most impacted by this change.</p> <p>Things to continue to consider are:</p> <ol style="list-style-type: none"> 1.The impacts on safety, noise, pollution and possible reduction in property value for over 350 families and homes in the south west corner and west border of Heber City. 2.The current Heber City airport master plan process with safety upgrades and the potential moving of highway 189 for runway widening. 3.Wasatch County prioritizing open space preservation with a \$10 million bond, yet possibly tearing up farms and fields for the open space for a new highway route. 4.Illegal use of previously condemned land (the sewer fields) originally paid for by the federal government. 5.Using taxpayer UDOT funds to tear up highway 189 and rebuild only 1/2 mile away. 6. Destruction of habitat for the protected SandHill Crane and home to other existing wildlife. I was on a walk in that area today and loved seeing the cranes out in the fields. 7. I worry that that part of town will no longer be accessible to bikers, runners, walkers and others who enjoy the beauty and open lands on a daily basis. 8. I was at the public meeting over a year ago where there was nothing but opposition to the airport expansion and the bypass going behind the homes around 1200 S and I hope that the past public comments have been heard, continue to be heard and continue to be STRONGLY considered. <p>This is a big change with a potentially bigger impact for the families who live in and around that area and for those who are currently developing subdivisions in the area also.</p> <p>Thank you for your time and considerations</p> <p>Sincerely, Ali Terry</p>	Ali	Terry	Email
200	<p>To Whom it May Concern,</p> <p>My name is Armando Rojas, and I am a property owner at Heber City. I am writing to voice my concern and discontent of moving the highway 189 to widen the runway for the Heber City Airport. This will bring noise, and pollution to our quiet safe community and neighborhood. Also, a decrease in our property value. This will increase the amount of traffic and therefore decreases safety, affecting my children who play in this neighborhood. Not to mention the new accessibility to devious people, and potential for an increase in crime. I am 100% against this. An urge you to reconsider where you put this. Thank you for your time. Sincerely</p> <p>Armando Rojas</p>	Armando	Rojas	Email
201	<p>We are writing to express concern regarding the proposed bypass plan, specifically around the rerouting of Highway 189 closer to residential housing. This will create an elevated risk to children who live and play in the surrounding neighborhoods, dramatically increase noise levels, and place highway air pollutants closer to residents while in and around their homes. We understand the need to reduce through traffic on our main street, but tying this to an expansion of the airport seems to focus on benefiting others from outside the area instead of ensuring that locals maintain the quality of life we expect in the valley. In addition to reducing the quality of life, this project is almost certain to dramatically lower the values of the adjacent homes (ours included). Will we receive offers at current market value for our homes or will we be stuck paying high mortgages for homes whose values fall significantly lower?</p> <p>Thank you for your time and we encourage the utilization of the existing Highway 189 as part of the bypass route project.</p> <p>Sincerely, Shay and Monica Lewis</p>	Shay and Monica	Lewis	Email
202	<p>Making a right hand turn onto Main Street can be difficult between 3pm and 6pm. There are so many people trying to avoid traffic on Main St. that it has made other streets unsafe. We need a bypass and wider streets throughout town to accommodate the growth in the area. We also need to encourage EVs as all of the traffic is having a negative impact on air quality. Even if the bypass goes down 1st South or 1st West, we will be better off. There could also be more parking for Main Street on 1st W. and 1st E. for safety reasons.</p>	Emily		Comment Map
203	<p>To Whom it May Concern:</p> <p>I am emailing again at this time to ask you to please consider using the existing highway 189. It is such short distance away from the projected new highway that would run parallel to 189, it is hard to understand why a new highway would need to be built at the cost of the citizens of Heber Valley who live in this area. Why does there need to be two roads a block apart? If it is due to the airport I would hope the Heber citizens would be considered before those flying in and out of our valley. Please do all you can to preserve our land, lifestyle and homes and consider using Highway 189 as part of the bypass.</p> <p>Thank You, Linsey Loveland</p>	Linsey	Loveland	Email
204	<p>Big trucks and fast traffic on main street are hazard. Discourages shopping/parking in Main/Center street downtown area. Also with all the development planned it is important to have sufficient roads and traffic management to handle it all while maintaining the farm lands/fields that give area character. Absolutely do NOT remove the traffic light at Center street. It is vital to safety and turning up Center street for all of us who live up that way...</p>	Lisa	Meisner	Website

205	<p>Opposition to Moving Hwy 189</p> <p>I have been a resident of Wasatch County my entire life. In the last 44 years there have been many changes to our once small town. I was born and raised in the town of Daniel 1 mile Southwest of the Heber Airport. We lived about ½ mile from Hwy 189. My parents still live there today. They originally purchased a 22 acre parcel. It has slowly been chopped and reduced to allow for several expansions of the Airport. They currently own 18 acres and have one of the original hangers at the Airport on hanger row.</p> <p>When my wife and I married we wanted that same experience of growing up in a small town and owning a small piece of property. We settled on a home in the Alpine Meadows subdivision built by Ivory Homes. About the same distance from Hwy 189 but on the North side instead of the South side where I grew up. When we purchased the house, we were keenly aware of Hwy 189 and it's location. It is far enough away that we don't hear the traffic and we are not worried about our children and their safety. The proposed bypass road would move Hwy 189 a ½ mile, right behind our home. You would never think that a community that you have raised your family in would just pick up the Highway and move it 70 Feet from your back door. Not in a million years.</p> <p>I understand there has been growth in the valley and there is a need for a bypass road. As the rural backroads all get developed and filled in, the planning council had better get busy planning for growth and alternate routes. They have not done a great job in planning for the type of growth we are experiencing. Now that we are behind and trying keep up with the growth, this is a quick simple solution that effects the fewest families. It's not that simple. If you think it's okay to disrupt people's lives in a community that you represent, you need to think again. It's not an option to put the Highway so close to anyone's home. If they wanted to live on the highway then they would have built their homes, there and Hwy 189 would be lined with homes and neighborhoods. No one wants the highway in their backyard. I would have you consider having the bypass road run 70 feet from your back porch. I'm not talking about your property line. I'm talking about your back door. I fear for the safety of our children. It's too much traffic to move it so close to homes. And Why? What will it accomplish?</p> <p>The entire reason that Hwy 189 needs to move is so the Airport can expand once again. There is no one in Wasatch County and Heber City that wants the Airport to expand. Everyone that wants the airport expansion are Summit County residents. We need to do everything in our power to stop the airport from expanding. Moving Hwy 189 to my backyard only opens the door for this expansion to happen.</p> <p>I feel strongly that Hwy 189 should remain where it is. If there is a bypass road needed, then put it through the south fields before all the open space is once again developed and families have been established.</p> <p>Warm Regards, Jonathan Wagstaff</p>	Jonathan	Wagstaff	Email
206	<p>I do not support a bypass going to the west side of Heber. This will impact the wetlands, farmland, and property value negatively. It will still cause traffic backups in and out of town and will just push the problem aside instead of addressing it directly. I believe it would be better placed in the sage flats to the east, bypassing the town entirely. Another alternative Bypass route that does this, while having less impact on homeowners, is to begin the northern entrance of the Bypass at Potter Lane off of Route 40 on the West side, directly across from the entrance to UVU, then connect to 1130W and then to 1750W in a diagonal before getting to Midway Lane SR113 and SR189. This would keep the Bypass well West of the proposed future High School and core Heber City area. This proposed route should have high soil berms on each side of the roadway to help mitigate the impact of noise and light while the tops of these berms can be used as bike/pedestrian pathways to facilitate pedestrian/bike 'lake to lake' travel. No entrance or exit ramps should be allowed the entire length of the Bypass roadway.</p>	Jessica	Gibbons	Website
207	<p>Since most of the traffic is autos, why not leave the traffic going thru downtown to keep our businesses vibrant and put parking areas 1 block east and west of Main Street with pedestrian tunnels or overpasses to eliminate frequent stoplights on Main street. That way, we as locals will still have good access to downtown with safe crossings. Probably a much cheaper alternative.</p>	David	Domenichetti	Email
208	<p>I may be in the minority of those who live close to the bypass road proposed corridor, but having lived in this location for 15 years witnessing the growth in the valley all around us, I am excited for the new parkway and I believe the proposed route is perfect for the valley. We have known since we built our home here 15 years ago that a road of some sort was going to come at some point in the future. Driving down Main Street on a daily basis this summer has really become unbearable and I hope that we are able to do something about it before it is too late and there is no longer room for a well thought out plan. I love the proposal of the roundabout and bringing in highway 189 to connect just outside of town. I am excited to watch this project progress and I know you don't hear from the positive side of the equation as often so I wanted to thank you for all you do and the work you put in to make these tough decisions for the wellbeing of all citizens of the community. Thank you!</p>	Scott	Phillips	Comment Map
209	<p>Parkways can help in preserving some open space. I would be welcome to the idea of a nice parkway to preserve open space on land that could potentially change use in the future. This could be a beautiful roadway with trails and plenty of room protecting the spirit of the existing homes and the "view" of the mountains. Moving 189 would be a great choice and add to better flow through the valley and enhancing the experience that Heber Valley is to those who live here and those who visit.</p>	Scott	Phillips	Comment Map
210	<p>This intersection of HWY 40 and 1000 south is probably one of the most dangerous there is in town. I have witnessed several close calls at this intersection.</p>	Scott	Phillips	Comment Map
211	<p>I makes complete sense to reroute 189 to connect to the bypass road and bring it a little loser in rather than the straight diagonal it is on now. Love the idea. [U.S. 189 / Edwards Lane]</p>	Scott	Phillips	Comment Map
212	<p>I'd create a one way on each side of main street, for example, 100 W could be northbound only and 100 E could be southbound only. Cascavel City in Brazil did this and it was genius! It allowed the main street to stay active but allowed a little extra flowing traffic on the immediate side streets. This also allowed the central business district to expand to each side.</p>	Daniel	Lyman	Comment Map
213	<p>First, I disagree with the bypass idea, growth should be limited. But from what I know of UDOT, they will probably do it any way, so I'd suggest the North Field Road all the way down through the Industrial Parkway become the bypass. It's simple.</p>	Daniel	Lyman	Comment Map
214	<p>We oppose the bypass consideration that would cut very near the Muirfield neighborhood. We want our kids to play without constant road noise and congestion. We do not believe traffic on Main Street is by enough to warrant ruining wetlands and destroying precious and disappearing open space. This is an unsafe route.</p>	Nick	Alexakos	Comment Map

215	<p>I support the attached alternate design put forward for the Heber Valley Parkway by Lance Lythgoe of Lythgoe Design Group, Heber City, UT.</p> <p>Assuming a Bypass is necessary moving forward to keep up with traffic needs, this solution keeps truck and through traffic away from present and future core Heber (Envision 2050). NO homes are displaced and in both fields it aligns with a gravel road for 1.5 miles thus not splitting up property on the east and west of the parkway. Plus this solution provides sound and light remediation via berms on all sides and the berms can also be used for lake-to-lake transit by bike and pedestrian traffic. The berms and plantings will also make the Parkway more transparent to the eye therefore having less visual impact.</p> <p>Regards, Larry Newhall</p>	Larry	Newhall	Email
216	<p>I support the attached alternate design put forward for the Heber Valley Parkway by Lance Lythgoe of Lythgoe Design Group, Heber City, UT.</p> <p>Assuming a Bypass is necessary moving forward to keep up with traffic needs, this solution keeps truck and through traffic away from present and future core Heber (Envision 2050). NO homes are displaced and in both fields it aligns with a gravel road for 1.5 miles thus not splitting up property on the east and west of the parkway. Plus this solution provides sound and light remediation via berms on all sides and the berms can also be used for lake-to-lake transit by bike and pedestrian traffic. The berms and plantings will also make the Parkway more transparent to the eye therefore having less visual impact.</p> <p>thank you, Evelyn Terranova</p>	Evenlyn	Terranova	Email
217	<p>Have a the Vernal and beyond tanker trucks load product onto a train like Wyoming. Build the track system the Sooner the better. By delaying all that land that could've been used has been BOUGHT up for MASSIVE HOMES ON MASSIVE PROPERTIES. An engine cane pull many tanker cars.</p>	Pam	weilemsnn	Website
218	<p>Moving the runway to where 189 is now is not a wise use of tax money. It is not a solution to the traffic issues that exist. It just creates many MORE issues by moving that traffic closer to existing neighborhoods and directly affecting the property values of hundreds of families. No one buys their homes thinking that an entire section of highway will be shut down and moved closer to their neighborhoods. I understand the need to build more roads, but to shut down sections of a highway to create more roads to replace that highway, just seems counterproductive and a waste of millions of dollars.</p>	Marianne	B Allen	Comment Map
219	<p>I live in the Cottages at Valley Station neighborhood and am very concerned with the chance of moving 189 onto 1300S. As you can see it would be basically right on top of us. And it would also be right on top of our wonderful neighborhood playground. Even with a big wall up it would be too noisy and too much pollution for our kiddos to play at. I know how loud it is with jets taking off nearby I can't imagine how much louder it will be for our neighborhood with a bypass that close by.</p>	Andrea	Hallock	Comment Map
220	<p>There are a lot children in the neighborhoods surrounding 1300 S. Increasing the number of cars would increase the likelihood of a tragic accident.</p>	Brantley	Eason	Comment Map
221	<p>Thank you for your time and care in addressing the issue of traffic on Highway 40 in Heber. My thoughts are as follows:</p> <ol style="list-style-type: none"> 1. We are against building a bypass road. A bypass will hurt businesses on the main street of Heber. It will also end up being another commercial blight as commercial business will develop along the second roadway encroaching and displacing the bucolic North Fields that are a precious resource to the Heber Valley. The bucolic beauty is a huge draw for visitors, and if we little by little replace the fields with housing, commercialism and highways, we will lose what makes Heber Valley unique and special. 2. Alternatives that would be much less costly with potential for much quicker implementation and relief are as follows: <ol style="list-style-type: none"> A. Mandate the large semis and oil tanker trucks (and small trucks and possibly pick-ups pulling trailers (boats/RVs/ATVs) to drive in the center lanes in both directions. The restriction would begin at the speed limit drop on the north end and go through the 189 - 40 split on the south. This will create a greater distance from street parking and pedestrian traffic along the sides of the highway. B. Perhaps try a diversion of semis and tankers to 100 E and 100 W for the critical "downtown" blocks. This was an option floated by other callers during the information meeting for an option similar to what they've done in Jackson Hole. It's not ideal as there are private homes on the outside sides of those roadways, but it's a better alternative than a bypass road. <p>We feel it would be wise to try some alternatives before diving into a bypass. These alternatives would be minimal cost and effort, and could yield desired results. They would also be very informative as basis for future action.</p> <p>While semis/tankers were a surprisingly small percentage of the traffic in your helpful study, it's important to bear in mind that one double tanker or semi should really be counted as at least FIVE cars when you consider the impact said semi/tanker has on the roadway. Weight, size, noise and pollution may even be more than five cars equivalent. Dining out or walking along the roadway is far adversely affected by one semi/tanker than by a few cars. Trucks are so noisy you can't even carry on a conversation when they drive by.</p> <p>It's also important to bear in mind that there will be tremendous growth pressure coming from East Heber and the North Village areas of future development. Those drivers are not going to be inclined to divert far west to a bypass road for grocery shopping or errands in town or driving to points North and South.</p> <p>Finally, Heber City MUST require Red Ledges developers to complete their bypass exit roadway as mandated in their development approvals. The City continues to grant them further postponements. Red Ledges has been selling very well now, and they need to deliver on their promise to provide a secondary access point to Highway 40 to the north. That will alleviate considerable traffic from Red Ledges. This development has become more and more primary residences with daily commutes and driving habits in Heber Valley.</p> <p>Developments proposed in Heber Valley that have been presented by developers as mostly secondary homes are now increasingly becoming primary homes. People are moving to the Heber Valley in droves during this pandemic. These people will be PRIMARY residents, and we need to bear that in mind as well. The bypass is not the solution in our opinion.</p> <p>Thank you for your time and consideration.</p> <p>Best, Suellen & Brad Winegar</p>	Suellen	Winegar	Email

222	I am opposed to moving 189 onto 1300S. This is a thriving neighborhood with lots of children. Putting 189 less than 50 feet from the homes along the bike path and playground (corner or Industrial Parkway and 1300 S) will be too loud and too much pollution. I can't imagine how much louder and stinkier it will be with a bypass right on top of our beautiful neighborhood.	Andrea	Hallock	Website
223	When I purchased my home over 8 years ago I asked about the road in front of Walmart. Why was it built out to 5 lanes? At that time I was told that a bypass would be coming through this area adjacent to my neighborhood. I was excited. I know that there are a few in my neighborhood who would disagree but a bypass for Heber will be tremendous. I do feel sometimes those voices who are so adamantly opposed to some things drown out the voices of reason. The route that has previously been discussed coming through North fields down past Walmart is the least impactful to all of Wasatch County. Sure you could go many different routes but in my opinion you would be impacting the public even more. I think if it's done right this could be a crown jewel for our community. Make the bypass like Legacy Highway. In most of the area you could use ditches instead of curb and gutter. Having walking paths and even an equestrian trail just like Legacy Parkway. This could connect many trails that are already in place from Midway and Heber City. Where homes exist by my neighborhood you already have a natural buffer with the flood canal. You could put another buffer by placing trails and if needed a sound wall. I feel that we have a tremendous opportunity to make this bypass amazing. But if we continue to kick the can down the road my fear is that a lot of wasted money and time will be spent. We will get a five lane highway with curb and gutter with no amenities for our community. Lets do this right and get it DONE. Thank you UDOT and those that are working on this project for your hard work and dedication to our community.	Joseph	Serre	Website
224	There definitely needs to be a bypass road through Heber Valley. With the projected growth in the valley, the current infrastructure is unsustainable. There are concerns that a bypass road will diminish the patronage on Main St. However, the majority of traffic coming into the valley from both directions are vehicles that aren't stopping for shopping along Main St. They are either headed up into the Uinta's camping, Park City or Deer Valley for biking or skiing; or to one of the reservoirs in Wasatch County. And with the addition of the new ski resort and housing coming at Mayflower, traffic will only continue to get worse. As a current resident, I really try to shop local but find myself avoiding Main St. because of the heavy traffic and congestion. With a bypass, through traffic will be taken off Main St. and those that want to frequent the local businesses downtown will be better able to do so.	Brandon	Pyper	Comment Map
225	A bypass, for thru traffic especially big rigs, needs to be built to cultivate and preserve the past present and future of downtown Heber City. The bypass needs to be built along an already established route, like South Fields Rd and not cut through fields that have yet to be developed. Any route that is built will open the path to development. An unavoidable future. But we can better manage it if we don't open up a completely new route. With a bypass we will be able to better cultivate a safe and booming downtown that will be more thoroughly enjoyed by local families and tourists. Tourists already come here and will do so more and more in the future. Such a busy, fast, and wide through fare which we have right now does not encourage the type of growth we can have. Those who have businesses on main street will benefit from a downtown that welcomes community and visitors rather than non stop traffic. With a bypass built we can then better cultivate a Heber identity that is uniquely Heber Valley	John	L	Website
226	Please reconsider and do away with the idea of rerouting the bypass onto 1300 South. There are many families that live in the two neighborhoods bordering 1300 South and it is a major safety concern. You will be endangering the many children and adults that live there not only with amount of traffic, but with the noise, and pollution that will virtually be in their backyard. There are better options for the bypass, use existing 189 and keep our neighborhoods as they are. By moving the trucks from Main Street to neighborhoods will still endanger many people and just create a whole other issue! Thank you Diana Fulcher	Diana	Fulcher	Comment Map
227	Dear EIS Team, Attached are comments for submission to the Heber Valley Corridor EIS. As one of the potentially most impacted land owners I hope that my concerns will be addressed in full. I am prepared to assist the EIS process in any way I can. Kind regards,	David	George	Email
228	I am very much in favor of having a "bypass" road on the West side of Heber into the "Northfields" area.	Bill	Naylor	Website
229	While I have a clear understanding of the need for this project, I feel it needs to be done sooner rather than later. The reasons are simple as the proposed land area to place the corridor is only going to increase in value as well as increase in population density. It will save millions of dollars and allow people to see where their future would be affected by the bypass. I personally live in the area of 1200 south and 400 west. I had no knowledge of the original bypass proposal along 1200 South. Now with homes and business in this area the idea of using 1200 South makes me sick that this would even be considered. Using Route 189 to the eventual north/south bypass is without question the easiest and best option. The land and space is there for off ramps, etc. to transition to and from 189. We don't need some monstrous round-about either, that was previously proposed. Let's use common sense to disrupt fewer people and less environment			Website
230	springs in this area are vital for culinary and irrigation [near Daniels Creek and Tammy Lane]	Eric	Bunker	Comment Map
231	The roadway is narrow with small right of way and weekend traffic speed is high. [Little Sweden Road / 1200 East]	Eric	Bunker	Comment Map
232	Rural community with recreational walking, biking, social gathering along this corridor. [3000 South / Big Hollow Road]	Eric	Bunker	Comment Map
233	Increased traffic in this area based on recreational activity to County South access and Gun Club gatherings [Big Hollow Road / Cobble Creek Lane]	Eric	Bunker	Comment Map
234	Small rural family farms with limited access and low speed limits with 5 acre min. lots [3000 South]	Eric	Bunker	Comment Map
235	Watershed protection area with several springs and ground water recharge, contributing to the pristine water classification of the valley [south of Little Sweden Road]	Eric	Bunker	Comment Map
236	Small neighborhoods with rural atmosphere where social gatherings and sense of community is fostered. [Daniels Road]	Eric	Bunker	Comment Map
237	High density residential area with pedestrian traffic and biking with children walking to resources close by and local social gatherings [Airport Road]	Eric	Bunker	Comment Map
238	slow moving traffic due to local farming activity's with equipment being transported from field to field [3000 South]	Eric	Bunker	Comment Map
239	Slow moving truck traffic due to local gravel operations and commodity's, and airport traffic [U.S. 189 / 3000 South]	Eric	Bunker	Comment Map
240	We need the Midway bypass for safety, convenience and economic growth..	Eric	Gingras	Email
241	Thank you Larry- yes to what he said.	Elizabeth	Brown	Email

<p>242</p>	<p>Heber Corridor Proposal (October 2, 2020) The following is being submitted in a bullet for easier review. Any point can be further elaborated upon at your request.</p> <p>Background:</p> <ul style="list-style-type: none"> • I was born and raised in the Heber Valley • I first studied a potential bypass road as a social studies project as a student at Wasatch High School in 1969 • I am a landowner who would be significantly affected by some of the currently proposed bypass routes on the west side of Heber City <p>Considerations:</p> <ul style="list-style-type: none"> • The Chairman of the Wasatch County Commission (Provost) and the Heber Mayor (Adams) signed an agreement with UDOT requiring any bypass road to closely follow the Spring Creek Canal (on the then west outskirts of Heber City). More recent Heber City mayors and councilman have ignored this agreement and have approved development in this area. As a result, Heber City's proposals for a bypass road keeps creeping further west (far outside the formally agreed upon route). • Heber Valley has experienced significant growth which will not improve with a bypass road: <ul style="list-style-type: none"> o Residents maintain a mindset that if they cannot drive anywhere on the Heber Valley floor without stopping or encountering slowdowns, traffic is too congested o Heber City recently installed a light on first south and third west (Midway Lane) and is placing four way stop signs on Center Street and Mill Road to deal with traffic o Traffic is bumper to bumper in both directions at 50 miles per hour on Midway Lane during most of the day and particularly on weekends • Any bypass road located on the west side of Heber City will have to cross significant wetland areas. To date, no permit has been requested from the U.S. Army Corp of Engineers for wetlands protection and preservation. No formal plan has been presented regarding how UDOT proposes to mitigate deleterious issues impacting wetlands. Further, there has been no discussion of the additional costs of road construction on wetland areas as contrasted to construction on dry ground. <ul style="list-style-type: none"> • Many areas have major roadways through downtown areas (e.g. Jackson Hole, Sun Valley, and Steamboat Springs) • Recent studies regarding traffic counts (presented as exhibits on easels at a public open house meeting regarding bypass routes within the last year) showed that building a bypass road would only lower traffic on Heber City main street by less than 15 percent • Numerous proposals have had lines drawn on pieces of paper but have not analytically addressed access to existing roads in areas potentially affected (e.g. North Fields) nor have they addressed rail crossings • Politicians have based their campaigns on building a bypass road to garnish more voters o There seems to be double talk in Heber City and Wasatch County Council meetings. One week they hold meetings to create "open space" and then turn around and hold subsequent council meetings proposing to place a bypass road through the middle of open space areas (a major bypass road though the middle of open space significantly decrease the value of open space, which is rapidly diminishing in the Heber Valley) <p>Recommendation:</p> <ul style="list-style-type: none"> • Alternatives that are significantly less costly and less disruptive which address Heber City main street traffic congestion problems should be considered first: <ul style="list-style-type: none"> o One-way side streets o Improved synchronization of traffic lights on main street o Readdressing the crosswalk lights on first north and at the park at 250 south • Any build out proposals should be based upon a normal traffic flow in a non-summer month (e.g. March), not weekend summer traffic • Any bypass route should be a "pure" bypass road and not a "Bangerter Highway" type road with stop lights (especially across Midway Lane) <ul style="list-style-type: none"> o Any proposals need to address access roads to areas which would be cut off by a bypass road • A comprehensive plan of wetland mitigation needs to be developed. This plan needs to detail how wetlands will be replaced and mitigated in perpetuity. <ul style="list-style-type: none"> • If a bypass road was placed in the North Fields, it should be completed in a manner to minimize impacts on landowners (e.g. follow fence lines versus cutting through the middle of parcels to maximize what could actually be considered open space) • One of the first proposals (many years ago) was to build a double decker bypass road on Main Street Heber City <ul style="list-style-type: none"> o While scoffed at the time of the proposal, perhaps a good idea now because it is the most direct route (approximately one mile) and: <ul style="list-style-type: none"> § Avoids having to acquire new properties § Avoids interconnect problems with other access points § Avoids significant wetland mitigation problems o Perhaps an underground tunnel beneath main street is preferable to a double decker overhead road o Perhaps adjacent parallel streets are preferable • Some innovative (out-of-the-box) thinking is required to develop an approach that considers the wide range of potentially conflicting objectives or ideals to address traffic issues through Heber City <p>I appreciate the opportunity to provide comments. Laren Gertsch</p>	<p>Laren</p>	<p>Gertsch</p>	<p>Website</p>
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243	<p>1. Will the following alternatives be considered in the EIS that would reduce the need for roadway construction, or delay the date when roadway construction is considered?</p> <p>a. Congestion tolling, tolling for commercial vehicles, or tolling for all vehicles?</p> <p>b. Limits on the potential for use of U.S. 40-U.S. 189 as an alternative to I-80/I-15 for trips between Wyoming and northeastern Utah, and Provo, the Utah Valley, and points south of Provo?</p> <p>c. Alternative transportation modes for freight? Or passengers?</p> <p>d. Intelligent Transportation Systems</p> <p>e. Future freight patterns analysis and demand analysis that will quantify the need for a roadway alternative?</p> <p>f. Potential modal diversion strategies that would reduce freight demand on the highway system?</p> <p>2. Will the roadway alternatives consider cut-and-cover construction to minimize noise and vibration, and light and air emissions?</p> <p>3. Will the EIS consider affects on social justice? Many of the neighborhoods surrounding Heber City are economically diverse.</p> <p>4. Will the EIS monetize the affects of each alternative, including the No Build Alternative, on property values, health (particularly health effects of air emissions and noise), social justice, safety, wetlands, and riparian habitats?</p> <p>5. Will the EIS consider affects on school segregation and employment opportunities that may be changed by roadway bifurcations of catchment areas for schools, employment areas, and housing areas? Or the affects of the No Build Alternative on the same?</p> <p>6. Will the EIS consider the affect of a Build and a No-Build scenario on induced demand for existing and expanded residential areas and commercial areas, both in the Heber Valley and in surrounding areas?</p> <p>Will the EIS consider the affects on agriculture and livestock production and employment by roadway bifurcations of catchment for agriculture and livestock production? Or the affects of the No Build Alternative on the same?</p> <p>7. Additional roadway infrastructure in the Heber Valley may induce air, noise, and vibration emissions and safety considerations in surrounding areas including U.S. 189 in Provo Canyon and U.S. 40 in Daniels Canyon. Will the EIS consider affects to the mouth of Provo Canyon, to the I-80 interchange, and eastward on U.S. 40 to Duchesne?</p>	Pamela	Juliano	Email
244	<p>Dear Leaders,</p> <p>As the discussions continue regarding the upcoming environmental studies and other issues impacting decisions to move forward regarding the Heber Valley Bypass I wish to share my thoughts.</p> <p>Firstly, the need for bypass is a forgone conclusion. The heavy vehicle and volume of traffic have been determined to impact the community in negative ways, both currently and in future projections. I do, however, take issue with the proposed choices for bypass routeways. While the north end projections seem to embrace our commitment to the preservation of "open space" as much as possible, it appears the south end is sacrificed with a less sincere commitment to preserving neighborhoods.</p> <p>I am deeply concerned that the proposed route most favored by our local elected officials, along Smithfield Road, borders a park where our youth, and families gather for recreation and competition. We feature craft, livestock, and events at this site. Dense and high volume traffic moving through the area in close proximity to our youth, families, and visitors seems less than optimal. We continue to develop this recreational area, but tarnish it's appeal with the potential for noise, transport traffic, and congestion. I have concerns that transient traffic increases the opportunity for crime, and impacts the safety of our community.</p> <p>Secondly, the proposed route encroaches on existing and recently developed neighborhoods such as the Cottages at Village Station. This development, built three years ago by Oakwood Homes, was approved by local city officials with little, if any, transparency regarding the bypass route proximity to the development. Homeowners are certainly feeling misled, if not blindsided by the lack of information available while conducting due diligence in the course of building or purchasing property in this development.</p> <p>Thirdly, the "melding" of highway 189 and US 40 at great expense for a 1/2 mile relocation and further dense and large volume traffic facilitation that impacts, but does not benefit, members of this community is rash and unnecessary expense. In addition, homes and existing businesses will be destroyed to facilitate the 189 movement, which I vehemently oppose.</p> <p>Lastly, I have been present at the town meetings preceding the Covid restrictions impacting in person discourse. I heard our airport manager say the efforts to meet certification and safety standards required by federal Aviation requirements were underway, yet assured no expansion agenda was in play. Yet, I can tell you, the frequency and size of aircraft entering and exiting our facility has greatly increased since that March 2019 town hall meeting. I have difficulty believing the movement of highway 189 will not be part of a future plan to expand the airport. I do not want this expansion to take place.</p> <p>I do hope the input of community members will merit consideration. I trust the EIS experts to weigh the investigation fairly in all proposed scenarios. I thank you for the opportunity to share my thoughts.</p> <p>Sincerely, Jody Conner</p>	Jody	Conner	Email
245	<p>It is disappointing to see that the list of stakeholder's does not contain any woman as far as I can tell. There are 18 members listed in this group. Possibly one or two names on the list could be women. It isn't clear. It should be half women. There is only one open space member listed. There are "residents" listed who are real estate people, and others representing schools, etc. who are large land owners on the stakeholder list. Conflict of interests? I don't know how this list can represent the majority of Wasatch county citizens.</p> <p>Concerning the traffic, would it be possible to restrict the oil shale trucks on Heber Main Street to the hours of 11:00pm to 6:00am. Could there be road tolls for recreational vehicles and semi-trucks?</p>	Anonymous		Website

246	<p>Of course no matter where the bypass road goes it will affect people. It seems that everybody who is affected has a different idea of where the road should go. I believe that the best proposal is the route that accomplishes the goal of moving the big rigs off of Main Street while affecting the least amount of people. Not building a bypass will negatively affect the most people and will permanently hurt the image of the city and the livability of the city the most. The original plan presented before the restart of the study still makes the most sense. It takes the big rigs off of main street by making the bypass road into the new highway 40 thus allowing the city to regulate the size of vehicles coming down main street. If it starts on the North side of the city just a little north of the bowling alley then it will have the least impact on the sacred north fields. Also the city already owns this corridor thus reducing the cost. Then as it travels west by south west to a point where it crosses Midway Lane just west of the existing south fields road it will then affect the least amount of people. Traveling then south until it comes into the area around the sewer fields where it diverts some of the traffic over to 189 to go to provo and then recycles the balance of the traffic back east until it hits 189 then traveling through to existing 40 to then head out to Daniel's Canyon. Yes this will affect people but it will adversely affect the least number of people. What the public needs to require in all this is that those who are affected the most are fairly treated by all of this. That doesn't mean enriched it means justly treated. There are a lot of other ideas but in the end I believe that this route accomplishes the goal by adversely affecting the least number of people. Enough talk. This is the problem with committees. Nobody every seems to want to make a decision. There is an old saying that is true. A camel is a horse designed by a committee. Lets get on with it and fix this before it is not fixable.</p>	David	Nelson	Website
247	<p>Hello,</p> <p>I would like to submit a comment regarding the southern section of the proposed bypass. Specifically the part where it been proposed to reroute US189 to 1300 South. This would put the new highway right next to neighborhoods where families live and children play. And I believe the bypass proposal all began because of an accident along Main Street involving a child. With this proposed route, the new highway would be close to established backyards and at least one playground where children play. Wouldn't moving the highway close to backyards and right next to a playground defeat the purpose of the bypass helping keep children safer?</p> <p>I would suggest the bypass utilizes the current US 189 route for the southern portion of the bypass. Not only does this keep children and neighborhoods safer but it uses what is already is in existence, therefore lowering environmental impact and potentially the overall cost of the project.</p> <p>Thank you and I look forward to the hearing about next steps in this project.</p> <p>Jaclyn Murphy</p>	Jaclyn Maznicki	Murphy	Email
248	<p>Greetings,</p> <p>I am writing in regards to the bypass and would like to offer my opinion to the study.</p> <p>In my opinion the do nothing component of this study, is not an option. I believe the traffic is an impact to tourist and recreationalist that pass through Wasatch County, to get their destinations.</p> <p>I frequently hear conversations from non residents that make statements like "what happened to Heber" "traffic is terrible" "Heber is not traffic friendly".</p> <p>The traffic is at a stand still when these folks are passing through the Town and although they use to stop and get supplies they are not inclined to now, because of the access off and on Hwy 40 or main street.</p> <p>If they stop, traffic will not let them merge back onto the road as there is no break into traffic and get back on their way.</p> <p>Other folks I talk to come here to recreate but are now reluctant because of time spent getting to where they like to go. They indicate this is like Orem traffic only without stop lights to get you back on the main corridor's.</p> <p>I think this is affecting business along main street and merchants overall.</p> <p>This is also hurting the tax base and requiring higher taxes and fees to residents and businesses to support the economy and local Government's.</p> <p>Also are the comments from residents " I hate to go to Town", " I can't go anywhere without planning two hours for the trip" and more like these.</p> <p>The days of "running to Town for dinner" have now turned into, travel plans for the evening.</p> <p>For many years the local government's have planned a bypass and have even gone as far as collecting fees to help pay for it from residents of Wasatch County.</p> <p>They have also identified a corridor and have worked to secure the property as development has occurred or been put on the market.</p> <p>There have been many Public Meetings regarding this, input from residents, as well as comments that seem to not be heard or addressed, up to this point, in this process.</p> <p>I think the bypass needs to go in and input from the local government official's that have slaved and worked on this for over 20 years and know the area and the residents, that have been entrusted to make things better, are a resource you should not overlook.</p> <p>It is also my opinion the local identified corridor should be higher on the list and receive a closer look with a higher grade.</p> <p>Whatever the outcome this is overdue and now we have to play catch up.</p> <p>Lets get it done,</p> <p>Thank you,</p> <p>Eric Bunker</p>	Eric	Bunker	Email
249	<p>I believe the bypass in the NW Corridor should be as close to the current Heber City limits as possible. This keeps impacts out of the sensitive wetlands in the North Fields. The further WEST and NORTH the bypass goes, the more impacts and it becomes more costly to build. This location pinned here is the location of the Wasatch School District land purchased last year. UDOT should buy this from the school district, then build the bypass through that property. The majority of the citizens think it's a terrible place for a high school.</p>	Tracy	Taylor	Comment Map
250	<p>DO NOT get rid of Highway 189! It's an historic highway, and desperately needed as we grow. There's no good reason to remove a perfectly good highway, and we DO NOT want an expanded airport!</p>	Tracy	Taylor	Comment Map
251	<p>Keep Southfield Rd, and NO roundabout in this area. [South Field Road south of 1200 South]</p>	Tracy	Taylor	Comment Map
252	<p>Light is needed at this intersection. Dangerous! [Main Street / Coyote Lane]</p>	Tracy	Taylor	Comment Map
253	<p>The left turn signals are too short, and there could be a flashing yellow when no oncoming traffic is approaching.[U.S. 40 / S.R. 32]</p>	Tracy	Taylor	Comment Map
254	<p>There's no way the citizens of Heber Valley are going to allow a highway through the North Fields, let alone the costly build through wetlands. Not an option.</p>	Tracy	Taylor	Comment Map
255	<p>Sewer Fields cannot be divided. Keep Southfield Rd as the corridor.</p>	Tracy	Taylor	Comment Map
256	<p>Use 1300 E. Keep as close to Heber as possible and please bail us out by buying the proposed high school property!!</p>	Don	Taylor	Comment Map
257	<p>Don't do it!</p> <p>This will ruin peoples lives just to have reduced traffic on Main Street.</p> <p>A very small percentage of traffic will be re-routed off of a few blocks of Mains Street at the cost of hundreds of millions of dollars, the destruction of peoples homes and property value, the destruction of wildlife habitat and nesting grounds, water quality and amount. definitely are more valuable than waiting some extra time in traffic.</p>	Anonymous		Website
258	<p>These hay fields are part of the biannual Canada geese migration and the Sand Hill Crane habitat. Moving the highway through these lands will disrupt these migrations and push the birds towards the airport causing a safety issue. [HVSSD sewer fields]</p>	Jon T	Gray	Comment Map

259	<p>The current Highway is already set up to handle large amounts of traffic and it can be expanded since there are no home that will be impacted. Moving the highway is a waste of taxpayers money and it will destroy home values and neighbor hoods. Please don't move the highway keep it were it is. [U.S. 189]</p> <p>Heber Valley Corridor EIS Staff I am a resident of Wasatch County and would like to comment on the Environmental Impact Statement of the Heber Corridor.</p> <p>First and foremost, I am against diverting the highway through the north and south fields. I recognize the enormity of traffic issues in and around the county and agree that something needs to be done. Again, I do not see the proposed bypass as the answer.</p> <p>our purpose here is to "evaluate potential transportation solutions to improve mobility through the Heber Valley and the operation of Heber City Main street." After examining your electronic documents, I suggest that you have underestimated current peak volume congestion rather significantly! Exactly when did you do your studies? During this summer nearly every evening, from roughly 4:30 pm thru 6:30 pm or later, Main Street is "stop and go" from roughly 2nd North thru the center of town to 2nd South, and again from 4th South thru and past the 12th South intersection with Rt. 189. I suggest you actually invest the time and expense and gather accurate data before spending more time and effort in discussing solutions to this problem. The best solutions require accurate data, or the "Garbage in, Garbage out" rule will disastrously apply.</p> <p>According to your fact sheet 95% of Main Street traffic is private vehicles, meaning mostly locals, and local construction or other business traffic. Have you separated out the "private" traffic that is passing thru on its way to points south east, or west? That is a key piece of information. It may weigh heavily in favor of a bypass. It may be insignificant. Your data suggests that heavy truck traffic and recreational vehicles would, if sent round the center of town, ease congestion by a factor of some 4 or 5 percent. If a bypass of a nature that is friendly to heavy truck traffic and long RV's is installed this reroutes some hundreds of vehicles per day. Much of this will wither away anyway if a rail transit system for oil and gas shipments from the east to refineries in Salt Lake City is created. Before we include this number in our calculations it is important to determine if a rail link is in the near future. We also want to decide if we want to have the enormous number of RV's and related traffic diverted away from our supermarkets, hardware stores and restaurants.</p> <p>The maximin capacity for Main Street is 26,500 vehicles a day. We are not interested in averages over 24-hour periods. What we need to address is the current peak periods, and how these will grow in both vehicle numbers and time of travel thru the town. How will these peak periods expand, from late afternoon to early evening currently, to only heaven knows what as the general population of our valley and of the sources of transient traffic balloon over the coming years.</p> <p>You have focused almost exclusively on development and population growth in Wasatch County for your data collection. You also need to include the surrounding towns and cities population data in your analysis. We will be seeing more and more transit traffic as Salt Lake, Provo and Park City grow. Again, do you want to divert all this traffic away from our businesses?</p> <p>A related problem with traffic plugging up main street is that it becomes unfriendly to park and shop. I have been to towns in the east that have bought up the land behind their Main Street and converted it to parking as well as using these adjacent streets as a means of diffusing traffic. One effect is that it leaves Main Street less congested and noisy, and much friendlier to foot traffic. The three State Parks within the Heber Valley have seen a big increase in guest visitation. Factor in their visitation numbers into your traffic analysis. They currently appear in the "local" private vehicle column, the 'single trailer' column and in the Recreational Vehicle column. Most importantly, they appear in the "Peak Congestion" periods of Thursday and Friday and Sunday as they make their way to and from Parks and points of recreational interest, and to our local stores.</p> <p>In 2019 Uinta Railway was granted public funds of 27.9 million dollars (provided in four installments) to continue the studying and development of a rail spur connecting the Uinta Basin to the refineries in Salt Lake. This railway will remove a portion if not all of the tanker traffic traveling through Heber and down to North Salt Lake and Salt Lake refineries. If this does proceed and is developed your five percent traffic of big trucks is removed from your reason to build a bypass at all.</p> <p>If you proceed with your EIS I would like you to consider these points in the report.</p> <ul style="list-style-type: none"> • If you build a bypass highway what will be the zoning of the adjacent property? Commercial, open space, business district? • An analysis of the noise pollution to adjacent suburbs and communities. I lived in Storm Haven for a year and the noise from the highway rattled our house daily. • A full wetland delineation carried out at the right time of year as required by the ACE. • The construction of wildlife corridors and fencing along the bypass road in key areas provided by the Department of Wildlife Division. • Air quality and particulate matter modeling of the area impacted by the vehicles exhaust systems. We live in a bowl just like Salt Lake City and already experience our own winter inversions from air pollution. • Cumulative Impacts on our air, water, and wildlife populations from this proposal. • The impact upon our business. Restaurants, hardware, and camping supply stores and all the other businesses along Main Street. • The total costs of the project, which includes the purchase of land needed for the project, all the studies required, and the actual building of the bypass corridor. <p>Respectfully Submitted, Nancy O'Toole</p>	Jon T	Gray	Comment Map
260	<p>A related problem with traffic plugging up main street is that it becomes unfriendly to park and shop. I have been to towns in the east that have bought up the land behind their Main Street and converted it to parking as well as using these adjacent streets as a means of diffusing traffic. One effect is that it leaves Main Street less congested and noisy, and much friendlier to foot traffic. The three State Parks within the Heber Valley have seen a big increase in guest visitation. Factor in their visitation numbers into your traffic analysis. They currently appear in the "local" private vehicle column, the 'single trailer' column and in the Recreational Vehicle column. Most importantly, they appear in the "Peak Congestion" periods of Thursday and Friday and Sunday as they make their way to and from Parks and points of recreational interest, and to our local stores.</p> <p>In 2019 Uinta Railway was granted public funds of 27.9 million dollars (provided in four installments) to continue the studying and development of a rail spur connecting the Uinta Basin to the refineries in Salt Lake. This railway will remove a portion if not all of the tanker traffic traveling through Heber and down to North Salt Lake and Salt Lake refineries. If this does proceed and is developed your five percent traffic of big trucks is removed from your reason to build a bypass at all.</p> <p>If you proceed with your EIS I would like you to consider these points in the report.</p> <ul style="list-style-type: none"> • If you build a bypass highway what will be the zoning of the adjacent property? Commercial, open space, business district? • An analysis of the noise pollution to adjacent suburbs and communities. I lived in Storm Haven for a year and the noise from the highway rattled our house daily. • A full wetland delineation carried out at the right time of year as required by the ACE. • The construction of wildlife corridors and fencing along the bypass road in key areas provided by the Department of Wildlife Division. • Air quality and particulate matter modeling of the area impacted by the vehicles exhaust systems. We live in a bowl just like Salt Lake City and already experience our own winter inversions from air pollution. • Cumulative Impacts on our air, water, and wildlife populations from this proposal. • The impact upon our business. Restaurants, hardware, and camping supply stores and all the other businesses along Main Street. • The total costs of the project, which includes the purchase of land needed for the project, all the studies required, and the actual building of the bypass corridor. <p>Respectfully Submitted, Nancy O'Toole</p>	nancy	Otoole	Website
261	<p>The field where 1300 South is proposed to go are a migratory stop for Canada geese and sand hill cranes. If you build 1300 south through that field it could push the birds that much closer to the airport which could be dangerous for everyone. Birds and planes don't mix well.</p>	Glenda	Gray	Comment Map
262	<p>Rerouting Hwy 189 to the proposed 1300 South is a bad idea. It is a waste of taxpayer money to reroute a Hwy that is already in place. Not only does it make many people feel that there is an ulterior motive about expanding the airport, but it is hard to understand why rerouting the Hwy into a residential area could possibly make sense. The proposed 1300 south will negatively impact home values in the area. It is a safety concern for the residents who live right next to the proposed Hwy. If this route has been in the planning for so long, then the city should not have allowed houses to be built so close. Homebuyers should have at least been warned of the plans in order to make informed .</p>	Glenda	Gray	Comment Map
263	<p>No bypass road through the North Fields or anywhere near the Provo River. Explore some of the ideas proposed by public comments that do NOT impact the North Fields or scenic value of the Valley. Peak traffic is simply that. Peak traffic. Deal with the peaks. Don't destroy 100% of the valley for a 1-4% problem.</p>			Website
264	<p>This is one of the best country roads in the valley, that hikers, walkers, bikers, dogs, horses use on a daily basis. My own children have learned how to ride their bikes on this quiet road; with a bypass going through it I am concerned about noise and air pollution as well as safety for our citizens crossing to this road. [650 South]</p>	Kate	Mapp	Comment Map

265	Please do not build a bypass road through the Heber Valley anywhere! We as a global community need to wean ourselves off of fossil fuels, which is happening now. It would be more productive to plan for the future with light rail powered by renewable electricity than to build more roads. The differences in wait times getting through Heber on route 40 is negligible, when you compare the time it takes today versus the expected time in 2050. We may not even make it until that time as a species, looking at the way climate is changing and the world's current crises. Who knows what the future will bring but I know we will have less oil tankers because oil is passe and will be needed less and less. Not only that but the percentage of tankers through town now is minimal, as compared to single occupant vehicles. Look to the future and get out of the traditional boxes that you are operating within! We need better and more efficient public transportation and not more roads! Save our precious valley and let's move forward in an intelligent manner.	Ed	Shaul Jr	Website
266	This is one of our more popular parks in the valley, with the bypass the noise and congestion will cause issues and make the park less desirable to go to. [Wasatch County Park]	Kate	Mapp	Comment Map
267	Our most prized resource in the valley and a bypass will be going right through it. Please do not build the bypass as this will destroy the way of life in the valley forever. [west of Heber City]	Kate	Mapp	Comment Map
268	Sandhill Cranes live here and other migratory birds with the realignment of 189 this will destroy their habitat and cause immense noise and air pollution to rural parts of our community. [HVSSD sewer fields]	Kate	Mapp	Comment Map

	<p>To our Elected Officials, UDOT, City and County Planners and Committees, and Wasatch County Citizens,</p> <p>When I woke up this morning my daughter and I could hear the sandhill cranes from inside our house and I had this overwhelming feeling of beauty for this world. But then I realized in a couple of years we will not have this opportunity to hear something so beautiful and amazing in our community right from our homes, backyards, bike paths, farms, ranches, schools, and work; because a highway will be going right through the heart of our community. As much as you want to make our main street like any other quaint mountain town, that is not what brought us and keeps us to the Heber Valley. It is the natural beauty that attracts new people and keeps people living and loving this area. Living in Wasatch County, especially in Heber City, we have a unique opportunity to preserve the natural environment along our borders; which is very unique and rare for such a growing community. I understand Wasatch County is experiencing exponential growth with the added pressures of commuting, traveling, and commerce coming through our community. I am just wondering if spreading the traffic to our rural areas which are so treasured, precious, and limited already is the right decision for our community and environment. When I heard these sandhill cranes and other migratory birds the other day, I became deeply saddened and dispirited because I know in a couple of years I will be hearing traffic noise instead.</p> <p>As a resident of Heber City, I feel like our comments are being ignored. I wrote a letter a year ago outlining my concerns for this community and the bypass and I only heard from 1 elected official, even though the letter went out to over 25 people who worked for our county and city. The public process feels like you are going through the motions but not really considering our health, quality of life, and well being for animals and humans.</p> <p>Our open and rural space is our most treasured resource in our community and putting a highway right through it is devastating and makes me very concerned about our valley in years to come. The south and north fields are so amazing and must be preserved first and foremost over any other development happening in our valley. The river floor is so unique and we have a duty to preserve this. The bypass is not the answer and the noise and air pollution will both disrupt the quality of life for both Midway and Heber residents.</p> <p>Another unique opportunity that we have is that we have a very popular biking community that will only be destroyed if this bypass goes through. Ebiking on quiet country roads is huge for destination towns like ours and building a bypass will all but ruin this opportunity and make it feel like any other highway in the country rather than preserving the farm and rural roads based off of the south and north fields.</p> <p>Even if we have a bypass, Heber Main Street will still have a traffic issue. Please consider 100 west and 100 east for local traffic. Most businesses are accessible from the back of Main Street and the traffic will continue being a problem despite having a bypass. Why would we spread the traffic out across our valley, when we can focus on the problem and improve it with pedestrian underpasses, creative planning and design elements, and off Main Street commercial opportunities; like Moab.</p> <p>Between the power plant, the powerlines, the rezoning, the bypass, the denser housing permits, the realignment of 189, and the airport expansion; it is clear that the west side of Heber City is being taken advantage of and deemed more disposable than the east side. There are many properties and neighborhoods that may not be worth what the east side homes are, but we feel like your decisions are making our property values decrease and our quality of life less important to preserve. How many of you live on the west side where the power lines and the bypass will be in close approximation? You are making these decisions on which neighborhoods are disposable, and it is clear you favor preserving the way of life for those who live on the east side of Heber's Main Street.</p> <p>Please lobby to stop big tanker traffic from coming into our community. Other towns have a vested interest too. Solve the bigger issue which is the oil and gas Industry that is ruining small towns like ours. And please stop rich private jets lobbying for more runway space in our valley. Our air and noise pollution is already being affected, please do not promote more of this. You will ruin our community, health, environment, and property taxes.</p> <p>Once again, please do not build the bypass as this is a direct violation to the County Ordinance 16.06.01: PURPOSE The agricultural zone (A-20) is established to provide areas in which agricultural pursuits can be encouraged and supported within Wasatch County. This chapter sets forth guidelines and restrictions to protect agricultural uses from encroachment of urban sprawl. Uses permitted in the agricultural zone (A-20), in addition to agricultural uses, must be incidental thereto and should not detract from the basic agricultural character of the zone. Furthermore, the specific intent in establishing this zone is for the following purposes:</p> <p>Avoid excessive costs for public services in areas with high physical constraints;</p> <p>Provide a location where the cultivation of crops and the raising and keeping of livestock and related uses can be protected and encouraged;</p> <p>Prevent the necessity of having to pay excessive taxes on grazing lands;</p> <p>Preserve the beauty of the entry corridors of Wasatch County;</p> <p>Protect the underground water supply from pollution; and</p> <p>Maintain an open rural buffer between Heber and Midway City.</p> <p>Please listen to your residents and come up with alternative, creative, and out of the box solutions.</p> <p>Kate Mapp Resident of Heber City for 10 years. I own properties on both the west and east side of Heber Main Street. I am a mother, wife, and educator. I represent my extended family who live in the Heber Valley including Midway and Heber City.</p>	Kate	Mapp	Email
269		Kate	Mapp	Comment Map
270	<p>This country road is biked and walked on a daily basis by residents and visitors. My parents come from Midway to bike down this road. It is a special place in the valley and if you have not had the opportunity to walk down here please do so. Just park at the church and reflect on the decisions that you are about to make. You can literally see what you will be doing to the land by putting a bypass road through this most precious area of our community. [650 South]</p>	Kate	Mapp	Comment Map
271	<p>The sidewalks are not consistent and someone will smash into the curb. The sidewalks push you into the road. [South Field Road]</p>	Kate	Mapp	Comment Map
272	<p>Cars go too fast on this road and should slow down or have more of a shoulder. [South Field Road]</p>	Kate	Mapp	Comment Map
273	<p>This bike path should have jersey barriers or a curb next to it. It is too close to the road and bikes or cars could swerve onto the bike path or onto the road. This is a huge danger and the bike path is a well used resource but should be maintained and improved upon. [S.R. 113]</p>	Kate	Mapp	Comment Map
274	<p>If you must do a bypass right through the heart of our community, please use concrete and building methods that decrease noise pollution. Also, please make the road less than 50 miles per hour and tax the oil rigs that come through our community. They are creating this problem they should pay for it, not us.</p>	Kate	Mapp	Comment Map

275	We appreciate your consideration of our concerns with the proposed bypass in Heber City.	Emilee Mae	King	Email
276	There is not even a large minority of support for expanding or adjusting the airport in town among the entire Heber valley. You would be more likely to gain more support for closing and completely terminating the airport. The whole point of the airport is we don't have a large need for it so it shouldn't be a factor for why to ruin good community members properties and surrounding property values. Why does the priority for this seem to be more about getting businesses that have nothing to do with Heber bigger and better options while residents in Heber are clearly being ignored.	Russell	Gray	Comment Map
277	These fields are home to many species of birds during the spring/summer as well as during spring and fall migrations. Bobolinks are relatively rare in Utah and this is a unique place where they can be found. Any development plans for this area should take into account impacts to these unique natural areas. [1200 North / 1130 West]	Matthew	Williams	Comment Map
278	Consider impacts on any potential Red Ledges bypass to the traffic models.	Matthew	Williams	Comment Map
279	I would like to voice my opposition to the proposed bypass through the North and South fields of Heber Valley. I do not feel that it is a good idea to route traffic through what is prime open space. Many people come to the Heber Valley because of the beauty that it's open space provides. The proposed bypass would destroy what little open space is left. I also don't feel that re-routing truck traffic off of main street to a proposed bypass that would go right by what are now quiet residential neighborhoods is a wise decision. That would be moving an existing problem from one part of town to another. We should be looking at a way to reduce the amount of truck traffic that is coming through our valley. The oil and gas companies are using our roads at an unprecedented rate and I don't feel they are paying a fair share for maintenance.	Dave	Mapp	Email
280	Many have commented on the semi-trucks but those seem somewhat independent of the traffic problems. Heber Main street has already been largely developed to account for being right on a major highway. Aspiring for a walkable/quaint downtown is not realistic and should not push impacts elsewhere when this main travel corridor has largely been developed to account for the noise, large trucks, etc. It may be easier to move some elements of a downtown to another location than it would be to create a quaint downtown here.	Matthew	Williams	Comment Map
281		David and Ann	George	Mailed

<p>282</p>	<p>To: UDOT</p> <p>RE: Heber Bypass/Parkway Questions</p> <p>The by-pass is no longer an effect way to mitigate traffic on "Main Street". The large majority of extensive growth is happening on the East sides and North sides of the Heber Valley. The bypass was proposed to be on the West side and will reroute a very small amount of traffic off of "Main Street" but has the potential to create large traffic jams on the far North and South ends of town.</p> <p>Question: What specific costs, environmental damages, property damages, are being considered in the EIS. Please share these reports.</p> <p>Question: How will UDOT justify such an expensive project to Utah tax payers.</p> <p>Question: Why were several proposed preferred routes presented last year and now UDOT is saying there is no preferred route?</p> <p>Question: How can an EIS be completed without knowing the proposed route?</p> <p>Question: If a preferred route is determined will another EIS be done?</p> <p>Question:</p> <p>What studies are being/will be done regarding the depletion and potential contamination of the water table/wells in the area of the by-pass.</p> <p>Question:</p> <p>What studies are being/will be done regarding the potential destruction of habitat and nesting grounds of the Hawks, Osprey, Geese, Swans, Sandhill Cranes and other protected and un-protected birds.</p> <p>Question: Why were several proposed preferred routes presented last year and now UDOT is saying there is no preferred route.</p> <p>Comment:</p> <p>Utilizing the South Fields road was presented and studied from approximately 1998 to January 2018. Land/House purchases, city and county planning and development were all based on this long standing planned route. In February 2019 a new southern/western route was presented that proposes eliminating and re-routing the existing 189/40 through the bypass/parkway and not using the South Fields Road alignment as presented in the Professional Engineering Consultants LLC (PEC) study. Additionally a roundabout, an overpass and other features that are not recommended in the PEC study due to the fact that "impacts to surrounding areas would be significant" were also presented.</p> <p>Question: Will the historical PEC Study planned South Fields Road route be considered/followed?</p> <p>Question: What specific EIS study measures were or will be utilized to determine the direct impacts adjacent property owners</p> <p>Question: Are the additional planned developments of hundreds of homes, some of which are detailed in the PEC engineering Bypass Study included?</p> <p>Question: Will you provide the studies and measures used to determine re-route is in the best interest of the community and the environment? Please provide specifics.</p> <p>Question: What engineering features will be put in place to mitigate light and noise pollution?</p> <p>2. Multiple MAG, Heber City and County maps including the Heber City Master Road Plan identify the bypass/parkway and the 1300 South access as a Minor Arterial road. According to FHWA Highway Functional Classification Guidelines: "Minor Arterials interconnect and augment the higher lever arterials and provide service to all developed areas of the state, including any cities and large towns, and are spaced in urban areas to provide a balance of access and mobility within communities."</p> <p>Many citizens purchased property based on this Minor Arterial classification. By re-routing the highways 40 and 189 through the bypass/parkway it is no longer a Minor Arterial and would be classified a State Route/ US Highway/ Principle Arterial.</p> <p>Question: What are Heber City's, UDOT's, and Wasatch County's plans to financially compensate citizens for the damages that are caused by this re-classification and misinformation?</p> <p>Question: Are these damages factored into the analysis?</p> <p>Question: What type of studies and financial analyses has UDOT performed to justify a potential \$200,000,000.00 expense, in order to bypass 1.5 to 2 miles of Main Street, will be economically, environmentally, and socially beneficial?</p> <p>Question: Is the proposed/planned Red Ledges Eastern by-pass factored in to the traffic studies?</p> <p>Request: Please provide these studies and analyses and the data sets used.</p> <p>3. According to MAG: "Build alternatives must be studied in detail must satisfy the project needs, or they are not considered reasonable alternatives. The no-build alternative should also be studied in order to establish a baseline for comparing alternatives. Evaluate alternatives according to how well they meet the project purposes and needs, provide an asset to the community, and compatibility with the natural and built environment. Build alternatives not meeting the project purpose and need will be eliminated."</p> <p>Question: Where can we access to these studies? Or please provide: each build alternative including the no-build alternative.</p> <p>Question: What alternative Heber City and Wasatch County traffic/road plans were considered prior to moving forward on the proposed Bypass/Parkway?</p> <p>Request: Please share these plans and studies and the analysis that proves there is not a less impactful alternative other than the Bypass/Parkway.</p> <p>Request: Describe which alternatives were studied and provide details on those that were studied but eliminated. Include an analysis of impacts, likely benefits, and proposed mitigation measures for each alternative studied in detail.</p>	<p>Justin</p>	<p>Crail</p>	<p>Email</p>
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BRUCE & CHRISTINE MAAK



September 1, 2020

To: Utah Department of Transportation
hebervalleyeis@utah.gov

Re: Heber City Highway US-40 Bypass and US 189 Realignment

Ladies & Gentlemen:

We write to comment on the proposed Highway 40 bypass and realignment of US 189 in the vicinity of Heber City, Utah.

We are enclosing a copy of a depiction of the proposed Highway 40 bypass and realignment of US 189 on which we have marked what we understand to be the previously proposed location of that bypass/realignment, upon which we will comment below.

As you will see, we oppose the proposed bypass and realignment now apparently being recommended because, in our view, it is illogical to address at this point in time and, in any event, is contrary to the interest of Wasatch County, its residents, and UDOT. We concede that we have an interest in this issue because we live in the vicinity of the recommended re-route. Here are some of the reasons why we believe the current proposal should not be adopted:

1. The proposed Highway 40 bypass is to be routed adjacent to a populated area. As formerly proposed, the Highway 40 bypass continued to follow South Field Road all the way to US 189 and then turned east to Highway 40. This is an unpopulated area. As most recently proposed, the Highway 40 bypass cuts east in the vicinity of 1200 South, adjacent to a subdivision and passes through a populated area in its route to reconnect with Highway 40. The people living adjacent to the proposed re-route of Highway 40 will suffer a significant decline in property value and ambience as a result of such a re-route. It does have the benefit of somewhat shortening up the reconnection to Highway 40, but the amount of distance shortening is not great and the disadvantage of being routed through a populated area would seem to outweigh it.

2. The proposed realignment of US 189 will require the construction of a road far to the west of its original proposed location and right through a group of residences (of which ours is one) occupied by people who moved to this area for peace and solitude and not to be adjacent to a busy highway. The original route, which followed South Field Road to US 189 does not suffer from this disadvantage.

3. The proposed re-route of US 189 will significantly detract from the historic Heber Valley Railway. The previous proposed route merely crossed the railroad tracks and then proceeded east to South Field Road and then south to US 189. The proposed realignment is closely adjacent to the railroad tracks for a significant distance. We are informed that the County proposed an appealing trail (we don't know its present status) along the east side of the railroad tracks in this area. That trail will no longer be an appealing place to hike if the road is realigned as now proposed.

4. The proposed realignment of US 189 will unnecessarily consume a significant quantity of the sewer water disposal farm. As previously aligned, the road was proposed to follow South Field Road all the way from approximately 1200 South to US 189 – in approximately the location of existing South Field Road. Now, as proposed, the realigned US 189 cuts through the sewer farm itself and will significantly reduce the area of agricultural utility of the land. In addition, as proposed, this realigned section will prevent the expensive currently utilized irrigation pivots from being used as they are now. They will have to be replaced with another expensive, less efficient distribution system.

5. The proposed bypass/realignment entails what appears to be quite an extensive roundabout area that will be expensive to construct and, in our amateur view, will not be suitable for the traffic density and nature (including lots of big rigs) moving through that area towards Highway 40.

6. The new proposal will cost much more than the old one. A comparison of the old proposed route and the new one shows clearly that the latest proposal will be much more expensive because (i) much more road will have to be built, (ii) a large roundabout will be added, (iii) the new configuration will be more expensive because it does not any longer follow an existing developed road (i.e., South Field Road), and (iv) we suspect (but don't know for sure) that condemnation will be required for portions of the latest proposed route, which would not be required for the old proposed route.

7. What is driving the desire to change the alignment of the bypass/re-route? The bypass/re-route was studied extensively previously with the result that the previous proposal had the road running down South Field Road to US 189. Those who addressed that issue at that time concluded that this route was the best alternative. What has changed? As noted above, the proposed re-route of US 189 and the Highway 40 bypass involve significant apparent disadvantages. It appears from the manner of the proposed re-routing of these roads that someone is attempting to move the roads away from the airport, although we do not understand this to be a stated purpose of this latest proposal. But nothing else makes any sense. If in truth the purpose of this new proposal is to accommodate or facilitate an airport expansion, then from a policy, fairness, and transparency standpoint, the issue of the airport expansion should be addressed first and, with the benefit of that decision, the realignment of US 189 and the Highway 40 bypass should then be considered. This would allow the roads to be routed with the benefit of

the certain knowledge of any change that is to occur with respect to the airport. At present, the roads proposed are being proposed without a certain knowledge of what is going to happen to the airport, which seems like an order of decision making that makes no sense. Beyond all of that, based upon our knowledge, Heber Valley residents by a large margin oppose any expansion of the airport. The wishes of all of the Valley's residents should certainly be considered in the context of this decision making.

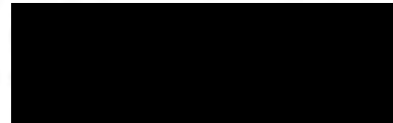
We respectfully request that the decision makers with respect to this matter openly and transparently inform the residents of why the proposed bypass/realignment is being changed and, if it is the product of a belief that the airport will need the realignment to facilitate some future change, then wait for a final decision on what is to happen to the airport before deciding where the roads will go. In any event, we encourage the decision makers not to change the bypass/realignment from the routes previously designated after extensive consideration.

We appreciate your consideration of our comments and request that we be added to your list of interested parties to be informed of future developments on these issues.

Thank you.

Bruce and Christine Maak

Emails:



August 22, 2018

To Whom It May Concern,

Thank you for opening the bypass proposal to the Heber Valley community and soliciting our input. As members of this beautiful community my family understands the passionate concerns regarding a truck bypass route. From local business impact, landscape impact, environmental concerns and safety issues there is not an easy solution. The past ideas and proposals that have been put off for decades have led us to this point leaving our community with limited feasible options.

After reviewing the proposed UDOT route connecting Highway 40 to Southfield Road via a new 1300 South, I am greatly concerned due to several significant issues affecting the community landscape overall the impact this road would have on the 31 families and homes already established on 1250 South.

First, visitors coming from Provo or Daniels canyon would be welcomed to this beautiful valley by seeing not just the major state highway 189 (or 40 from Daniels as proposed) that they are already on, but also seeing another 90 foot State Highway running nearly parallel for a 1 mile stretch and making the "Sewer Fields" an island between two major State Roads. This seems like an unnecessary waste of land, money and materials considering Highway 189 is already constructed and in good repair and the entirety of Southfield Road would have to be upgraded.

Second, the common height of an 18- Wheel Truck/Trailer is 13.5 feet. Having hundreds of these vehicles and hundreds of other regular driving vehicles using this road would be an awful noise annoyance and eyesore to the 31 families that have purchased their home purposely off a busy road. Home values, of course, would be severely affected by putting this previously unplanned road directly in the backyard of our family homes. The other major concern is the safety of having traffic and children crossing this new state road and having this road directly next to existing parks and ballfields that our children are frequently at.

If the current proposal (which is not a bypass proposal) is the best option to meet the needs of our community, my suggestion is that Highway 40 join Highway 189 for a 1 mile stretch and connects to the bypass at the existing intersection of State Highway 189 and Southfield Road. This would possibly require adding an additional lane in each direction to accommodate the increase in amount of vehicles but would use existing roads/easements and not require the new construction of .6 mile 90 foot highway through the "Sewer Fields" and additional necessary (and costly) sound barriers. It would also have minimal impact and unnecessary annoyance to the existing 31 families/homes that are already on the newly proposed 1300 south route.

This suggestion still doesn't address the safety concerns, environmental concerns or impact the local business will feel with the reduced traffic to downtown Heber City. People traveling from Provo will use this new route to get to their activities in Park City instead of frequenting the downtown Heber City area. This of course will lead to lower local business use and local tax revenue. Boulder City, NV is a great current case study for the effect that this proposed redirection of traffic will have for our town.

<https://news3lv.com/news/local/boulder-city-were-open-for-business>

As a family we are grateful to live in Heber City, my Grandfather John Flygare and his 6 siblings were born and raised in this valley. I feel an obligation to their heritage in keeping this valley as natural and pristine as possible. I feel that my input on this proposal helps with this while still addressing the current needs of the community.

Sincerely,

Brady Flygare



March 4, 2019

To Whom it May Concern,

I am writing to oppose the UDOT and Heber City bypass/corridor proposal to move Highway 189 to a new 1300 South in Heber through a massive Round-A-Bout.

The information given to Heber City Citizens at the February 20th Open House was either so poorly planned or purposely confusing and misleading. UDOT officials blamed the city and airport needs for the newly proposed route, yet the City Manager acted like he didn't know the details of the plan because he was so new to the area (he's been in his position for 7 months). Since then city officials have stated that UDOT was solely responsible for the newly proposed massive Round-A-Bout and re-routing of Highway 189 and the city had no input. This was a meeting that created more questions, concerns and fear than producing answers and showing action on past community input.

This new proposal is a terrible waste of Utah Tax Payer UDOT funds as it completely tears up an existing two mile stretch of Highway 189 and reroutes it into current open space directly behind 31 present family homes via this massive Round-A-Bout. The speed limit would be 55 mph and pose a major safety and noise concern for those families and other traffic that use this high speed stretch of road. I can only imagine the accidents that will happen between cars and diesels in a massive Round-A-Bout during the year adding the danger of snow plows on the frequent snow days. It would be different if UDOT or the city was expanding a current road or the major route change was disclosed to area homeowners using the past Master Plan, but to quickly decide to move a major highway 70 feet behind families who chose to move into homes in this area, valuing the tranquility and majestic scenery of Wasatch Valley, would have an awful impact on the quality of life for these families and, of course, property valuation as it has already had an effect on the current ability to sale.

It seems the current Heber City Mayor, Kelleen Potter and City Manager, Matt Brower, are looking for anyway for UDOT to pay for an expensive road the city doesn't need (and can't afford). The proposed Heber City bypass/corridor route is completely short sighted. In 10 years, as planned the valley will have more stop lights outside of the downtown bypass/corridor route than inside. What is it bypassing? The project is being pushed solely by Heber City to create a walkable downtown experience. Not for traffic needs, not for public safety, but to create a "Downtown Dream" for the current City Mayor, Kelleen Potter. For UDOT to engineer and accomplish the building of a bypass/corridor route to complete this "Downtown Dream" is an unnecessary, wasteful, misappropriation of Utah Tax Payer UDOT funds.

Several alternative options for the city that would be less costly have been discussed and apparently discarded. The first option is the original bypass plan to connect Highway 189 to Southfield Road and continue on Southfield Road to a future NorthFields intersection back on to Highway 40. This would alleviate half of the cars that travel through the city on current Highway 40. The city's problem is this wouldn't take trucks off of downtown Main Street. With this in mind, I'm sure that UDOT engineers could find a feasible option to get trucks to turn west off of Highway 40 onto existing Highway 189 which connects to Southfield Road going north and back to Highway 40 on the north end of town. This has been done with the Logan bypass and would solve the city's interior traffic problem. Yet there would still be more stop lights out side of the bypass/corridor route than inside.

A second option is to make 100 East and 100 West one way streets and a quick alternative to Main Street for current traffic. This route could be done immediately and show UDOT that the city is doing all it can do to manage the current traffic situation. My concern is that city officials know about this option and have held off doing it for fear the traffic on Main Street will be lessened to the point that UDOT will not see the need for a bypass/corridor route therefore negatively affecting the potential for Mayor Potter's "Downtown Dream." I consider the lack of action in making these changes as a fraudulent attempt to access Utah Tax Payer UDOT Funds.

The city also hasn't discussed with the community how the businesses on Main Street, inside of the proposed "Bypass" Route, will be affected without the traffic and visitors that come from people currently using Main Street Downtown. Lehi is a great example of empty store fronts from lifetime businesses have closed due to the building of bypasses and corridors to avoid downtown congestion. The same effect will happen to Heber City businesses. To my knowledge this impact has not been addressed by Mayor Potter or Matt Brower, City Manager.

The lack of action on these two proposals show if Heber City lacks the effort or doesn't have the money to make simple changes to alleviate the "heavy" traffic problem how will they afford to renovate the downtown area once UDOT pays for and builds the expensive, wasteful bypass/corridor (which only bypasses the "Downtown Dream?")

The last option I ask to be considered is to leave the northbound Highway 40 Daniels Canyon traffic on the current route through the city. Divert northbound Highway 189 traffic from Utah County to Southfield Road (bypass/corridor) northbound and connect Southfield Road (bypass/corridor) to Highway 40 on the north side of the valley. The city could have a joint venture with private entities to create a new city center at Southfield Road and Midway Lane designed for walkability and the have adequate parking the current downtown will never have. This would allow the city to continue getting the economic resources that come into the valley from the Utah County and Summit County traffic instead of having the people bypass the area altogether.

I understand there are many other desires, emotions and logistical needs for UDOT, Wasatch County and Heber City. The current proposal that destroys coveted open space to create a huge Round-A-Bout for diesels and car traffic and move Highway 189 directly behind existing homes entering the city is an unnecessary and wasteful use of Utah Tax Payer UDOT funds. I ask that UDOT, Wasatch County and Heber City re-evaluate the proposal and analyze the impact this would have on Heber City and its current citizens.

Sincerely,

Brady Flygare


Heber City, UT 84032

To Heber City Mayor Kelleen Potter, City Manager Matt Brower, UDOT Representatives, including Rob Clayton and Jeremy Bown, Heber City Council, Wasatch County Council and Wasatch County Manager Mike Davis, Mountainland Association of Governments Director Shawn Seager and Brianna Binnebose from Penna Powers Marketing Group.

We as Heber City and Heber Valley Citizens consider the joint statement given by Wasatch County and Heber City to “not take a position on a preferred route” for the Heber City Bypass preposterous and unhelpful. Especially considering that UDOT has already published their Preferred Route for the bypass.

The County and City governments have had four months to create a position for the UDOT Preferred Route. This statement says to the neighborhoods and families affected by this UDOT Preferred Bypass Route in Heber City and Wasatch County that our city and county leaders are unable to work together to coordinate the municipality needs while considering and representing the needs and quality of life for the 350 + families that are currently and will be affected for years to come by the UDOT Preferred Bypass Route presented on December 18, 2018.

To our elected officials and legislative bodies, it is your responsibility and obligation to make decisions and create positions on community issues. We don't assume that there is unanimous support on either side of the new UDOT Preferred Route Proposal which includes funneling all Highway 189 and Highway 40 traffic onto a new highway running through existing family homes, bordering existing family neighborhoods and being an unnecessary nuisance and safety risk to hundreds of Heber Valley Citizens at a projected cost of \$100-\$200 million dollars. Again, we don't assume there is unanimous support on either side of this project. What we haven't seen is clear, public representation or what the position of each elected official is and what would or wouldn't change that position. By issuing a statement of not taking a position on a preferred route you are shirking your responsibility as elected (and some unelected) officials and legislative bodies to make decisions that represent Heber Valley Citizens, who are your neighbors, interests.

With this statement of non-position the UDOT Preferred Route and the Environmental Impact Study on this preferred route will continue.

Mayor Potter, as Heber City Mayor you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Matt Brower, as Heber City Manager you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of

the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Kendall Crittenden, as a Wasatch County Councilman you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Mike Davis, as Wasatch County Manager you had the opportunity, responsibility and obligation on December 18, 2018 to speak up during the UDOT Preferred Route presentation meeting to ask how this route would impact the 31 families directly bordering and the 350+ families within a ¼ of a mile of the newly combined State Highway 189 and State Highway 40 and you failed to do so. You had the opportunity and obligation to ask about the ability for the Heber City Airport to expand if Highway 189 is removed and you failed to do so. You had an opportunity and obligation to ask about the projected expense of removing a 1 ½ mile stretch of Highway 189 and rebuilding it a ¼ a mile away and you failed to do so.

Since the December 18, 2018 UDOT presentation about this UDOT Preferred Route and the following Open House on February 20, 2019 all Wasatch County Council and Heber City Council members have had an opportunity and an obligation to listen to, read and respond to citizen comments. Some through emails, some through informal meetings and some through official public council meetings. The position taken today of Wasatch County and Heber City not having a Preferred Route shows that there has been no action taken by the municipalities in regards to the comments and concerns from the community and working with the affected neighborhood communities.

We would like each of our local government officials to be aware that GRAMMA requests have been made to UDOT, Heber City, Wasatch County, and the Heber Valley Special Services District. In the requests we have asked for the documents to be expedited and the fees waived in order to show and ensure transparency through the bypass proposal process. The expedited and fee waiver requests have been initially granted by all entities except for the requests to Heber City. We have appealed that decision and our City Manager is currently reviewing the request.

One of these emails received through the Public GRAMMA request, by a public entity that we won't name here, but is available upon request, states the same thoughts that most people on the Southwest corner of Heber have.

August 8, 2018:

“Gentleman,

Could I ask a question? Why do you plan to run your proposed roadway over property that you do not own or have any title to? Even better is that you have planned this at taxpayers’ expense without consulting with property owners. You have not even shown the courtesy of notifying property owners of your plans. I’m sure at some point you are actually going to need cooperation from these land owners, whom of which you have not even shown the courtesy of notifying them of your desires. And once again you are asking to have a public hearing without even as much as mentioning that to the largest property owner in the project area. Interesting.”

As citizens we have been told we need to wait for the EIS study which is 2-5 years out and it will determine the best route. However, an EIS study will use the preferred route submitted to them. This is the route that was approved with only 2 elected officials present, Mayor Kelleen Potter and County Councilman Kendall Crittenden. The other unelected officials present and were part of that decision were Heber City Manager, Matt Brower, Mountainland Association of Governments Director Shawn Seager and Wasatch County Manager Mike Davis. The 2-5 year EIS study will not make recommendations on route changes. That was the job and responsibility of the elected officials and it didn’t happen. In the 2 – 5 year timeframe the EIS study will take, home values and family’s future quality of life will be in limbo.

As citizens we have been told that the bypass route has been on the map for 20 years, and we shouldn’t be surprised it’s being used, yet State Highway 189 has been on the map (and in use for longer than anyone here has been alive) and it’s being moved. A proposed roundabout which has been said to be the largest roundabout in Utah, perhaps the west, has never been on a map and within four months it is being added to city used maps. A little under 20 years ago a small arterial road for 1200 South was on a map, but Heber City approved a neighborhood development right through that road and moved the line south a block on a map to 1300 S into property the city doesn’t own and has no easement to. Now Heber City is going to penalize these families and their quality of life and safety due to this oversight or intentional moving of a line on a map into property it never owned.

As citizens we have been told to come up with better solutions. However, the only changes that were made to the route presented on August 7, (the changes that added a massive roundabout and skirted the sewer farm, making room for the Heber City Airport to expand) were not taken from citizen input, but by Airport and Heber Valley Special Services District Managers in a meeting on August 8, 2018.

Other solutions that have been made to UDOT and Heber City officials, such as utilizing existing roads in Heber City as one-way streets, moving the city center to Midway Lane and Southfield Road, utilizing existing Highway 189 and Southfield Road so only a less, cost effective Environmental Analysis would need to be done, making an intersection change similar to the

Logan bypass, and even just to simply follow the action items on the existing 2003 Heber City Master Transportation Plan. Yet none of these have been openly discussed as alternatives or solutions that would have an impact on the current and future traffic.

Our neighborhoods must go on record again with our joint concerns and fears.

This Preferred BYPASS Route will:

- 1- Allow property for Heber City Airport expansion.
- 2- Create unnecessary safety, noise, pollution and reduction in property values for over 350 families and homes including low-income housing residents in the affected area.
- 3- Unnecessarily destroy Open Space.
- 4- Illegally reuse previously condemned land.
- 5- Waste Utah Taxpayer UDOT Funds by tearing up and rebuilding Highway 189 ¼ mile away.
- 6- Destroy habitat for protected Sand Hill Crane.

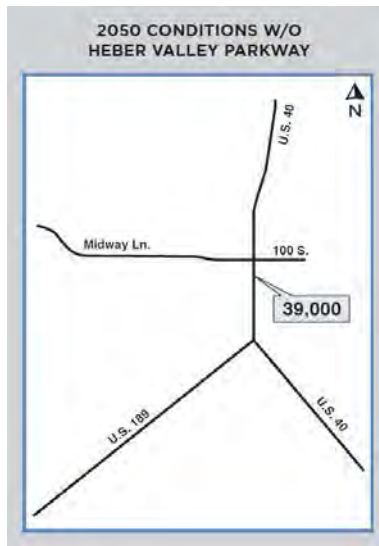
Public Officials, you need to be reminded that we are you, and you are us, citizens of Heber Valley. Unless considerable action is taken by Wasatch County and Heber City officials to, at the least, make a request to UDOT to request changes that respond to the public input, comments and concerns, and to hold another public open house, the evidential lack of leadership and representation by Wasatch County and Heber City Officials will be on record and noted with your names on it for years to come, probably longer than it takes to complete the EIS study, assuming it gets funded.

We, the affected neighborhood community members, have viewed this meeting as a great opportunity for us and our elected (and some not elected) officials to come together and discuss other options that are available and could garner community and municipality support. We still have hope that this can happen tonight, but it will take a great response and evidence of commitment, concern and action by you, the elected leaders of Wasatch County and Heber City, to seize the opportunity to work together as a community and finalize a real and helpful joint statement.

March 18,

To Whom It May Concern,

In reviewing the UDOT planning study I believe too many inaccurate assumptions take place to get to the recommended Heber City Bypass route. Starting with the projected daily volume amounts and the five ways to get this volume through the city. The current volume on Highway 40 says it is 30,000 vehicles per day. The projected South to North volume in 30 years (2050) is 39,000 vehicles per day.

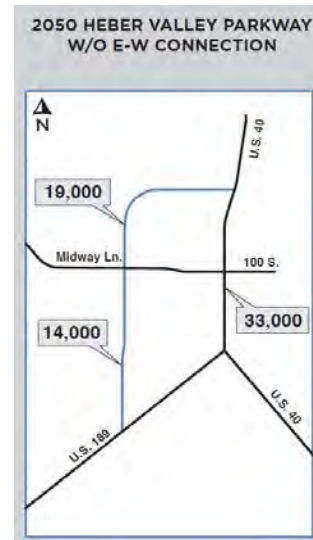
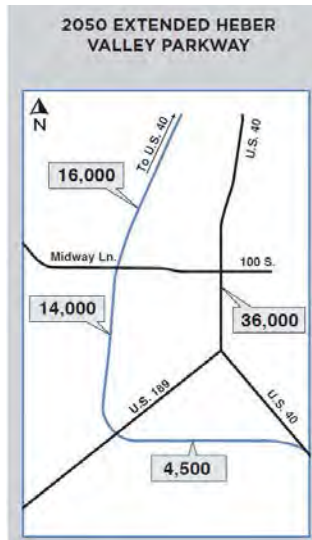
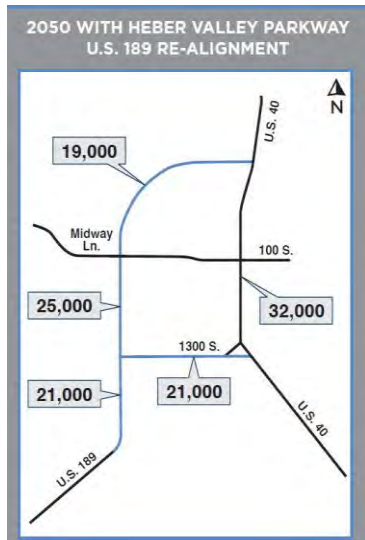


Starting with the 3 eliminated routes the total 2050 South to North capacity totals:

a- 57,000

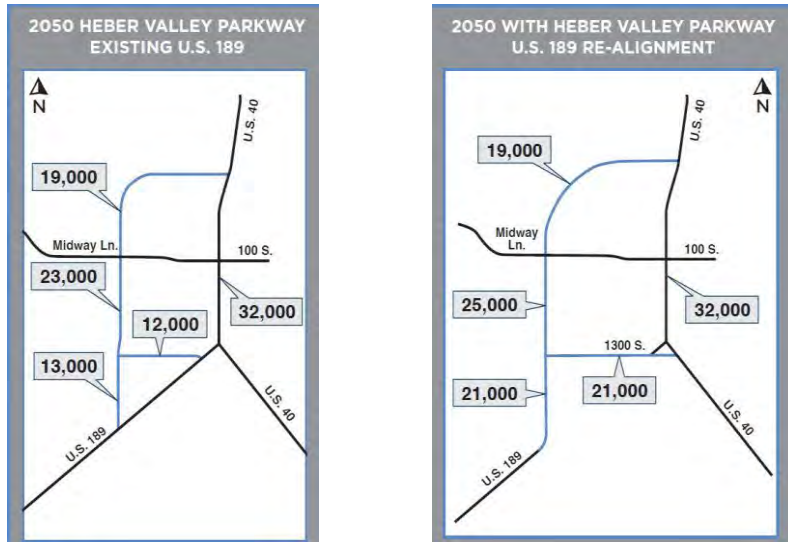
b- 50,000

c- 52,000



They are all within 12% of volume capacity of each other and overkilling the projected use by at least 22%

The two routes advanced for further analysis routes both allow for 51,000 total vehicles per day. 12,000 more vehicle capacity than what is projected and within 8% +/- difference from the other routes.



By using a simple 1,2,3 point rating the screening criteria for the south segment of the bypass with 12 points being the maximum shows that all routes score points from 7 being the lowest to 10 being the highest. The “recommended route” 2C scored exactly the same amount of points 2F did, yet it was considered “recommended”... the difference being higher scores in “Traffic Performance” and “Truck Utility.” The recommendation weighting these two items higher than the other 8 routes shows that traffic is the only concern for UDOT (as it should be). Heber City and Wasatch County need to balance the engineering minds behind these designs and consider at least the other factors listed including Property Impacts and Local Connections. It is the job of council and managers to think through and propose options that will work for current and future Heber Valley citizens.

SCREENING CRITERIA SOUTH SEGMENT

Heber Valley Parkway PLANNING STUDY

Screening Measure	Includes Existing U.S. 189				Re-aligns U.S. 189				
	1A	1B	1C	1D	2A	2B	2C	2E	2F
Traffic Performance	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Green	Red	Green
Truck Utility	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Green	Green	Yellow
Property Impacts	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Green
Local Connections	Red	Yellow	Yellow	Green	Red	Yellow	Yellow	Green	Yellow

● More Favorable Performance
 ● Moderately Favorable Performance
 ● Unfavorable Performance
 Recommended Route

Furthermore using 12 points as the highest score a route can get makes all routes within a 25% score with each other none being higher than 83% and the top 5 of the 8 routes within 8% of each other. This is hardly enough advantage to choose a “recommended route.”

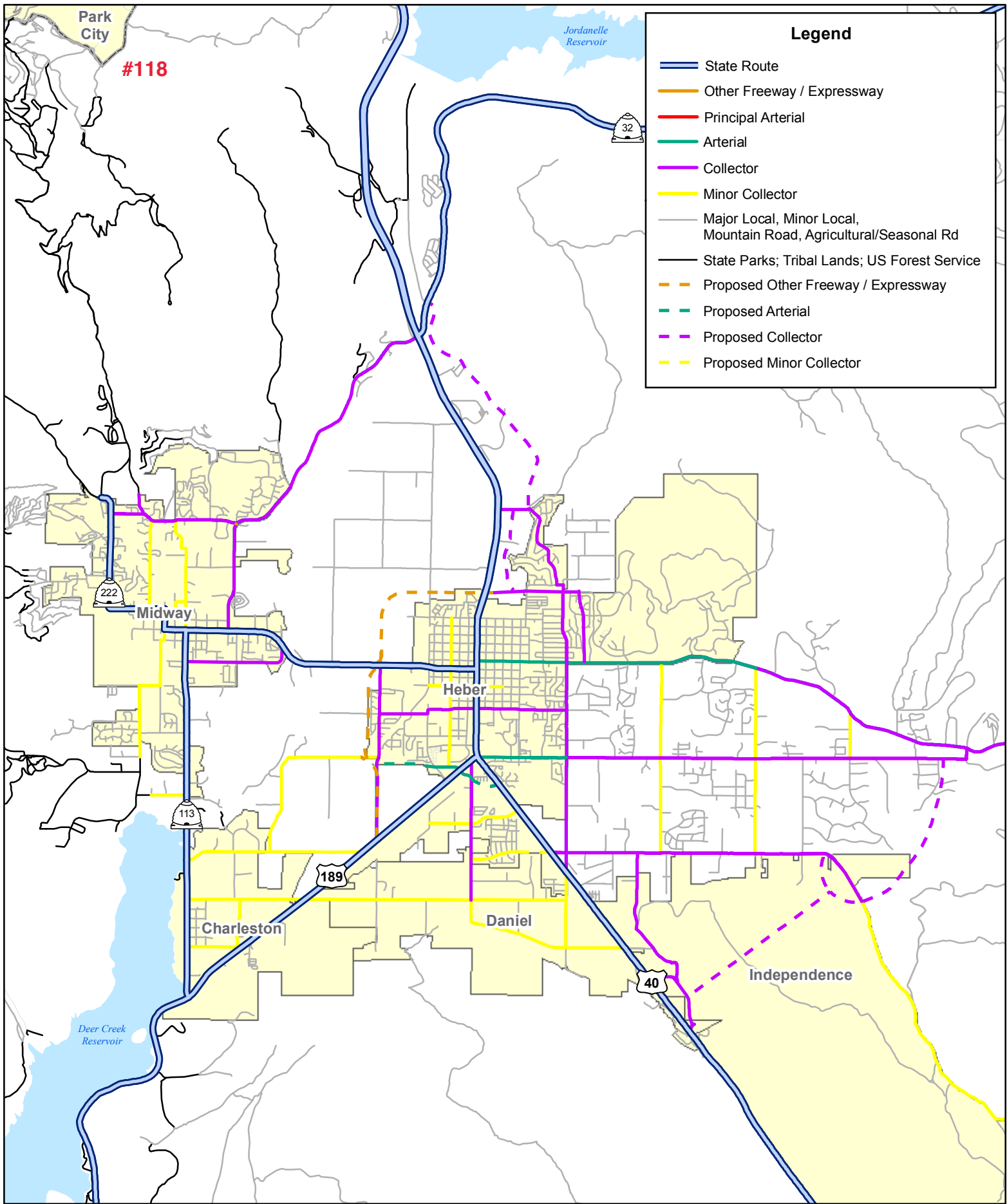
To add to this... all of the models are based on an inconsistent determination to reroute Highway 189.

I continue to wonder about the abilities of our city and county leaders to ask these questions and consider impacts from all angles as there are solutions to prevent airport expansion, responsibly request a Utah taxpayer UDOT funded project and stop the tremendously unnecessary negative impact this route will have not only on the 31 families with homes bordering this Highway but the over 350 families that live within a quarter of a mile hearing distance from this noisy, polluted project.

I respectfully ask that UDOT, Heber City and Wasatch County re-analyze the proposed UDOT route and take action now to show the community that you listen, value input and are concerned about the safety, investment and the well-being of the Heber Valley citizens.

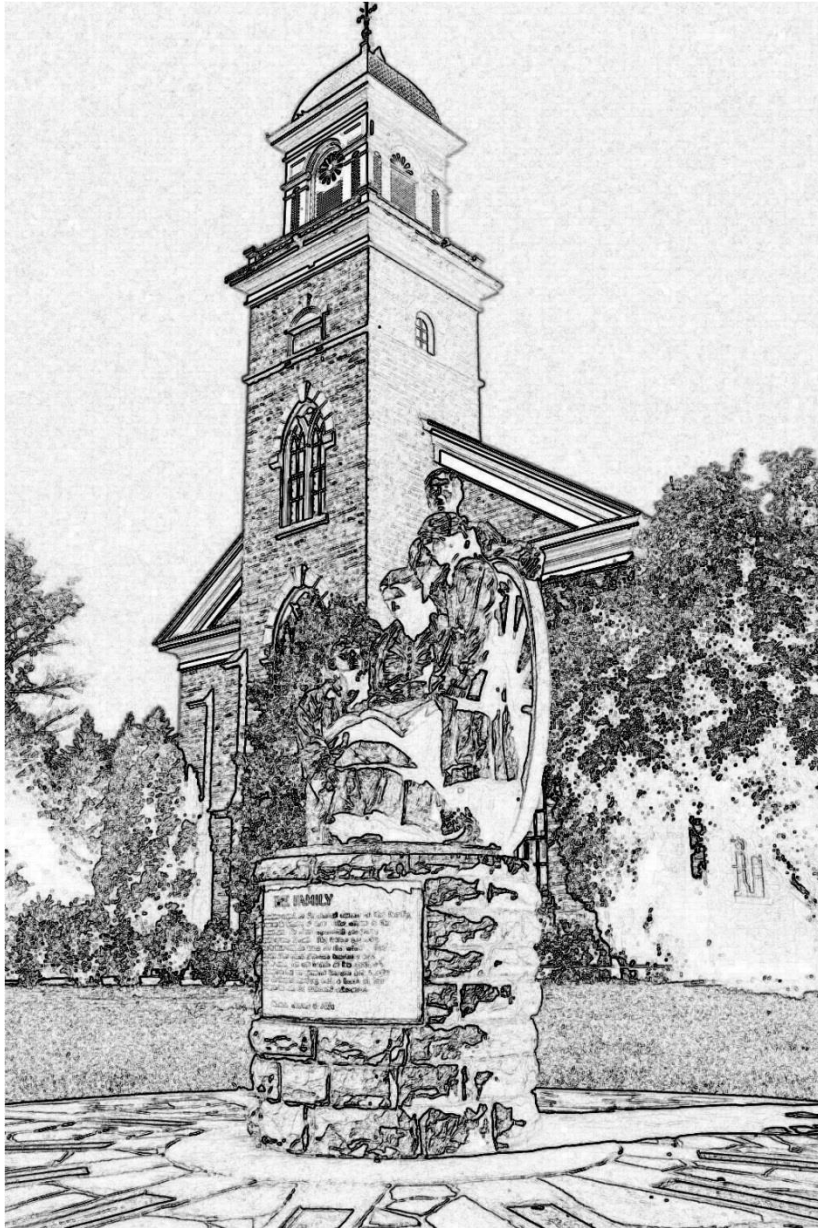
Sincerely,
Brady Flygare





HEBER CITY GENERAL PLAN

Future Vision 2020



Heber City, Utah Corporation

Adoption date: July 3, 2003

Open Space Element Amended – Ordinance 2009-22 on December 3, 2009

Trails Plan Amended by Ordinance 2018-32 on July 19, 2018

Moderate Income Housing Element Amended by Ordinance 2018-31 on August 16, 2018

Transportation Element Amended by Ordinance 2018-40 on August 16, 2018

Land Use Plan Amended by Ordinance 2018-39 on August 16, 2018

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INTRODUCTION

Heber City's Comprehensive Plan, adopted in 1975 and updated in 1996, contains policies and strategies to guide the future of the City. Changing times, growth and conditions often influence a community's character and self-image. The City Council has decided that, given these changes, it is time to redefine our vision for the future of Heber City. This General Plan Update is part of that process.

The scope of this plan covers all existing properties within Heber City limits as well as a 2020 Growth Limits Boundary of future annexation.

The Heber City Council, Planning Commission, City Staff, and many members of the community have been working to define the vision for Heber City. In November 2000, a group of 50 residents participated in several meetings known as *2020 Future Vision*. This is a summary list of their concerns:

- Rapid population expansion;
- Loss of community identity;
- Preservation of open space;
- Nuisances and quality of life issues;
- Adequate public facilities and services;
- Parks and recreation;
- Historic preservation;
- Redevelopment and renewal of the downtown business district;
- Creation of a clean/green commercial and economic development; and
- Aesthetics, design, and scale of development.

The findings of Future Vision were a starting point for the General Plan revision process.

The General Plan is the policy document that will guide the future of Heber City. It is important for Heber City to discuss where, how, and how fast the City should grow. This document contains goals, policies, and action plans for Heber City's future direction, community character, land use, open space and growth management. Many of these policies apply to areas outside the current City limits. In order to coordinate development activities, regular meetings with Heber City and Wasatch County are important. The City Council and Planning Commission of Heber City need to continue to work with the County to initiate and establish a program for meaningful discussions on these issues.

PURPOSE

The purpose of this plan is to guide Heber City Planning Commissioners, Heber City Council members, and Heber City staff with decisions that need to be made to promote health, safety, morals, quality of life, and general welfare for Heber City and its residents.

Specifically, the purposes for planning within Heber City are:

1. To ensure responsible growth in all aspects.
2. To ensure orderly residential growth.
3. To promote clean growth in industrial, commercial and research sectors_ which strengthens the economic foundation of the city.
4. To maximize the return on every dollar spent to build and maintain sufficient water, sewer, streets, parks and open space, and all other public facilities.

HISTORY OF HEBER CITY

The first foundation cultures known to enter the Heber Valley were the Fremont Indians. Over several hundred years, many small villages were established, primarily along the Provo River and its tributaries throughout the valley. The first white men to traverse the county were Spanish friars who were looking for a passageway between Santa Fe, New Mexico, and Monterrey, California. From the summer of 1776 until settlements began appearing in 1858, only hunters and trappers in search of beaver and mink frequented the area. They often followed the trails and footpaths worn into the earth by Indians.

In 1858, approximately ten years after the Mormons arrived in Salt Lake Valley, William M. Wall, George W. Bean and Aaron Daniels established ranches in Heber Valley. In that same year, J.W. Snow, a surveyor from Provo, Utah, laid a section of land north of the present city and divided it into twenty-acre farmsteads. Also during 1858, a road was constructed through Provo Canyon, connecting Heber Valley and Utah Valley. By spring of 1860, over two hundred people were busy working in the valley. Before that winter, eighteen farmers had decided to make Heber Valley their permanent home. In 1862, the legislature established Wasatch County with Heber as the county seat.

Most of the early settlers were Mormons from Utah Valley and emigrants from England. They appointed William M. Wall as their leader.

Heber City, named after the Mormon official Heber C. Kimball, was incorporated in 1889. Before this time, it was simply called Upper Provo Valley.

In 1889, a branch of the Denver & Rio Grand Western Railroad was completed, connecting Heber City with the outside world. In 1901, a telephone exchange was set up in a private home and served twelve telephones, mostly to doctors and professionals.

In 1909, the people of the valley completed construction of the Heber Light and Power generation system.

The current Heber City Office Building is the former the Wasatch Stake Tabernacle. In 1887, volunteer laborers began construction using donated materials. Red sandstone was quarried by hand from mountains in Lake Creek, east of Heber, and shingles for the tower were cut from sheet metal. Cost of the building was more than \$30,000. The tabernacle was dedicated on May 5, 1889. The LDS Church presented the deed to the Tabernacle on September 2, 1965 to Mayor Raymond Jiacoletti and the Heber City Council.

Until the mid-1960s, the building was used as a church. From that time until the mid-1980s, it served community purposes such as providing a place for summer theatrical productions. But gradually the Tabernacle fell into disuse and the threat arose that it might be torn down.

On July 18, 1987, Heber City residents approved the proposal to issue \$350,000 in bonds to restore the Heber City Tabernacle for use as a city hall. This beautifully restored building stands proudly in the center of town as a reminder of those early pioneers, as a point of interest to those passing through, as a foundation for those living in the Valley, and as a symbol of strength and pride to future generations.

ENVIRONMENTAL CONSTRAINTS

SOILS

Soil properties and limitations can be determined generally by referring to the United States Department of Agriculture's Natural Resource and Conservation Services Survey of Heber Valley, Utah, Parts of Wasatch and Utah Counties. The information in this survey is good for vague determinations, and on-site investigation by qualified persons is necessary to determine precise suitability for any proposed project.

LAND CAPABILITIES AND LIMITATIONS

The land in Heber City is generally suitable for foundations. It generally slopes gradually from southeast to northwest.

FLOOD HAZARDS

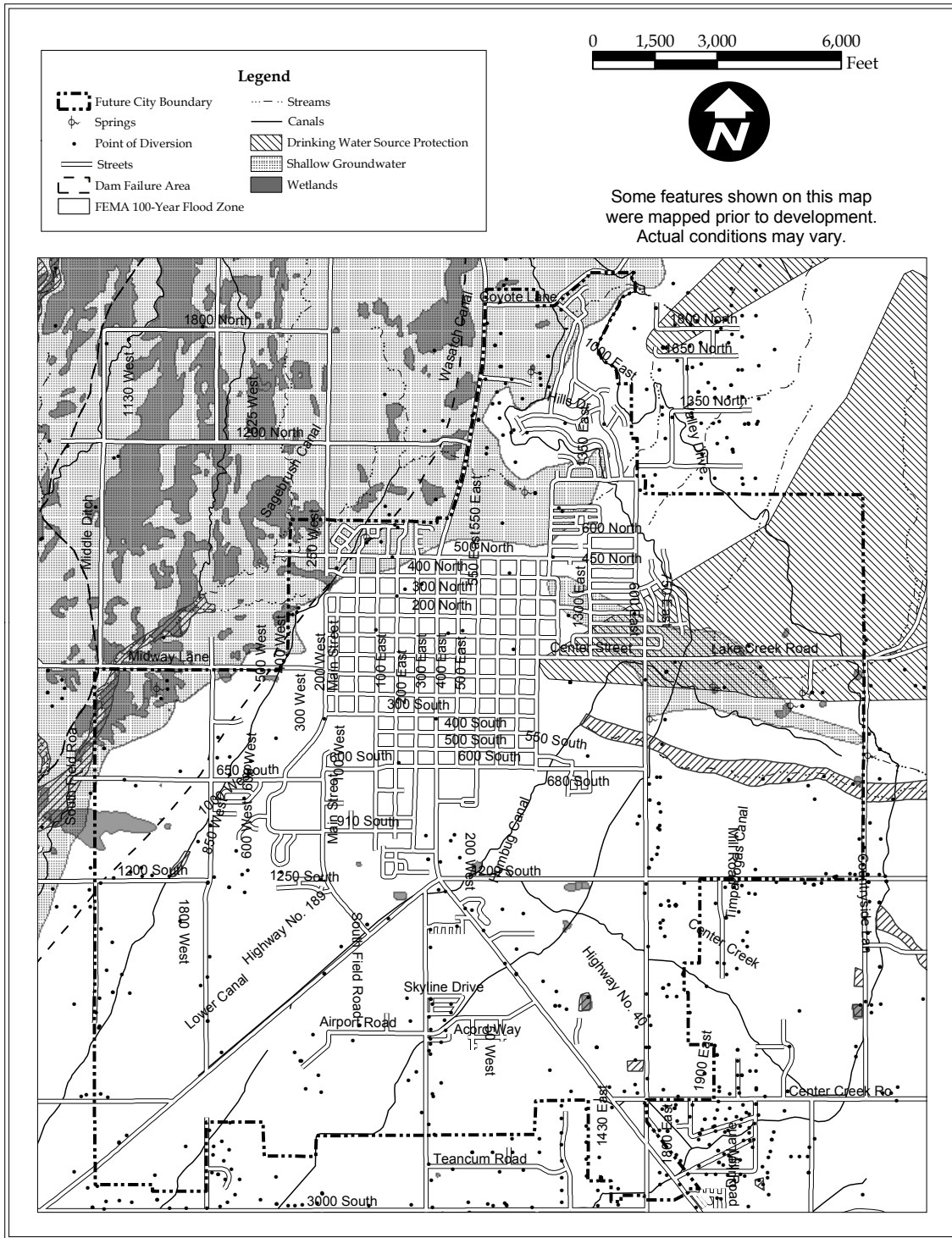
The Federal Emergency Management Agency (FEMA) map classifies all lands in the City a Zone "D." This zone is "Areas of undetermined, but possible flood hazards" (see FEMA Flood Insurance Rate Map: Community Panel number 490166 0001 B, effective date March 18, 1987). According to the FEMA publication "Questions and Answers on the National Flood Insurance Program," page 21, Zone "D" also stipulates: "No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.® Therefore, flood insurance is available but not required for property owners within Heber City limits.

Site specific studies should be performed by competent individuals in order to determine exact flooding risks.

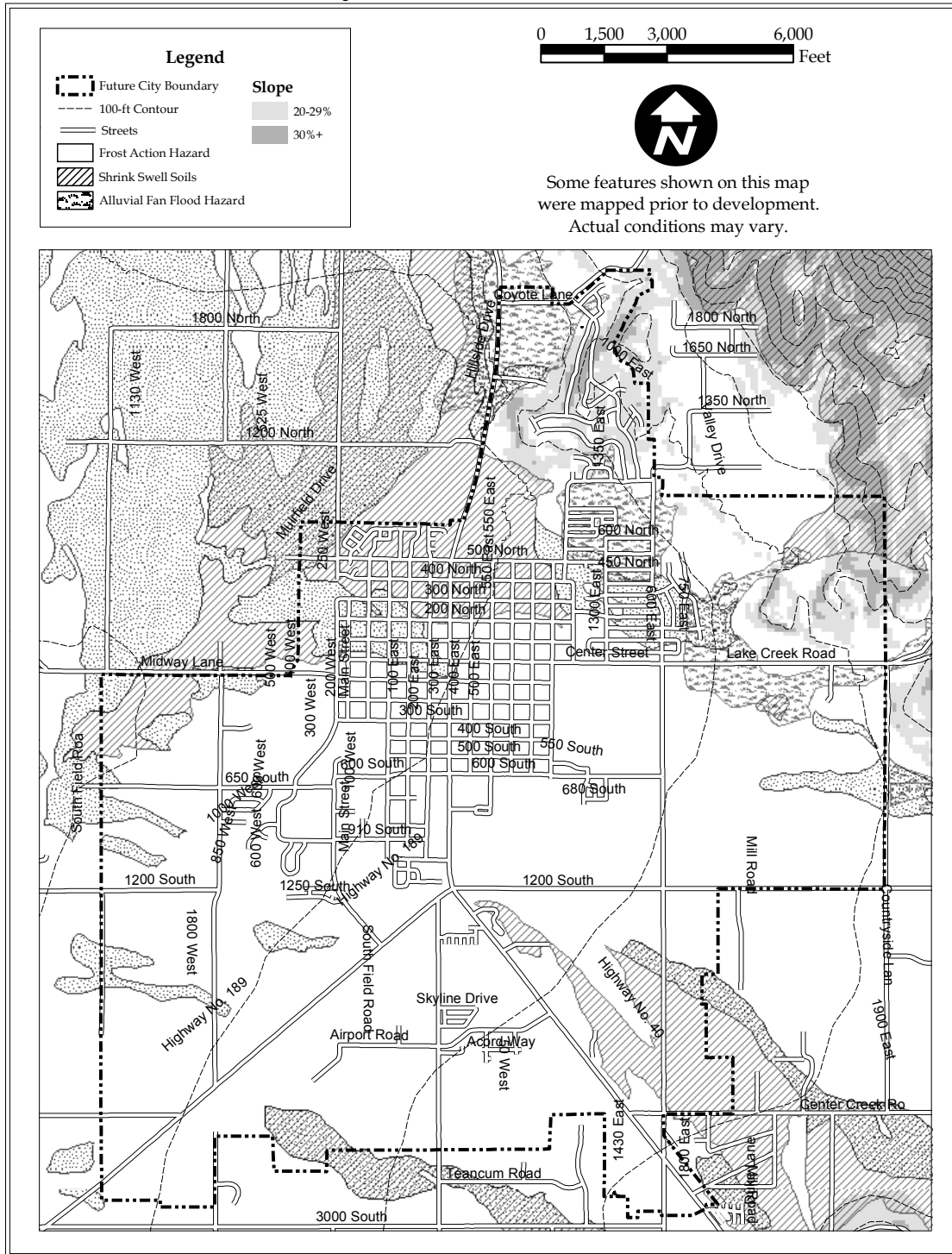
SEISMIC ACTIVITY

Heber City is located in a region with a high probability of strong seismic activity. According to the International Building Code, most buildings constructed in Heber City must be designed to meet the requirements of Seismic Design Category 'D.' The International Building Code specifies the engineering and design parameters, and the construction requirements necessary to protect buildings against collapse from predicted earthquake forces.

Heber Valley Hydrological Features



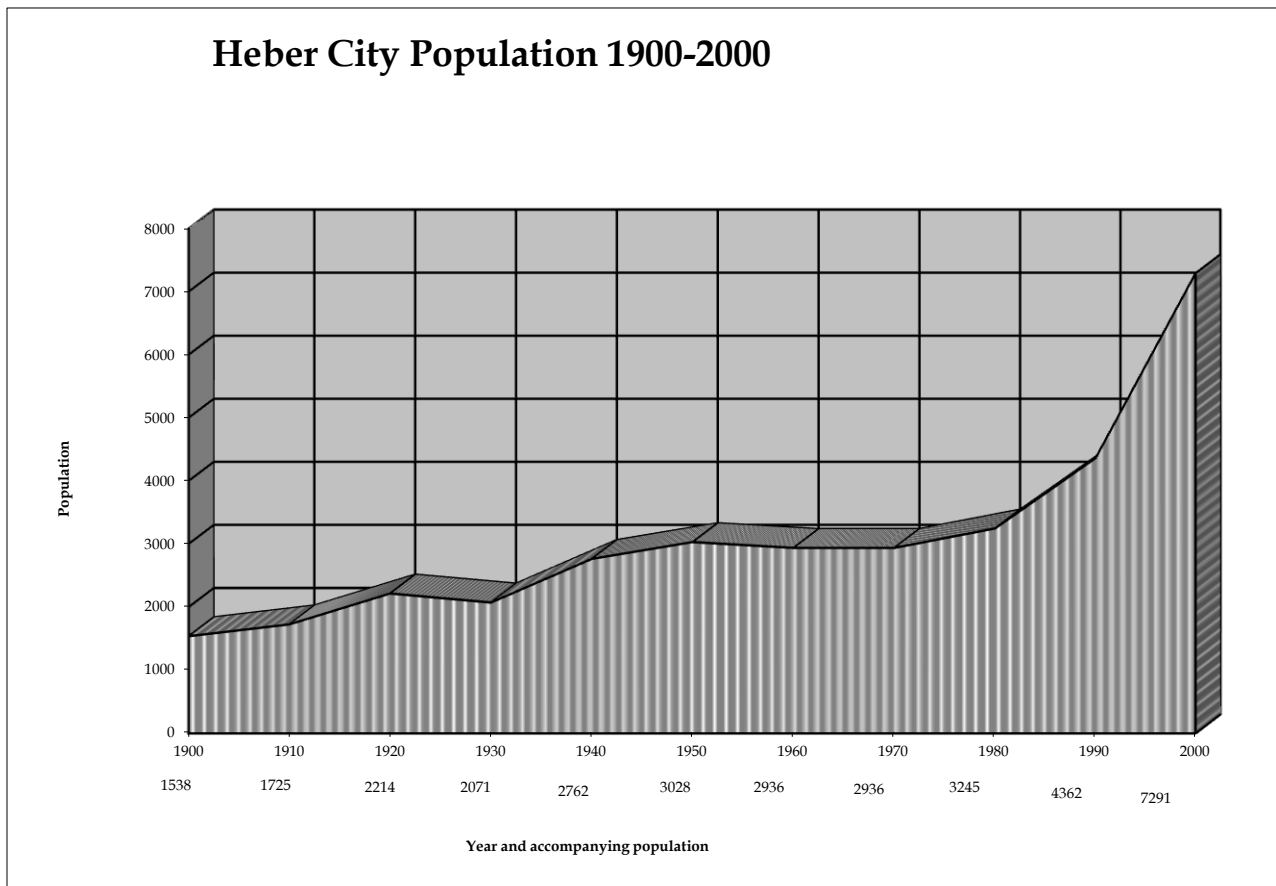
Heber Valley Environmental Constraints



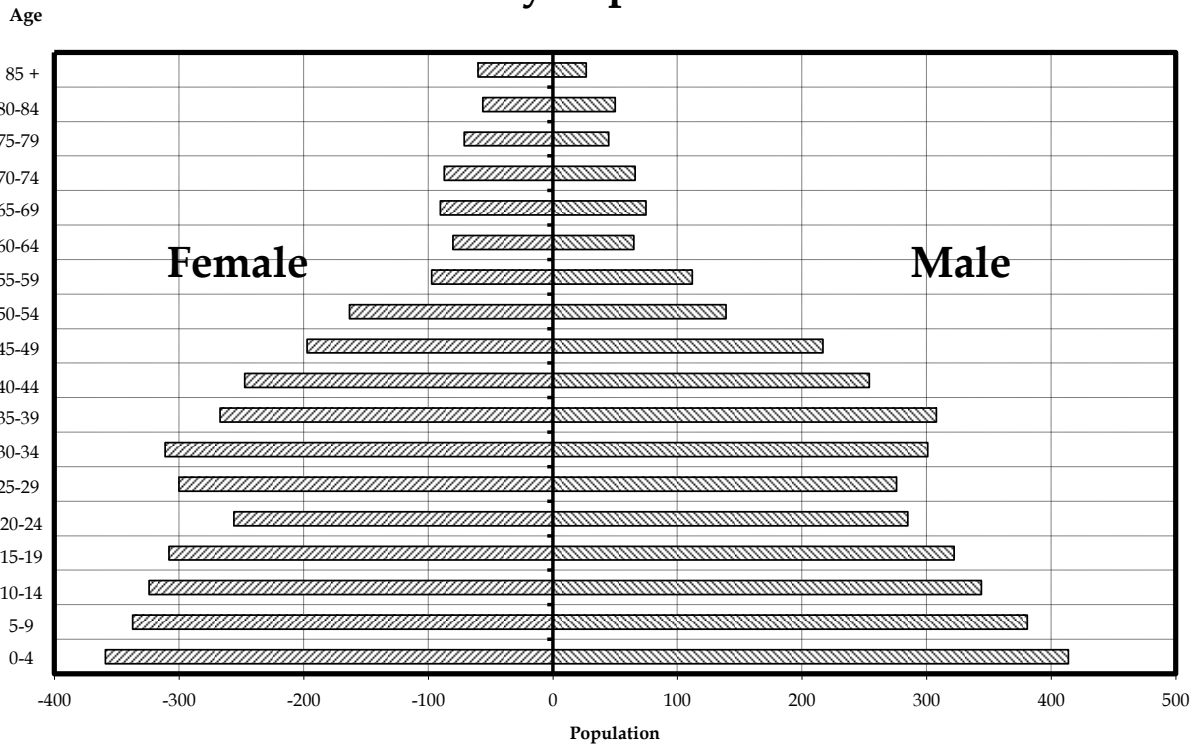
POPULATION & DEMOGRAPHIC DATA

Heber City's population remained stable between 1910 and 1970, fluctuating by only a few hundred in increase or decrease during the sixty year period. Beginning in the mid 1970s, the population began to increase at a moderate rate from 3,245 to 4,362. Then, between 1980 and 1990, the growth slowed from 4,362 to 4,782.

Beginning in approximately 1993, the population began to increase at a considerably higher rate. The 2000 census cites 7,291 as the population of Heber, up 52.5% from 1990 with a large amount of the growth occurring in the last five to six years.



Heber City Population 2000



POPULATION AS PER 2000 CENSUS

Age & Sex

Male.....	3681
Female.....	3610
Median Age.....	28 years

Race

White.....	6984
Black.....	4
Native American.....	32
Asian.....	21
Native Hawaiian/Other Pacific Islander.....	5
Other Race.....	242
Two or more races.....	210
Hispanic, Latino.....	516

Household.....	2296
-----------------------	-------------

Avg. Household Size.....	3.16
Avg. Family Size.....	3.55

Housing

Total Housing Units.....	2451
Occupied Housing Units.....	2296
Vacant Units.....	155
Seasonal/Occasional.....	36
Home Owner Vacancy Rate.....	2.7%
Rental Vacancy.....	4.9%
Owner Occupied Housing Units.....	1748
Renter Occupied Housing Units.....	558

POPULATION PROJECTION 2020

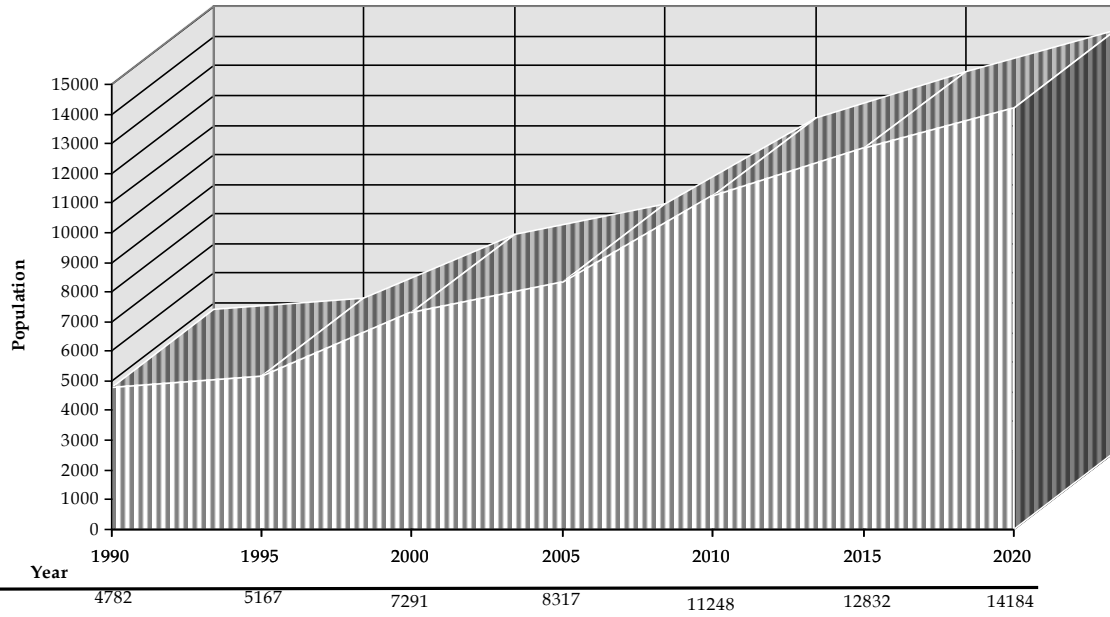
Population projections are based more on an assumption of future events than they are on past trends. Economic factors usually dominate the growth of a community. Construction activity has played a major part in the growth of both Wasatch and Summit Counties, primarily because of the 2002 Olympics. It is not anticipated that this level of growth will continue. One of the major trends in the 2000 census is the shift of the population to the west, particularly to mountain valleys. Many refer to this as the "quality of life attraction factor." There are two ways that this could effect Heber Valley: 1.) It could attract job- generating businesses, providing a stable economic base for healthy growth, or 2.) The improvements to US 40 could continue to attract commuter growth, especially from Summit County, increasing the bedroom community effect on Heber.

The Governor’s Office of Planning and Budget (GOPB) generates projections for communities throughout the State. In its projection of 2000-2030, an approximate 2.67% annual growth rate is assumed. However, from the late 1990s to 2002, the percent of growth increased significantly, but between 2002 and 2010, the annual average growth rate will be 2.67% which will continue to 2020 to an approximate population of 14,184.

POPULATION PROJECTION 2020

Year	1990	1995	2000	2005	2010	2015	2020
Population	4782	5167	7291	8317	11248	12832	14184

Heber City Population 1990-2020



PLANNING ELEMENT

HEBER FUTURE VISION 2020

Heber City is situated in a green mountain valley surrounded by spectacular mountain views with a broad green valley floor. The Provo River meanders quietly through the valley as it connects the Jordanelle and Deer Creek Reservoirs. Heber is the population center and county seat for Wasatch County, a rapidly growing area. It hasn't always been that way; Heber and the whole valley have only recently entered into a new phase of population growth and development.

The population of Heber, and to a large part the entire county, remained stagnant for approximately 65 years. Between 1910 and 1970, the population grew by just over 1,000 from 2,014 to 3,245. In 1990, the population was 4,782, up only 421 from the 1980 census. But beginning in about 1993, the population of Heber began to increase significantly each year. In 1999, the City added 375 residential units, a population equivalent of about 1,000, in one year. Heber is experiencing unparalleled growth. The major reasons for this growth are multifaceted; better transportation accessibility is a significant part of it. US 40 is now complete to North Heber's city limits, and improvements on US 189 through Provo Canyon have brought four lanes of traffic right to the Wasatch County border.

Major economic shifts in the state and world economy have made living in Heber Valley a more attractive option. In the old industrial age, job relocations were based on location of raw materials and labor force. In the new information age, decisions are made on the quality of life and telecommunication connectivity.

The three major future driving economic components for potential long-term growth and development of Heber include medical and technology job generating possibilities and competitive sports and entertainment from the multi-event venue for the 2002 Olympics located in Soldier Hollow. The Olympic venue will have a long-term attraction for world class sports and entertainment potentials for Heber City and Heber Valley.

Currently many citizens of Heber City commute to the communities along the Wasatch Front for their livelihood. We desire to establish a balance so that our citizens can live and work within the community. Further, we need to establish our identity and be more than a bedroom community to the Wasatch Front, Provo/Orem, Summit and Salt Lake Counties.

How can Heber City control its future? Or should it merely be acted upon? The citizens of this community through the Future Vision 2020 exercise have developed a new vision for the future growth and development of the community. This vision will focus on quality growth and redevelopment, building on Heber's strengths "from the inside out." It will begin by addressing core neighborhoods, the existing central business district, retail areas, expansion of our job-generating sectors, and public facility enhancement, including recreation and open space.

RESIDENTIAL NEIGHBORHOOD CHARACTER

The primary function of a community is focused on residential neighborhoods where people choose to make their homes, raise their families, socialize and recreate. Their homes, the street they live on, their neighbors including the physical surroundings, are the areas of greatest value to Heber Citizens. It is the primary objective of the General Plan to promote a good quality of life for all the citizens in our community.

1. Establish well landscaped, tree-lined streets which are pedestrian friendly and provide a safe, protected neighborhood character.
2. Promote homes that are attractive and well-maintained, and allow for yards and lots of proper size that include curb, gutter, sidewalk and generous planter strips throughout the community.
3. Implement side yard requirements to ensure that health and safety issues are met as well as proper separation between dwellings.
4. Promote pedestrian safety through the proper use of street widths and designs, with special use right-of-ways where applicable.
5. Meet comprehensive street lighting and replacement standards that will provide for theme lighting in some residential areas and uniform lighting standard styles for industrial and commercial areas, and eliminate nuisance lighting.
6. Continue burying all utility lines throughout the City, to improve the visual character of the streets.
7. Implement landscaped buffer zones between residential neighborhoods and commercial and industrial areas.

-
8. Maintain Heber City's small-town character when new developments are planned in old or new neighborhoods.
 9. Existing landscaping and property maintenance regulations should be enforced and continually updated.

RECREATION

Parks and open space are an important part of providing a community with character and enhancing the city's appearance. Planning is crucial to preserving land for open spaces and parks. Heber City currently has a park in the center of town and smaller parks on its perimeters. It is becoming increasingly important that our existing parks are enhanced and that land be acquired or adapted for the development of future park and open space facilities.

1. Support a County recreation center that provides multiple uses that will meet the current and future needs of the community.
2. Acquire more parks and recreation properties as part of the development process and through conservation easements, open space trusts, and the transfer of development rights. Coordinate with the school district for community-wide parks and recreational facilities.
3. Use retention or detention ponds for parks or as required open space.
4. Utilize and preserve the present open space.
5. Develop community parks throughout the city with carefully planned improvements.
6. Acquisition and cultivation of trees for Heber City's streets and roads, thereby enhancing the residential and commercial areas. These trees shall be low maintenance, conserve water, and assist in screening visual conflicts and help beautify our parks.
7. Continued development of parkways and walkways that connect with recreational and open-space features, such as:
 - a. Connect the City park system to the Heber-to-Midway trail.
 - b. Create trails along canals and waterways.

-
- c. Connect various parks by an approved trail system.
 - d. Consider a skateboard park and model aircraft park.
 - e. Develop bike routes, sidewalks and trails to connect to the Wasatch County trail system.

OPEN SPACE

Vision

Heber City is committed to preserving open lands of regional and local significance. While the city is often viewed as the economic hub of the valley, Heber can also play a leading role in guiding the extent of and quality of open space preservation both within and adjacent to its current borders. Regionally significant locations include such features as the north and south fields, north and west of the city's borders, and several historic canals running through the city, which are slated to become key regional trail corridors. Hatch Springs and Red Ledges are among other notable spaces worth protection. While residents expect that real estate development will occur as population increases, they would like to see iconic open lands in the valley conserved for the enjoyment of future generations. In addition, residents envision open space amenities that are built into the fabric of urban neighborhoods that are developed, with such spaces as neighborhood squares, small play areas, and trails becoming form givers to new patterns of development even as the historic grid is largely maintained.

Heber's open spaces hold value for ecological, agricultural, cultural and recreational qualities, functions, and potential uses, and these lands are worthy of careful planning and conservation. Thus, Heber intends to create a permanently protected, connected system of cultural, ecological, developmental, agricultural and recreational spaces constituting the city's green infrastructure, which is reflected in Heber's Open Space Network System. The city envisions establishing segments of its green infrastructure or open space systems as real estate development occurs. This is much like infrastructure currently contemplated, planned, and developed. Areas identified as open space during the real estate development process should be permanently protected and connected to the city's overall open space network.

Wasatch County is partnering with its towns and cities to achieve a coordinated and effective open space conservation strategy, and Heber is committed to working with Wasatch County and other municipalities to conserve the open lands that lend the region its character.

It is the intent of Heber City to maintain current zoning districts and expand into proposed annexation areas as established in the Annexation Policy Plan. unless they are

proposed in a preferred development area and properly utilize city/county tools for obtaining increases in density. Rezone applications will only be contemplated where increased density is consistent with overall city goals as expressed in Heber's General Plan. Overall, keeping the zoning unchanged will preserve property rights while helping to maintain an open feel beyond current city boundaries.

Heber worked with the Center for Green Space Design, a nonprofit organization specializing in open space conservation, to more completely understand the city's open space values and conservation options.

Heber City Definition of Open Space

It is often difficult for cities to provide a clear definition of open space, yet one is necessary to achieve the goals of Heber City and its residents. The City has defined open space in terms of absolute and relative lands.

Absolute Open Spaces

Absolute open spaces are those lands that should remain free from real estate development. These spaces include inherently unbuildable spaces (floodplains, steep slopes, etc.), existing protected lands, and spaces with extremely valuable open space qualities:

- Jurisdictional wetlands and floodplains
- Water quality areas (watershed, groundwater recharge and well protection areas; springs; drainages; streams and other water bodies)
- Slopes 30% or greater
- Ridgelines
- Known geologic hazards (faults, landslide areas, avalanche zones, etc.)
- High value or critical wildlife habitat areas and corridors
- Public lands
- Significant rural, agricultural or mountain view-sheds, especially including The North and South Fields and Hatch Springs
- Scenic corridors along canals and waterways and space for associated trails
- Community/recreational facilities and trails as identified on the city's open space network system, the future trails map in the general plan, or other documents
- Future recreational/cultural facility locations identified on the city's open space network system or other documents

Relative Open Spaces

Relative open spaces are those lands that are buildable but which include cultural, ecological, agricultural, and/or recreational values that are worthy of consideration for

conservation wherever possible. Often, it is these spaces that are most valued by the public and these spaces that most significantly embody the character and quality of a place. In Heber, these spaces include:

- Viewpoints
- Historically or culturally significant locations and corridors
- Outdoor educational spaces/classrooms
- Slopes between 10% and up to 30%
- Interesting geologic or topographic features
- Areas of rich vegetation/large trees
- Access points to lands historically used for recreation, especially those providing access to public lands (trailheads for equestrian use, hiking, hunting, etc.)
- Natural areas or informal trails used for passive recreational activities (walking, birding, etc.)
- Agricultural lands, including farms/ranches, and their prime soil areas, fields and ancillary facilities
- Intercommunity corridors and buffers
- Intra-subdivision recreational facilities and trails, especially those connecting the subdivision to the city/regional trail system

Representative Open Spaces

Over time, Heber's Open Space Network Map should identify many spaces representative of the city's overall open space values. The spaces labeled would by no means constitute an exhaustive list but rather indicate the types of spaces that will be identified by the developer as parcels that are considered for real estate development. The subdivision application process should guide developers through a simple process that will naturally channel real estate development into appropriate development locations, avoiding spaces that have absolute or relative significance as green space.

Trails

The map identifies general locations for the city's trail system. As developers contemplate parcels that contain portions of the desired trail system, every effort should be made to design trails into the site design. The exact location may be less significant than its existence and its connectivity to other portions of the trail. Additionally, efforts to connect inter-developmental trails, green-ways through the more urbanized areas of the City, to the larger system identified on this map are strongly encouraged.

Goals and Policies

Goal 1: Clearly identify the open spaces and sensitive lands, and plan for their conservation, preservation, and multiple uses allowed by the zone.

Policy 1.1: Permanently protect all critical open spaces and sensitive lands. These lands include:

- Major ridgelines
- Slopes greater than 30%
- Streams, rivers, stream or river corridor and drainage setback areas, FEMA floodways and flood hazard areas and flood debris flow areas
- Landslide areas, fault lines and fault line set back areas, collapsible soil hazards, or other geologic hazard areas
- High value critical lands and natural features
- Public lands

Goal 2: Preserve the unique character of the valley and city.

Policy 2.1: Preserve the unique environmental, cultural and autistic values of the community and surrounding areas

Goal 3: Develop land use policies that preserve open space as development occurs.

Step One: Identify Open Spaces and Sensitive Lands. In identifying open spaces and sensitive lands, this design approach seeks to accommodate those special places, both existing and planned for the future, that make each community a distinctive and attractive place. Though this is the most critical step in the process, identifying these areas is a fairly easy task, and may include little more than a careful walk of the site.

Step Two: Locate Building & Site Analysis. In developments, particularly residential, house sites are located to maximize views which often conflict with open space values. An assessment of the visual impacts to sensitive lands, and highly visual steep slopes by new development shall be required with the goal of minimizing (to the maximum degree) visual deviation from existing natural forms, colors and textures. This is to be accomplished through the careful choice of building materials compatible with, and in preservation of, the natural environment.

Step Three: Align Streets and Trails. This step is almost a matter of "connecting the dots" for vehicular and pedestrian access. In nonresidential development, including mixed use commercial areas, there may be instances where civic nodes have been identified for future use. These nodes may spill into multiple developments. In such cases it is essential that the street-and-trail-planning step provide for joint planning among

neighboring parcels and sometimes even involve cost sharing discussions for certain extraordinary facilities of common benefit to all developers at the node.

Step Four: Draw in the Lot Lines. This final step typically involves little more than marking boundaries midway between house locations or, in the case of nonresidential development, filling in commercial lot lines and site design details. In nonresidential projects as with residential, flexibility, diversity and compatibility in acceptable project types is key to creating vibrant, successful communities.

TRANSFER OF DEVELOPMENT RIGHTS (TDR)

3.1: A **transfer of development rights (TDR)** program should be highly encouraged as a means of moving development units from areas where development is less desirable to areas where **residential development** is more desirable. To support this and other conservation tools, request for additional residential density should be encouraged to use conservation tools to get the density.

Policy 3.2: A **transfer of development rights (TDR)** program should be highly encouraged as a means of moving development units from areas where development is less desirable to areas where **increased commercial square footage** is desirable. A conversion rate to convert residential units to a commercial square footage should be established and used consistently. To support this and other conservation tools, additional request for commercial square footage, should be encouraged to use conservation tools to get the density.

Policy 3.3: Encourage the **Purchase of Development Rights (“PDR”)**, so that development rights can be purchased and retired, thereby restricting future development on sensitive open lands. While this is an inherently limited conservation tool because of its expense, PDRs could provide an excellent way to conserve an entire high-priority parcel or vital connecting link in its overall open space network.

Policy 3.4: **Conservancy lots** should be encouraged as a means of maintaining permanently protected open space under private ownership. A conservancy lot is a large, privately owned lot that encompasses part of an area identified as permanent open space. The purpose of the conservancy lot is to provide surrounding residents with visual access to open space while keeping the land under private ownership and maintenance. Only a small, delineated portion of such lots may be developed; the remainder must be protected through conservation easements.

Policy 3.5: Allow **landowners’ compacts**. This is a voluntary agreement among two or more adjoining landowners to plan their separate but contiguous landholdings in an

integrated, comprehensive manner, providing opportunity to analyze the open space context of properties adjacent to proposed developments. The compact enables landowners to essentially dissolve their shared, internal property lines (for planning purposes) and to design their adjoining land holdings as if they were a single parcel. Areas for development and preservation could cross property lines so that they would produce the greatest benefit. Taking a very simplified example, all the development that would ordinarily occur on three adjoining parcels could be grouped on the land containing the most suitable soils or slopes or having the least significant vegetation or wildlife habitat, potentially leaving one parcel entirely undeveloped. The three landowners then share net proceeds proportionally, based on the number of house lots each could have developed independently. Even more simply, the process could merely be used to plan eventual trail or greenway connections.

Goal 4: Develop funding mechanisms that can be used to preserve open space, which may include the following:

Policy 4.1: A **bond** for the purchase of easements or property identified as a critical open space area should be considered. Funds generated through bonding increase leveraging opportunities, giving better access to state and federal conservation programs.

Policy 4.2: A **conservation fee** should be implemented for the establishment of a fund that will allow for the purchase of easements in critical open space areas. The fee may be applied as a means to increase density beyond the base density on a parcel, where more intensive development is desirable.

Policy 4.3: A **fee-in-lieu program** should be implemented for the establishment of a fund that will allow for the development of public facilities for community benefit. The fee may be applied as a means to increase the density beyond the base density on a parcel, where more intensive development is desirable.

Policy 4.4: An **endowment and special service district** should be set up to offset and manage the continuing costs of maintaining preserved open space land (e.g., costs such as maintaining public parks and trails, mowing meadows, removing invasive vegetation, paying insurance premiums and local taxes), including costs associated with active or passive recreation facilities. An endowment may also be used to build up an open space acquisition fund over time. Spending from endowment funds should be restricted to the expenditure of interest so that the principal may be preserved.

Policy 4.5: A land donation program should be established to encourage a property owner or developer to preserve open space for current inhabitants or future

generations. An outright donation is a simple means of conservation and can produce significant tax benefits for the donor. A permanent conservation easement and management plan should be placed on lands that are a part of a land donation program, ensuring permanent protection of valued open space conditions and/or functions.

Additional Tools

Though conservation subdivision design should become the primary strategy employed to conserve Heber's open lands, several tools complement this overall technique. Conservation easements, for example, should be employed every time lands are set aside for open space purposes. Other tools, like transfer of development rights or an endowment, may be used to address unique situations or afford special opportunities to the city or the developer.

Conservation Easements. Open spaces that are created or reserved through the subdivision or other development processes should require a conservation easement wherever possible. A conservation easement is a permanent restriction placed on a piece of property to protect the resources or functions – natural or manmade – associated with the parcel. In the case of open space, the easement precludes future real estate development and identifies permitted and prohibited uses. The IRS dictates conservation easements standards that land trusts and other easement holders use when evaluating a site. These standards help ensure high-quality, functioning open lands, with the acreage and bulk necessary to fulfill the desired intent of the open space protection purpose and should be used as planning criteria. Conservation easement plans and a subsequent plan review should be a part of the real estate development process.

Endowments. When open space is to be donated for public use to the city or another entity, the city may grant a density bonus ranging from one percent to ten percent to generate additional income for the applicant or the city. The primary reason for generating this additional income would be to endow a permanent fund to offset continuing costs of maintaining the open space land (e.g., costs such as maintaining public parks, mowing meadows, removing invasive vines, paying insurance premiums and local taxes), including costs associated with active or passive recreation facilities. Endowments may also be used to build up an open space acquisition fund over time. Spending from endowment funds should be restricted to the expenditure of interest so that the principal may be preserved.

Traditional Neighborhood Development (“TND”). Employing proper open space analysis graphically demonstrates the virtue of accommodating diverse lot and building sizes and types in order to put development density and intensity on the most suitable

portions of the site. Often, the most reasonable resulting forms of development are new neighborhoods designed with traditional standards rather than suburban-style "Planned Residential Developments." In the interest of green space preservation, the zoning ordinance could be revised so that higher-density and mixed use development layouts are possible. Carefully-conceived density/intensity standards, along with detailed design and layout standards regarding lot size, setbacks, street alignment, streetscape design, on-street parking, and the provision of interior open space as well as surrounding green space areas can greatly benefit cities. The creation of places which mix residential and commercial use, as occurred in traditional communities of past decades, can also be a valuable community asset. Zoning standards for all development, especially traditional neighborhoods, should always include numerous illustrations, (e.g., aerial perspectives, street cross-sections, building elevations, illustrated photographs, and streetscape perspectives), so that developers can quickly understand and meet community design expectations.

Conservation Subdivisions ("CS")

To further the goals and policies outlined in this section of the general plan, Heber should promote open space preservation through its subdivision and zoning ordinances, with particular emphasis in the subdivision application content and review procedures. The city should consider conservation style subdivision design. This design technique encourages conservation while respecting current base density standards by accommodating flexible lot sizes. This form of real estate development is commonly called the conservation subdivision.

Conservation subdivisions are a form of development in which, in addition to avoiding wetlands, flood plains, and steep slopes, much of the flat, dry, and otherwise buildable land is preserved from clearing, grading, and construction. Yet, the developer is able to achieve full-yield density, usually by reducing lot sizes and intensifying development on the remaining developable land in other ways. Conservation subdivision design offers a cost-effective way for the city to preserve open lands valued by its residents.

HISTORIC OLD TOWN VISION

Old town is envisioned as the heart of the community. The preserved traditional street grid, generous planter strips, adequately paved streets with curb and gutter and planted areas comprise elements of this vision. Tree-lined sidewalks and other landscaping provide a walk-able area where citizens may feel secure. Many in this neighborhood walk or ride their bikes to school. Social and cultural resources are close at hand. Places and buildings of historic significance are integrated with new developments that reinforce design and character in size, scale and style. Old town beauty continues to be a product of design and careful planning. Proper design reinforces the social identity and character of the area, and serves as a magnet in attracting residents and others who support the downtown area, by working, playing, and shopping. Residents show the pride of ownership and commitment to a sense of community. This is a place where human scale and built features are linked together to form a unique mountain valley neighborhood in the very core of Heber City, a rural-politan center where values and character are reflected in culture, commerce and community.

REDEVELOPMENT PLAN

Since Old town is an older community, there are modifications and changes that have occurred, and will continue to take place as growth continues. Areas and zones have been and are continuing to be part of an overall strategy, in redeveloping areas that have changed, or will need certain modifications through ordinances and regulations to keep them up to date, or to assist in retaining the turn of the century charm. Citizen support as well as direction from the City Council and the Planning Commission, has culminated in a series of defined goals regarding redevelopment. Those who purchase property, desire to develop or build should review redevelopment ideas, strategies and requirements with the Planning Staff, prior to purchase or developing plans.

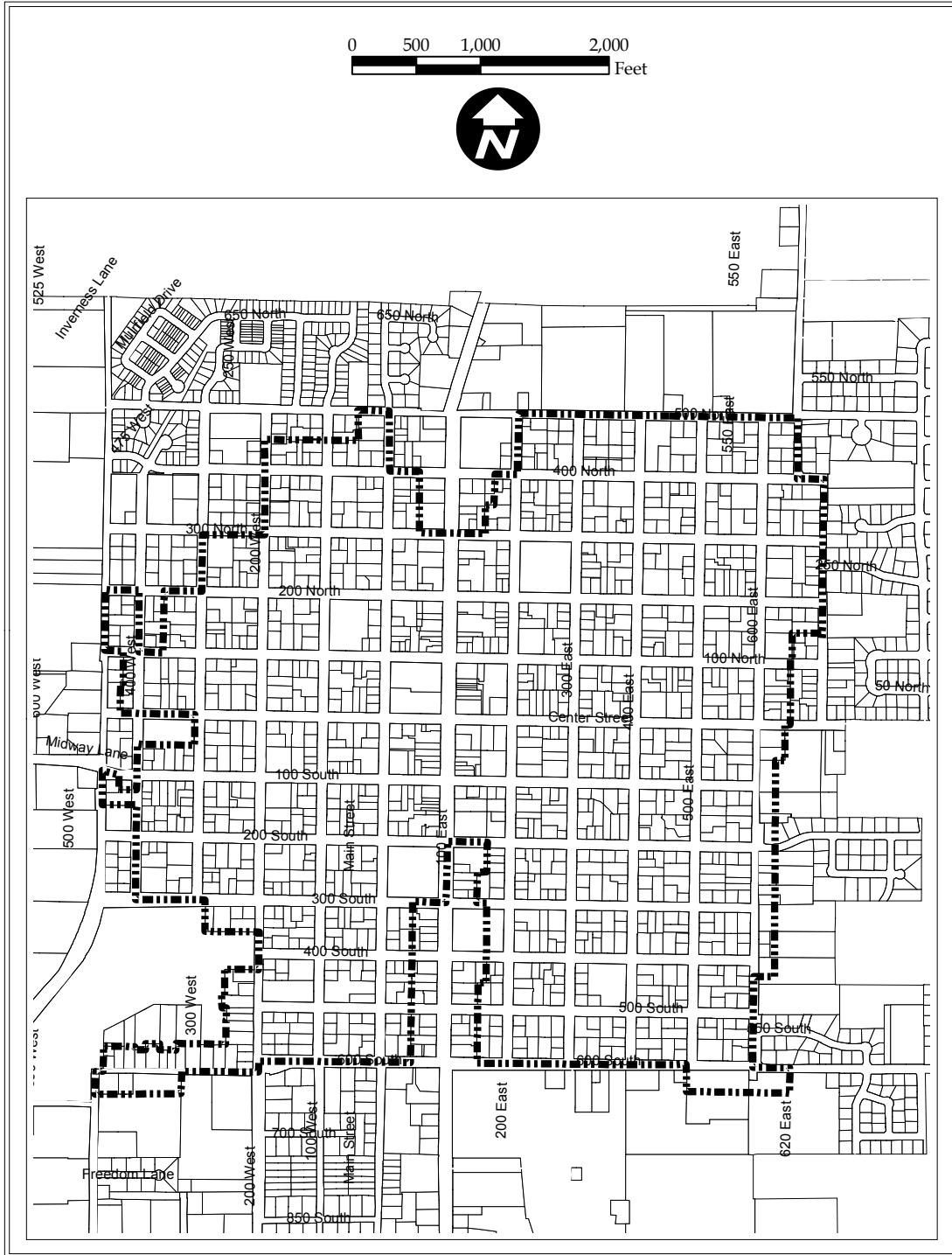
1. Roads within these areas shall retain their 82-foot-plus wide right-of-way, and adequate traffic and parking lanes should be provided.
2. Install traffic calming devices, particularly in commercial areas adjacent to residential areas.
3. Old Town will remain a walk-able neighborhood, as it is close to the downtown amenities, through the installation of sidewalks, curb and gutter, handicapped corners and other pedestrian features.

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4. Encourage redevelopment providing the redevelopment is attractive and compatible with existing development.

HISTORIC DISTRICT

1. Heber City intends to preserve and enhance Heber City's historic buildings and features. Historic preservation promotes community pride and sets the tone for the future neighborhoods and the community.
2. As part of the preservation of the historic district, Heber City shall develop an ordinance that will focus on rehabilitation, education and securing funds through various sources to accomplish this goal.
3. Significant and contributory structures throughout the community shall be identified and included in the Historic preservation plan.
4. Expansion of historic inventory of both residential and commercial properties will assist in developing plans to create a walking tour of the Old Fort Heber as well as identify other contributory buildings and events associated with the historic area.
5. Although no theme is shown for Main street, Heber City believes a theme is justified, and the period from the late 1800's to the turn of the century complements our town's originals.
6. Renovation of existing storefronts, or new development on Main Street, should participate in the desired theme appearance.
7. Installation of plaques or other approved items on historic buildings or areas must be consistent with promoting walk-able, tourist friendly, informative tours.
8. Main Street will continue to be the business core of Heber City. Ordinances and other regulations will continue to emphasize that need and desire.

Draft Historic District



COMMERCIAL DEVELOPMENT

Retail business on Main Street is underutilized. Although many factors seem to contribute to this anomaly, Heber City has recognized the uniqueness of this situation and has set down the following list of participatory ideas and desires.

1. Formulate and establish redevelopment districts that emphasize economic restructuring.
2. Commercial development outside the commercial core will be restricted and limited. Strip commercial development, if allowed, will fall within strict guidelines and parameters that will assist in retaining the desired vision for the various commercial zones. Maintain feasible commercial lots in the central business district to facilitate redevelopment.
3. Pedestrian-friendly commercial development is required with street trees maintained by the City.
4. Large scale commercial development will be located in areas complementary to existing commercial development and shall give primary consideration to the specific location to assure the new development is complementary to existing commercial development, and that the exterior of the building is in conformance with the City's design criteria.
5. Allowable signs shall be complementary to the character of the various zones and districts they may be used in.
6. Develop a County-wide plan for large scale retail development

DOWNTOWN / MAIN STREET

Main Street is the economic, architectural and historical heart of the community. The most powerful and lasting image associated with Heber City is Main Street.

1. Promote downtown as a distinctive shopping area emphasizing it as an attractive meeting place and staging area for festivals, special events, celebrations and a variety of community activities.

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2. Develop an economic restructuring strategy to identify the types of primary anchors needed in the downtown area and develop a promotional program for marketing the economic potential of downtown.
 3. Encourage specialized retail to locate in the downtown area.
 4. Promote restaurants and other unique eating establishments that promote desired City themes.
 5. Establish RDAs to supply a variety of services and functions to the downtown, namely: store front renovations, parking, economic recruitment, events and joint publications.
 6. Create an off-street parking program. Parking proposals may include diagonal as well as parallel parking. Such proposals will assist in maximizing parking.
 7. Include the following enhancements downtown to provide a common theme: period lamps, trees, pavers, planters, sidewalks, curb & gutter, bulb-outs, and street furniture.
 8. Encourage commercial design that maintains rear off-street parking that is visible from Main Street.
 9. Maintain the street wall in the core area of the downtown district.

ECONOMIC DEVELOPMENT

Develop a sustainable economic base by retaining, recruiting and expanding businesses that provide an income-producing job base, enhance the quality of life, and are consistent with the sensitive environmental features of the valley, specifically air, water and open space.

1. Promote the corporate and research development district.
2. Recruit quality job generating businesses and industries that generate long-term employment.
3. Develop an infrastructure of telecommunications and fiber-optics which will develop clean/green industry.

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4. Actively pursue community and economic development through target industry recruitment and incentives.
 5. Retail development, with proper employment generation, may be considered part of the economic development plans in the proper zones and areas.
 6. Develop a Technology and Telecommunication Task Force to promote the creation of technological jobs.
 7. Heber City needs to be actively involved in promoting economic opportunities and coordinate their opportunities through Local, State and Multi-County Economic Development Boards.
 8. Develop a plan that will identify the housing and economic needs of higher education institutions, so as to maximize the benefit to Heber City.
 9. In the future, the Heber Valley Special Service District may use a mechanical treatment system, and the land may no longer be needed for waste water disposal. The land contained within these fields should be converted into a corporate research and development park.

TOURISM

As a destination for tourism, Heber City is recognized as a recreational support center, with many capabilities. Activities that span the four seasons abound in and around the valley, but further enhancement of recreational activities is needed. The following is part of the comprehensive development and economic plan:

1. Support the development of an arts facility for community classes, art exhibits, concerts, and in-and outdoor theatrical productions.
2. Develop a convention center and hotel district.
3. Sponsor multiple day events that encourage extended stays.
4. Develop a zoning district that allows a special recreational resort community around a golf course or open space element.
5. Protect Heber Valley's natural resources, scenic views and water features.

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6. Promote year-round tourism and recreational coordinated programs that attract tourists from Utah urban population centers.
 7. Emphasize a historic character in the area immediately adjacent to the train station and present a strong theme that encourages tourism.
 8. Encourage the Main Street districts to become tourist attractions by virtue of the character of buildings, location, selection of unique businesses, and events held there.

AIRPORT

Heber City owns the Heber City Airport, and is responsible for all planning issues surrounding airport and related businesses. The airport should be self sustaining. Revenues from the airport need to support maintenance and development. This includes both short range and long range goals. Recognizing the important role the airport plays in the community; Heber City created an Airport Advisory Board to assist in this planning.

1. Develop City airport overlay zone surrounding the airport.
2. Require complementary surrounding uses in land use planning.
3. Implement noise abatement procedures.
4. Establish airplane curfews

GATEWAYS

Heber City will establish gateways to the community. The following are features of the gateways:

- a. Deciduous and conifer plant materials.
- b. Entrance signs shall be monument type signs in a planter element involving stone or other native materials.
- c. Protection of certain sensitive areas, from further encroachment.
- d. Prohibit overhead utility lines along with signs and billboards.
- e. Screening, through the use of landscaping or other physical amenities of particular importance in the Industrial areas.

AIRPORT GATEWAY:

- a. Encourage beautification through the airport board.
- b. Design appropriate signage.
- c. Develop strategies for a variety in the color and design of hangars.
- d. Require landscaping around the individual hangars, including trees and shrubs.

HOUSING TYPES

Housing development should be consistent with community character and provide a balance of housing needs for a wide range of ages, income groups and abilities. Promote infill in certain zones and areas, rather than in new developments.



TRANSPORTATION

Heber City is unique in that it supports airport, railway, automotive and pedestrian traffic. Heber City stands at the crossroads from Provo, Park City and Vernal. The transportation elements through and around Heber City are essential to the development and improvement of Heber City. Heber City's intent is to provide safe and adequate roadways, trails and paths for both motor vehicles and pedestrians. Heber City should also be actively pursuing public transit to help alleviate traffic and provide transportation to those who may not be able to provide it themselves.

Roads

Rather than funneling traffic onto one or two major roads, Heber City should disperse the traffic among several arterial roads. This will help eliminate traffic congestion throughout the City. This will require Heber City to expand the asphalt on existing roads, improve existing roads, and coordinate traffic signs and traffic lights. Roads should be wide enough to meet long-term needs but designed to minimize maintenance costs.

Heber City has been working with several entities to determine the route of a by-pass road to the west of town. The purpose of this bypass road is to provide an alternative route for larger trucks to help alleviate congestion downtown.

To date, Heber City has obtained nearly forty percent (40%) of the right-of-way running from UT-189, north and east, to US-40 north of town. It is anticipated that the majority of the remaining portions of the bypass that fall within Heber Cities' annexation boundary will be obtained through annexations. The portion of the bypass that runs from UT-113 (Midway Lane) north to US-40 (Main Street) does cross land that contains wetlands, canals and animal habitats. There should be studies done to ensure that these environmental sensitive lands are protected where possible. Mitigation of the wetlands and open space should also be done to preserve the natural area to the northwest of Heber City.

Goal: Alleviate traffic congestion on Main Street.

Action Items:

- a. Disperse traffic along 100 East, 100 West, 300 West and 500 East. This would include the possibility of widening asphalt, aligning stop signs, eliminating dips, finishing 500 East (connection between 600 South and 1200 South) and finishing 600 West (connecting it from 500 North to 600 South).

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- b. Improve 1200 East/Mill Road from 1200 South to Center Street.
 - c. Improve US-40 (north & south of town) as well as UT-189 at least ½ mile further out from where they are developed as of 2009. These improvements would include curb, gutter, sidewalk and asphalt widening.
 - d. Study the effects and benefits of one way streets in the downtown core.
 - e. Complete the eastern bypass road that will run from Center Street north and west to Highway 40.
 - f. Continue cooperative effort with Wasatch County for the bypass road to the west of Heber City.
 - i. Continue working with the RPO, UDOT, and Wasatch County to ensure the project continues.
 - ii. Incorporate NEPA and UDOT route planning practices in the process.
 - iii. Keep costs to a minimum and prepare cost benefit analysis evaluating the benefit of the project to the Heber Valley.
 - iv. Work with new developments to lessen the cost and use of the condemnation process to obtain right of way.
 - v. Use the bypass road as a mechanism for preserving open space in the north fields.
 - vi. Solidify the alignment of a bypass road.

Goal: Improve the gateway corridors coming into Heber City.

Action Items:

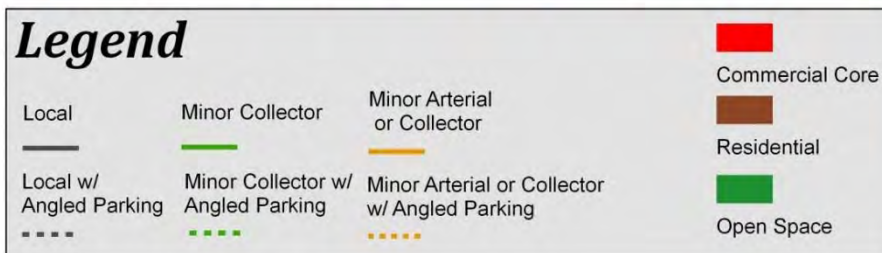
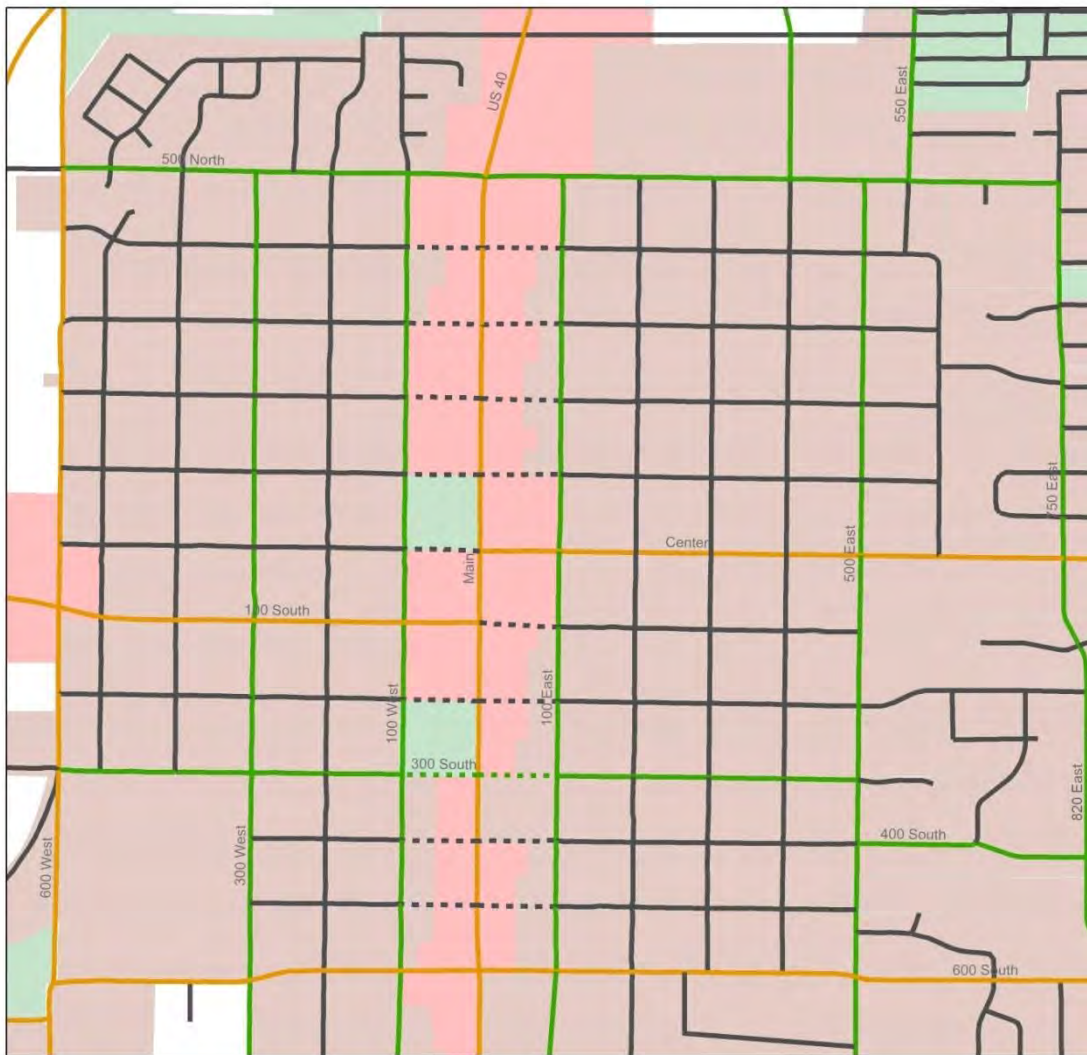
- a. Improve (add curb, gutter, sidewalk, and storm drain) Center Street from 1500 East to Main Street.
- b. Improve (add curb, gutter, sidewalk, and storm drain) Midway Lane from Southfield Road (1200 West) to Main Street.
- c. Improve the intersection of US-40 and UT-189. Increase the number of through lanes and turning lanes.
- d. Realign Daniels Road intersection with UT-189 so it aligns with 1300 South to the north of UT-189.
- e. Plant street trees and landscape the park strip along all of Main Street.
- f. Place entrance monuments within or next to the roadway, at each of the main corridors leading into Heber City, if possible.
- g. Bury overhead power lines & upgrade the streetlights along the entrance corridors, to match those of downtown.

Goal: Improve parking in downtown Heber.

Action Items:

- a. Work with new developments to create a large enough parking area to serve their projects.
- b. Work with businesses to create shared parking agreements with other businesses.
- c. Increase the mixed-use elements downtown so that residential and commercial areas can share parking.
- d. Utilize angled parking wherever possible to increase the number of parking stalls over parallel parking.
- e. Obtain land for increased parking through development as well as purchasing currently privately owned land.

Downtown Transportation Plan



1:8,000

This map displays Heber City's vision for transportation and parking downtown.

Roadway Policies

- Paved roads and sidewalks should be installed in new developments prior to the issuance of a building permit.
- Adopt a road hierarchy that defines right-of-way widths, lane widths, and general design of each type of road.
- Roads should conform to the Streets' Master Plan even if this involves a higher standard than the development would otherwise necessitate.
- Neither roads nor trails will be closed for construction except for emergencies or safety reasons; detours must be reasonably convenient.
- All new developments on arterial roadways should not create new driveway accesses onto the arterial roadway. Owners of property fronting on arterial roadways should be strongly encouraged to provide access from adjacent local or collector streets. To ensure long-term maintenance of adequate traffic conditions, it is crucial that arterial capacity not be degraded through unnecessary access points.
- The impact of traffic on residential streets should be minimized as much as possible through a combination of educational, enforcement and engineering strategies such as traffic calming devices.
- Improve substandard roads as appropriate for the neighborhood. Understand the proper use of street widths and special use right-of-way (i.e. right of ways that contain trails or bike paths) in order to promote pedestrian safety.
- Provide safe traffic flow of arterial and collector streets, to include roads surrounding the airport and other sensitive areas, with widths to accommodate circulation, parking, safe pedestrian access and landscaped planter strip areas.
- Retain the super-grid or grid pattern on at least a 4-6 block basis of both the "east /west & north/south" corridors.
- Require both vehicular and pedestrian connectivity with regard to access in commercial and residential developments.
- Install traffic calming bulb outs in the core downtown area that will slow traffic and aid pedestrians in crossing Main Street in a safer manner.
- When designing and building new roads, several factors should be considered:
 - a. Utilize existing right-of-ways where possible.
 - b. Attempt to obtain right of way through annexation and development; use condemnation as a last resort.
 - c. Minimize effects on existing homes & structures.
 - d. Minimize environmental impacts.
 - e. Follow adopted engineering practices.

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- Meet the Streetscape Standards for the block sections of Heber and for new and developing areas. This system includes curb, gutter and sidewalks. The new Standard has larger planting strips to facilitate trees, and in the older block areas, to accommodate utility lines, easements, existing trees and irrigation ditches.
 - Along Collector streets, provide a generously wide area (ideally 50 feet or wider) paralleling the street to accommodate a tall landscaped berm and a trail (see photo).
 - **Road Hierarchy:**
 - a. **Arterial:** Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with a higher degree of access control. These roads would include US-40 and US-189. The design and maintenance for these roads are determined by UDOT.
 - b. **Minor Arterial:** Provides a high level of service at a greater speed for longer uninterrupted distance, with a higher degree of access control. This would include 1200 South, Center Street heading east, and Midway Lane. The purpose of these roads is to move high volumes of traffic. They are designed to have up to four (4) travel lanes and one (1) center turn lane. These roads would include one (1) bike lane to provide adequate protection for bicyclers. The width of minor arterial roads vary, but typically have an asphalt width of 60' or greater.
 - c. **Collector:** Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Has a higher degree of access control. These roads are designed with two travel lanes, a center turn lane, and they would have a bicycle lane . When intersecting a road with a higher order (i.e. Arterial, Minor Arterial) right hand turn lanes are required. Typically collector roads have 50' of asphalt width.
 - d. **Minor Collector:** Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Has a higher degree of access control. These roads would also be used in industrial/ business park settings and residential settings, when warranted by traffic volumes. These roads are designed with two (2) wide travel lanes to allow parallel parking. When intersecting a road with a higher order (i.e. Arterial, Minor Arterial, Collector) right hand turn lanes are required. Typically minor collectors have an asphalt width of 44'.

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- e. **Local:** Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement. When intersecting a road with a higher order (i.e. Arterial, Minor Arterial) right hand turn lanes are required. Local roads are 36' or less of asphalt.

Ideal Collector/Arterial Streets with Landscaped Berm and Trail



MOUNTAIN COMMUNITY TRANSPORTATION NETWORK

The Mountain Community District has unique mountainous features as compared to the rest of the city, plus the area has been master planned by Wasatch County. Within the Mountain Community District, several Collector and Minor Collector roads are shown on the Transportation Plan. The designation of those streets reflects the intended purpose of those streets. The right of way and construction width of those streets are intended to meet adopted city standards, unless at the time of annexation or development, traffic studies justify that a narrower right of way or asphalt width will provide an adequate level of service.

Goals

1. Implement a transportation system in the area that provides ample connectivity to other development at a high level of service.
2. Implement the intent of the North Village Code for pedestrian friendly streets and connectivity, with attention and detail given to the pedestrian and frontage realms of the right of way.

Policies

1. Conduct/review traffic studies of the area at the time of annexation and development and require development to mitigate its traffic impact.
2. Revise street standards to include flexibility to deal with the limitations within the rural mountainous area, such as consideration for narrower streets and waiver of sidewalk requirements in steep areas, etc.
3. Consider a minimum 8 foot width planter strip along all public streets to accommodate snow storage.
4. Minimize the use of cul-de-sacs.
5. Work with UDOT, Wasatch County and the RPO to plan for the future traffic system in the area, including park and ride lots, public transportation, road network, road capacity and connectivity.

Highway Access Management

Heber City is part of the Rural Planning Organization (RPO), consisting of local jurisdictions, Utah Department of Transportation (UDOT), and Mountainlands Association of Governments (AOG). One of the primary purposes of the RPO is regional transportation planning. A Regional Transportation Plan has been adopted for the Heber Valley that is updated regularly.

In recent years, local governments in the valley, including Heber City, have entered into Corridor Management Agreements with UDOT. These agreements are aimed at managing driveway and street access onto state highways, and planning for future right of way and future signalized intersection locations. Access management is important because it affects the ability of the State's Highways to efficiently and effectively accommodate the future's growing traffic.

Goals

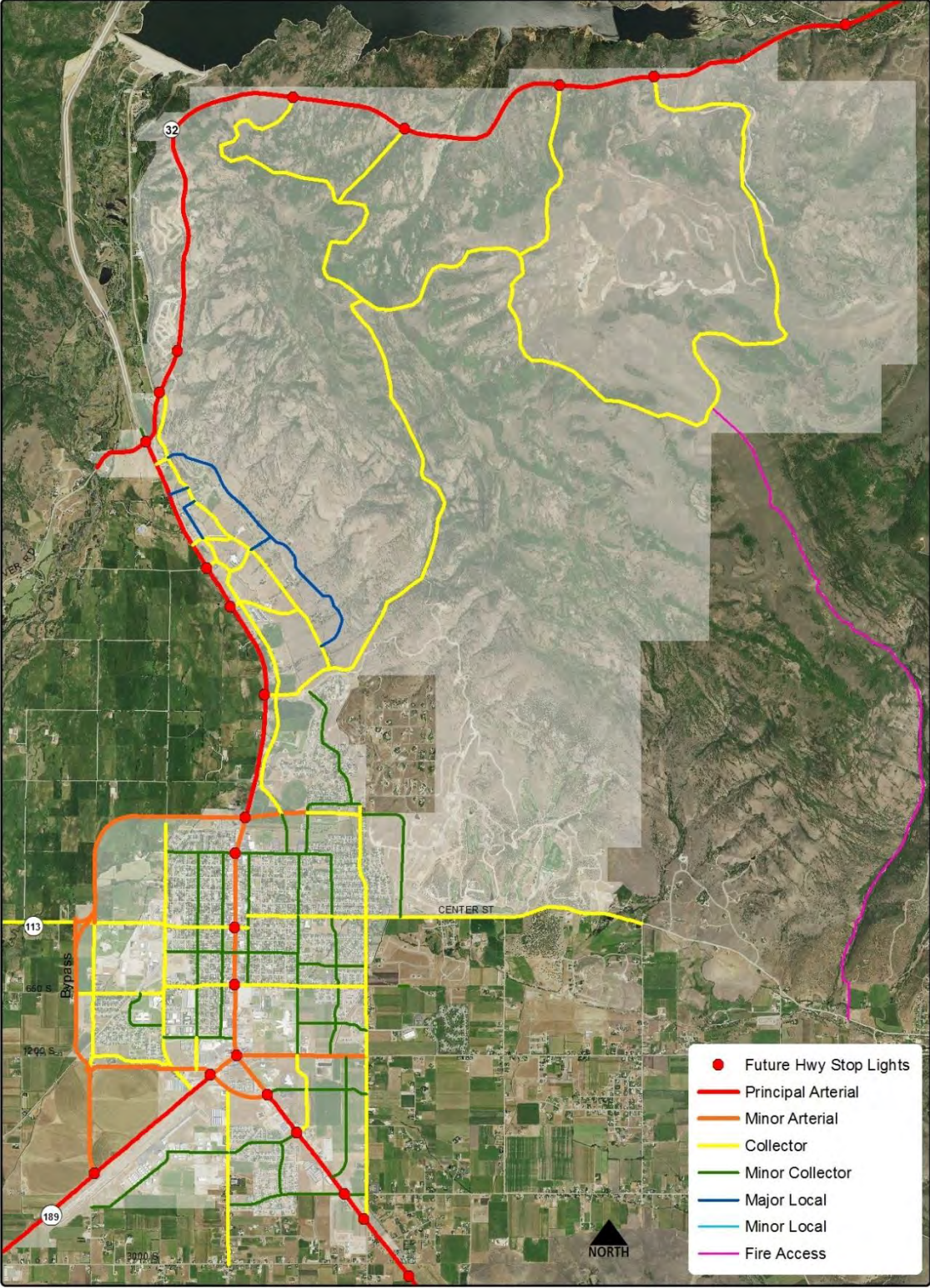
- A. Maintain high speed, high capacity highway facilities
- B. Promote landscaped rural entrances into Heber City.
- C. Promote nodal commercial development along highway rather than strip commercial.

Policies

- A. Support the Highway Access Management Agreements
- B. Enter into new Highway Access Management Agreement as annexation occurs
- C. Commercial land designations should not parallel highways.

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- D. The setback area along highways should include a landscaped berm with trees and ground cover and a trail.
 - E. Highway intersections should be modified to be as near 90 degrees as possible and the intersections should align rather than be offset.
 - F. Private accesses to highway should be shared between properties when possible.
 - G. Access to private property should be established to local streets rather than directly to highways when possible. These accesses should be setback from the highway with appropriate amount of queueing space to the highway.
 - H. Buildings should be setback from the right of way along high speed segments of highways.
 - I. Development should provide additional right of way necessary for trails, turn lanes, etc.

Transportation Plan



TRAILS

Introduction

In 2015-2016, Heber City participated in a County-wide Trails plan with the local jurisdictions in Wasatch County. The effort included an extensive public involvement process and resulted in the Wasatch County Regional Trails Master Plan dated February 1, 2016. The intent of the regional trails plan was to create a unified trail plan between the various jurisdictions in Heber Valley, including cities and towns, county and State Parks.

Goals

- A. Connect trail users into a regional network that connects communities;
- B. Provide alternatives to driving;
- C. Connect the local trail network to public lands and recreation areas;
- D. Help preserve open space;
- E. Foster an active lifestyle;
- F. Prioritize the development and construction of trails;
- G. Secure outside funding to build trails; and
- H. Increase the proportion of total travel via non-motorized modes.

Policies

Trail Priorities

Absent construction of trails by development, consider phasing trails as follows:

- A. Phase 1: 2017 to 2025
 - a. Trails that do not yet connect through to their terminus;
 - b. Railroad Trail;
 - c. Mill Road and Canal Trails;
 - d. Center Street;
 - e. Midway Lane trail to Main Street.
- B. Phase 2: 2025 to 2034
 - a. Main Street bike lanes;
- C. Phase 3: 2035 to 2044
 - a. Bypass Road multi-use trails.

Trail Phasing

Consider prioritizing trails as follows:

- A. Railroad Trail;
- B. Mill Road and Canal Trails;
- C. Bypass Road multi-use trails;
- D. Main Street Bike Lanes;
- E. Canal Trail Connection from Coyote Lane trailhead to the Hatch Springs area.

Education

- A. Support and promote programs that provide education to the public about bicycling and walking.
- B. Support and promote programs that promote biking and walking.
- C. Support and promote partnerships with local trail groups and local jurisdictions for creation of educational materials such as trail maps and brochures.

Trail Funding

- A. Pursue grants for the construction of trail signage, trails, trailheads and trail crossings where development or impact fees cannot pay for those facilities.
- B. Consider using trail impact fees to assist in construction of trails.

Maintenance

- A. Establish a program for periodic trail maintenance.
- B. Consider partnering with local trail groups for the maintenance of trails.

Plans & Trail Standards

- A. This Trail Plan should be periodically reviewed with nearby jurisdictions in context of trail routes, inventory of existing trails, design guidelines and use and management guidelines.
- B. Update Ordinances, Standards & Specifications and Impact Fee Analysis to conform to the facilities shown on this Trails Plan.
 - 1. Adopt trail cross sections for trails as shown on the Trails Map;
 - 2. Adopt standards for trails heads shown on the Trailheads Map;
 - 3. Adopt standards for crossings as shown on the Trail Crossings Map.
 - 4. Adopt standards for Adopt sign and wayfinding standards

-
- C. The City should adopt standards that are flexible enough for the City to modify them when specific circumstances warrant, such as when right of way is limited, when nationally accepted engineering standards are modified and conflict with this plan, or when the dimensions of existing improvements would make meeting the standards of this plan impractical.
 - D. Consider adding flexibility to the zoning ordinance to better accommodate trails.
 - E. State, local, and federal government agencies should conform to the City's trail plan.
 - F. Trail facilities should be constructed consistent with the Plan and adopted City standards.

Development

- A. Should provide trail connectivity from cul-de-sacs to nearby streets.
- B. Should install planned trails and sidewalks that border or traverse through the development.
- C. Should complete all trails concurrently with each phase of development.
- D. Should consider utilizing more trails within the development beyond those specified in this Trails Plan.
- E. Should repair sidewalk and trail facilities damaged during construction.
- F. Should show trails on all plats and have an easement recorded on every trail that allows public access. Easements should be 5' on each side of the center line for back country trails and at least 10' from the center line for other trails or larger as conditions warrant.
- G. Should install trails and trail facilities as per adopted City standards.
- H. Should incorporate landscaped berms and fences with trails where appropriate to provide separation from streets and/or private property.
- I. Should provide commercial buildings with:
 - 1. a sidewalk from building entrances to the public sidewalk;
 - 2. bicycle parking.

Figure 1: Trails Map

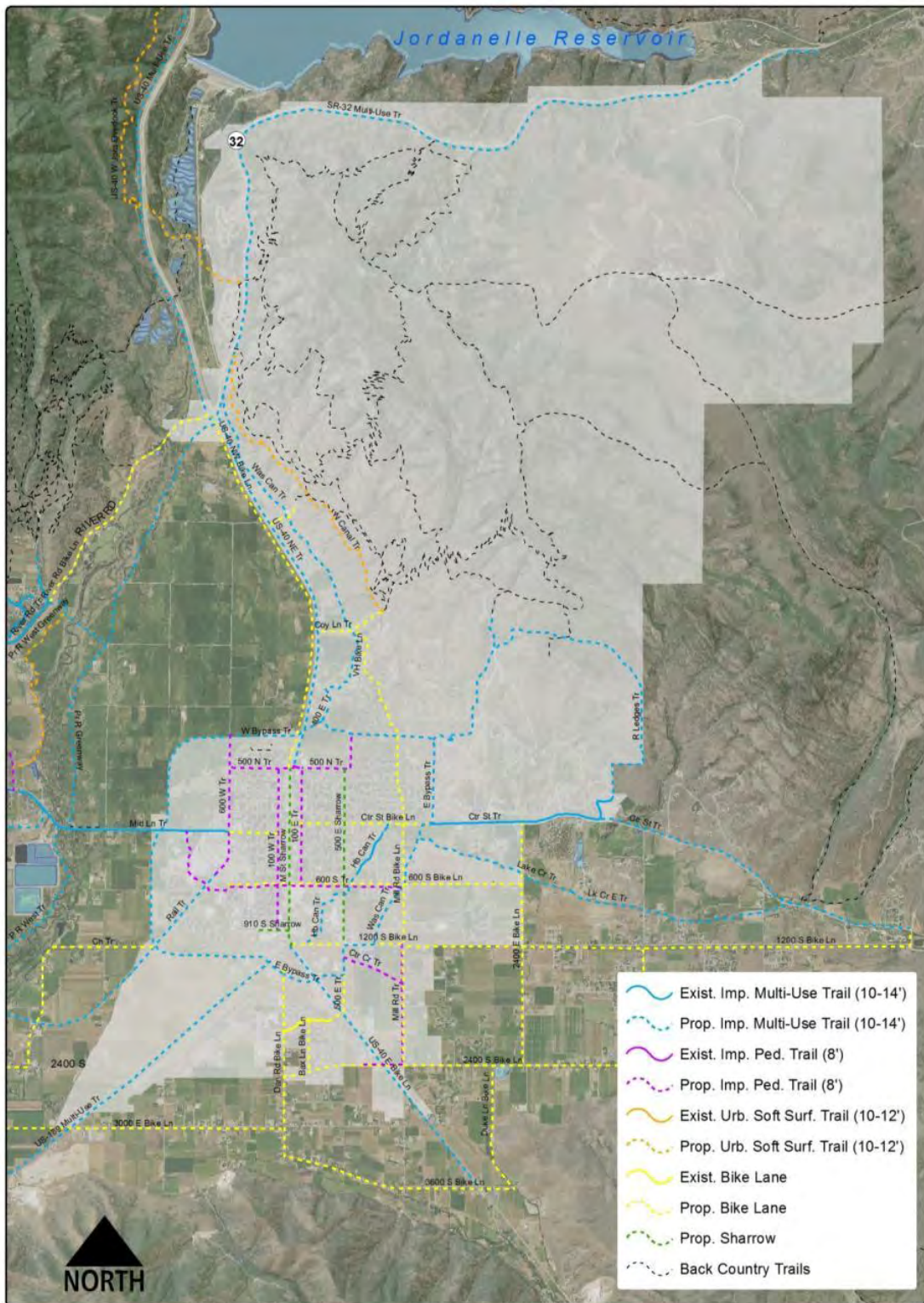


Figure 2: Trailhead Locations

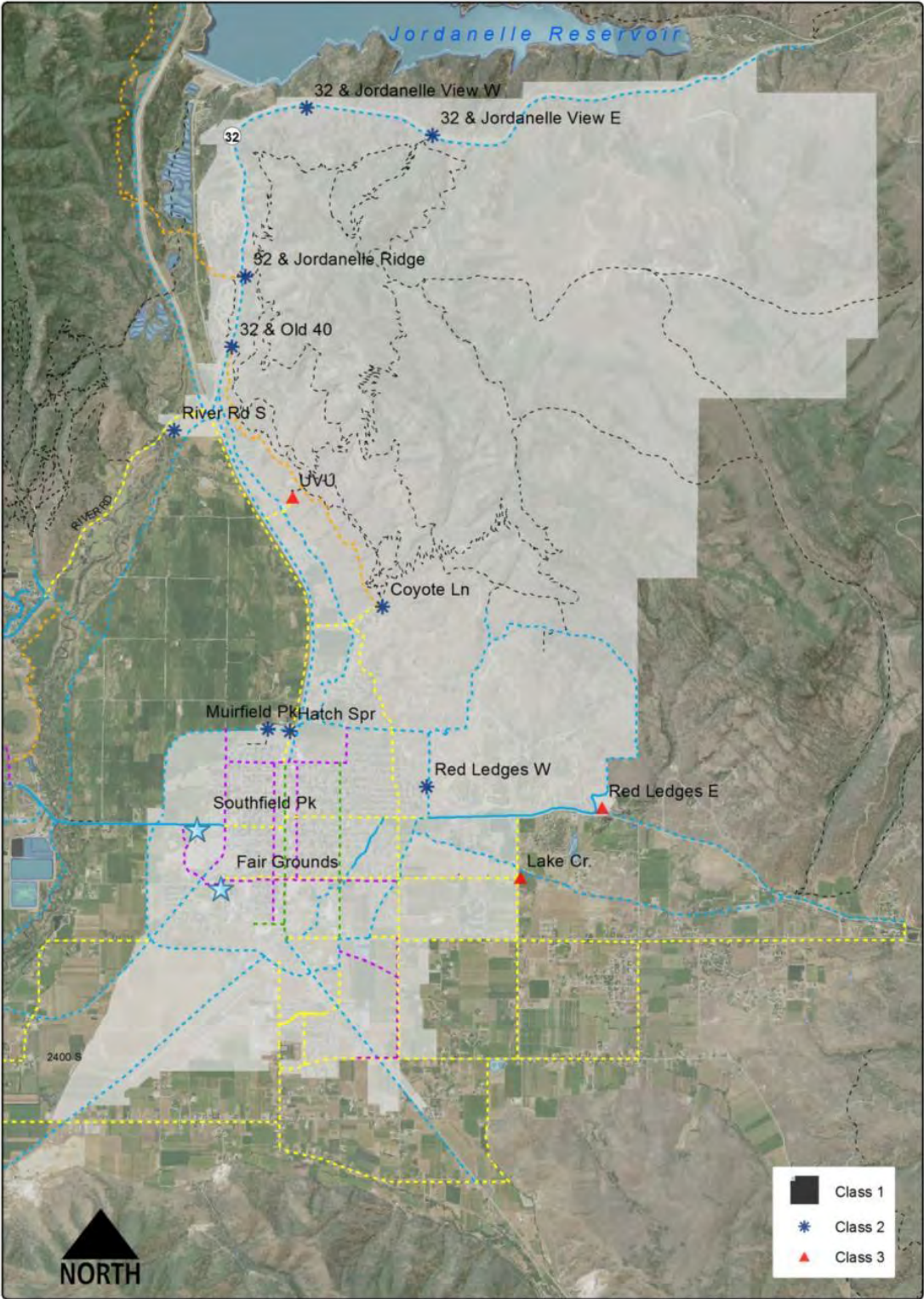
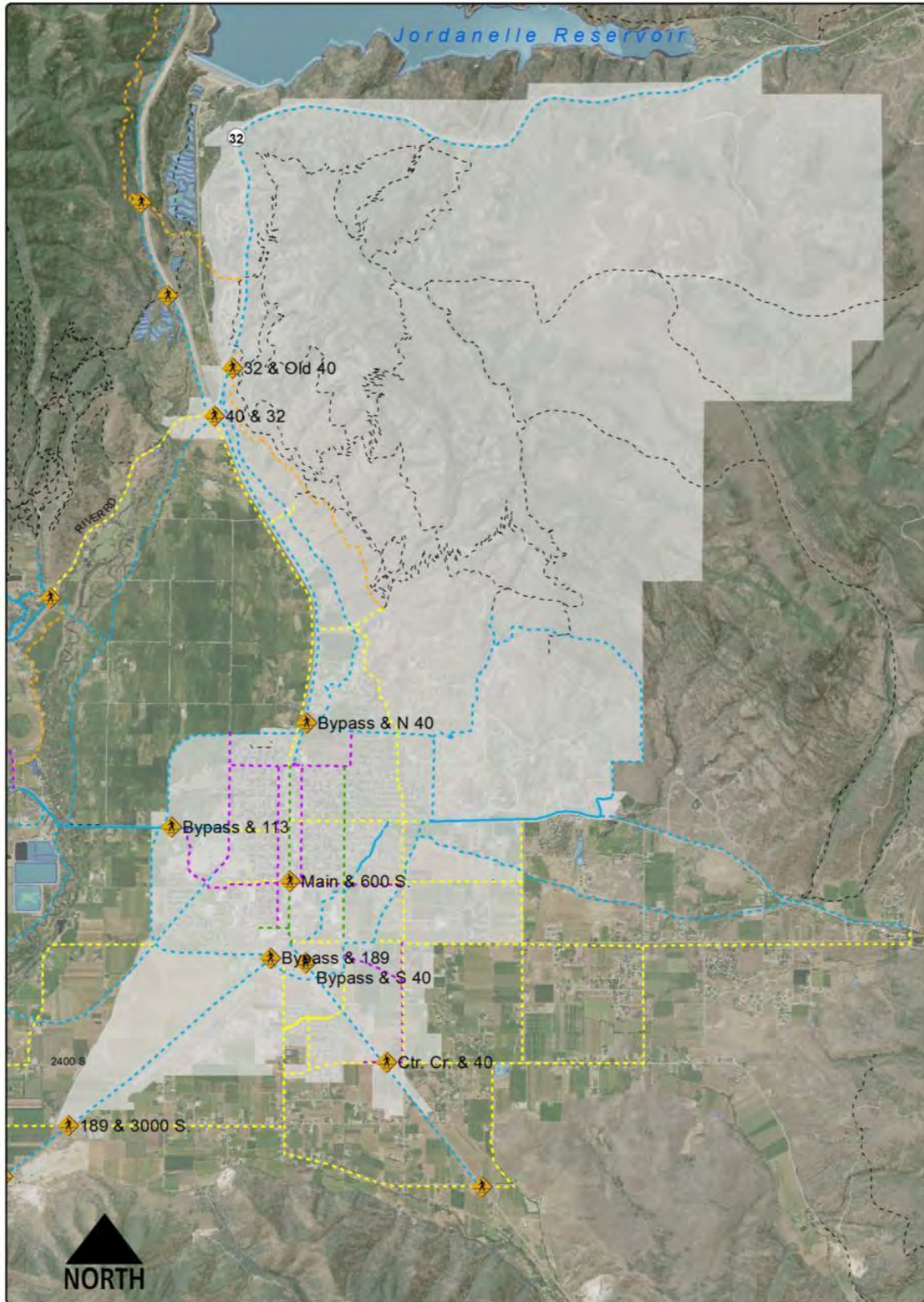


Figure 3: Trail Crossing Locations



Public Transit

Heber City currently does not offer any form of public transportation. It is vital as Heber City grows that we look at the possibilities and options we may have for providing public transportation. Heber City should work closely with outside sources such as UTA and Park City Transit to coordinate efforts.

Goal: Study the possibilities of Public Transit in Heber Valley.

Action Items:

- a. Gather public input as to what is the perceived need.
- b. Conduct a cost benefit analysis.
- c. Study the possible connections with UTA and Park City Transit.

Goal: Obtain Funding.

Action Items:

- a. Pursue Federal Funds for studies and implementation.
- b. Pursue Utah State Funds for studies and implementation.
- c. Work with Wasatch County to see what, if any, funding may be available.

Public Transit Policies

- Transit funding should be adequate to operate services year-round, while also ensuring adequate replacement of capital assets. High-frequency service will be provided between all commercial and activity centers. Service to residential areas will depend upon the demand for and the cost-effectiveness of such service.
- Interlocal agreements should be reached with other municipalities so that the cost may be dispersed evenly.
- The availability and convenience of transit service should be provided to benefit both visitors and residents.
- A series of transit facilities should be considered. If constructed, these facilities should operate to maximize the convenience of transit, pedestrian, and bicycle transportation options.
- Transit routes should avoid residential streets if equivalent arterial-road routes are available.
- The primary modes of access to Main Street commercial businesses should be via transit, bicycle, and on foot.

-
- The mobility of the public should be optimized when evaluating all modal options together (one mode isn't more important than another, but overall mobility is very important). Transportation programs should focus upon moving people, rather than moving vehicles.
 - Increase the proportion of visitor travel on transit service.
 - Increase the proportion of resident travel on transit service.
 - Require drop off points and public benches as part of commercial development.

Land Use

Land use is very strongly tied to transportation. It is important that Heber City is mindful of zoning, as well as road capacities, as it allows development.

Goal: Coordinate Land Use Map with Transportation Plan Map.

Action Items:

- a. Review Transportation Plan Map to ensure capacity for future build out.
- b. Make sure residential areas are connected to commercial areas with trails and sidewalks.

Land Use Policies

- Zoning should recognize the interrelationship of land uses and transportation modes. No transportation improvements should be made which would encourage inappropriate or premature growth.
- No development should be approved that would limit the possibility of future transportation corridors that tie into the existing transit system.
- The street network should be developed to allow an efficient transit service in the future. Through streets should be provided in new developments that allow transit service within easy walking distance of all residences and good access to adjacent arterial streets.
- Developments should be designed to serve auto, pedestrian and potential transit users.
- Rather than using parking lots to separate commercial uses from adjacent arterial streets, commercial developers should be strongly encouraged to prepare site plans to cluster the commercial uses near major intersections. This encourages pedestrian use by allowing more convenient travel paths, and also encourages increased walking between buildings.

-
- Mixed land uses - Zoning designations should be reviewed to identify opportunities to provide neighborhood-serving commercial uses with convenient walking or bicycling distance from residential areas. This strategy reduces auto use while providing increased opportunities for transit and pedestrian activity.
 - Drive-up windows are generally inappropriate outside of certain commercial areas and should be discouraged or prohibited, except in those areas.
 - Development in commercial areas should be pedestrian friendly.
 - A variety of landscaping and other compatible land uses should be encouraged within road rights-of-way, where feasible.

MODERATE INCOME HOUSING

INTRODUCTION

During the 1990's and early 2000s, Utah experienced strong growth and housing prices rose rapidly, while incomes remained relatively stable. Consequently, housing became more expensive for those households that did not already own property. In the late 2000's the Country entered into a recession, driving property values down, increasing unemployment, and slowing income growth. By the early 2010's the housing market in Utah had begun to come back from the recession. As the market has gained strength, property values have risen to values greater than those of the prerecession market, widening the affordable housing gap.

In 1996, House Bill 295 directed each Municipality in the State to adopt a plan for moderate income housing. In defining the purpose of the bill, the legislature stated "municipalities should afford a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live there; and moderate income housing should be encouraged to allow persons with moderate incomes to benefit from and to fully participate in all aspects of neighborhood and community life." As required by State Law, this Plan addresses the following topics:

1. an estimate of the existing supply of moderate income housing located within Heber City;
2. an estimate of the need for moderate income housing in Heber City for the next five years as revised biennially;
3. a survey of total residential zoning;
4. an evaluation of how existing zoning densities affect opportunities for moderate income housing; and
5. a description of Heber City's program to encourage an adequate supply of moderate income housing.

In addition to the required topics, this Plan provides additional information on City demographics relevant to moderate income housing and the City's participation with the Wasatch County Housing Authority.

DEFINITIONS

Moderate income housing is currently defined in Utah Code 10-9-307 as "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the

same size in the County in which the City is located.” Heber City is located in Wasatch County.

From the website of the U.S. Department of Housing and Urban Development (HUD), “The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing.”

The Census Bureau defines household to include all the persons who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements. The Census Bureau defines a family as consisting of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. All persons in a household who are related to the householder are regarded as members of his or her family. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated persons or one person living alone.

BACKGROUND

Over the last two decades, Heber City has put forth tremendous efforts towards encouraging affordable housing. The city has adopted several zoning regulations aimed at encouraging affordable housing and several developments have been approved under these regulations.

Compared to other locations within Wasatch County, the proximity of Heber City in relation to urban public services such as fire protection, water system, sewer system, police protection, and a commercial core, make Heber City an obvious choice for location of affordable housing. Additionally, Heber City's zoning regulations also permit a higher density than that found in other locations because of the existence of these services, making the goal of affordable housing more of a reality.

In 1999 Heber City adopted the Density Zoning Ordinance. This encouraged the construction of affordable housing through the use of density incentives, and it also encouraged provisions for open space. The result of this ordinance permitted the construction of many affordable single family home developments and rental units, including Daniels Gate Plat A (50 lots), Heber Landing 1 & 2 (74 lots), Greenfield Town Homes (50 lots), Greenfield Apartments (120 apartments), Muirfield (246 lots), totaling 540 units. Additionally, some of the homes in these developments utilized funding

from the Wasatch County Housing Authority and from developers from other jurisdictions in the County to ensure their continued affordability. Many of the units in these developments are now out of reach for those earning 80% or less of median family income. In 2000, the city repealed the Density Zoning Ordinance.

In 2000, Heber City, Wasatch County, and Midway City established the Wasatch County Housing Authority. This organization was meant to assist in the creation of affordable housing by establishing a housing fund. This fund still exists today, and is provided to qualified housing recipients through lower interest loans, down payment assistance, etc., all meant to lower the cost of housing to an amount considered affordable (i.e. 30% of a family's gross annual income). The fund is provided by funds from the state and federal government, when available, and developers through payments in lieu of affordable housing from the years 2000-2012 when both Heber City and Wasatch County changed the fee-in-lieu to a voluntary ordinance.

In 2002, Heber City revised its general plan and adopted as part of that amendment a Moderate Income Housing Element of the General Plan that identifies the city's goals and policies in relation to affordable housing. Shortly thereafter, the city adopted the Affordable Housing Ordinance, which required developers of 10 lot or larger single-family subdivisions to construct either on-site or off-site 10% of the subdivision units as affordable units, pay an equivalent fee-in-lieu or dedication of land. The amount contributed by a developer was equated as 10% of the subdivision units, times \$29,000. The \$29,000 amount per unit was established at the time as the amount needed to make a typical housing unit affordable.

Many developments have contributed to the affordable housing fund. A monetary contribution to the affordable housing fund is called a fee-in lieu, as the developer is providing a "fee in lieu" of providing actual constructed affordable housing within the development. Some developments, because of their smaller lot sizes, did not only contribute money to the affordable housing fund, but also have lots that are much more affordable than other developments. Developments that have contributed a fee in lieu include Daniels Gate Plat B, Daniels Gate Plat C, Broadhead Estates 2, Willow Creek Estates, Browning Estates, Red Ledges, Aspen Pointe, Majestic Mountain, Noble Vista, Swift Creek, Heber Meadows, and the Cove at Valley Hills 1 & 2. During the 12 years of the Affordable Housing Ordinance, the fee had not been increased to keep pace with inflation and rising land and construction costs.

The Last Stand Subdivision provided services in kind instead of a fee in lieu. These services equated to the monetary equivalent of the fee in lieu, and consisted of demolition of the city's old public works sheds and grading of the site, upon which will be two lots that Habitat for Humanity will offer to qualified affordable housing recipients. The city agreed to provide 2 of the lots on the property to Habitat for Humanity in exchange for Habitat's construction of subdivision improvements on that and the remaining property.

Mill Road Estates and Wheeler Park provided the monetary equivalent of the fee in lieu as building lots. From these two developments, the city had title to 15 building lots that were utilized as affordable housing units. The City worked with Utah Housing Corporation (a non-profit affordable housing corporation) to establish a program that provided affordable housing units to qualified buyers on these lots in a way that is compatible with surrounding homes in these new developments.

The affordable housing funds are provided not just directly to potential individual home buyers. The funds have been provided also to Habitat for Humanity, which has had 6 successful home constructions in Heber City. These funds also may be provided within the Ranch Landing development in conjunction with state funds for construction of senior based affordable apartments.

In 2012 the City amended the Affordable Housing Ordinance to no longer require an affordable housing fee-in-lieu, but to continue offering it as a voluntary option. The Affordable Housing Code is currently a voluntary code that offers incentives for developments that choose to create affordable housing or to pay a fee-in-lieu. Since the amendment, there have not been any developments that have used the Affordable Housing Section of the Code. While there have not been any developments that have contributed to the Wasatch County Housing Authority fund, the housing authority has continued to offer aid to those who meet the income requirements with down payment assistance in the County and up to \$40,000 per unit in the Ranch Landing Condominiums.

Heber City amended the zoning ordinance in 2002 to address compatibility of infill housing in the core of Heber City. The result was the adoption of the Cottage Home Overlay Zone, and the removal of duplexes and twin homes as permitted uses. Additionally, the city repealed the apartment regulations. These actions contributed to a more compatible infill of town, but also resulted in fewer affordable housing units built.

In 2004, Heber City adopted new apartment regulations in response to the need for more rental units and the potential need for student housing for the UVU Wasatch Campus. Additionally, the city revised the Land Use Element of the General Plan to add additional high density housing areas to replace area displaced by the new high school. The UVU Wasatch Campus was not built within the City limits. The apartment regulations were later repealed.

In 2007 Heber City adopted a Clustered Open Space Overlay Zone (COSZ), modeled after Midway's open space ordinance. The Zone permits condominiums and town homes at slightly higher densities and requires that each development provide 50% open space. Ranch Landing, located next to the new library, was approved under this new zone. For an affordable housing strategy, the developer began marketing the homes in the first phase first to qualified essential government workers at a starting price near \$200,000. Condominium Units in Ranch Landing now start at \$240,000.

Ranch Landing just received occupancy on 12 units and have their remaining 24 units under construction. The Villages on 12th are a similar project to the Condos at Ranch Landing. The Villages on 12th received approval for 120 Condominium Units under the COSZ zoning in 2017. There are currently 24 units under construction. Units in this development start around \$230,000.

Utilizing the Mixed Use Residential Commercial Zone (MURCZ) adopted by citizen referendum in 2007, three residential developments have been constructed, Liberty Station, Cottages at Valley Station, and The District at Valley Station. Liberty Station is a 56-unit apartment complex consisting of 3 and 4 bedroom apartments. Government subsidized rent is available to approved tenants that are 50% AMI or less. Tenants whose income is greater than 50% AMI pay market rate. Cottages at Valley Station is a Single Family Residential development consisting of 103 homes with lots ranging from 4,800 square feet to 9,300 square feet. The average home lots are in the 5,000 to 6,500 square foot range, providing for smaller lots to promote affordability. The last phase of the Cottages at Valley Station started in the low \$300K's. The District at Valley Station is a 58-unit apartment complex, with 1-3 bedroom units. The bottom floor units are ADA units. These units are a market rate development. The rents are between \$950-\$1,300. Liberty Station is the only subsidized development in this area that could guarantee to provide some housing for those earning 30% AMI or less.

In 2008 the City adopted the Accessory Apartment Ordinance, which permits accessory apartments within the city. The City has seen an increasing interest in Accessory Apartments as property values have continued to rise.

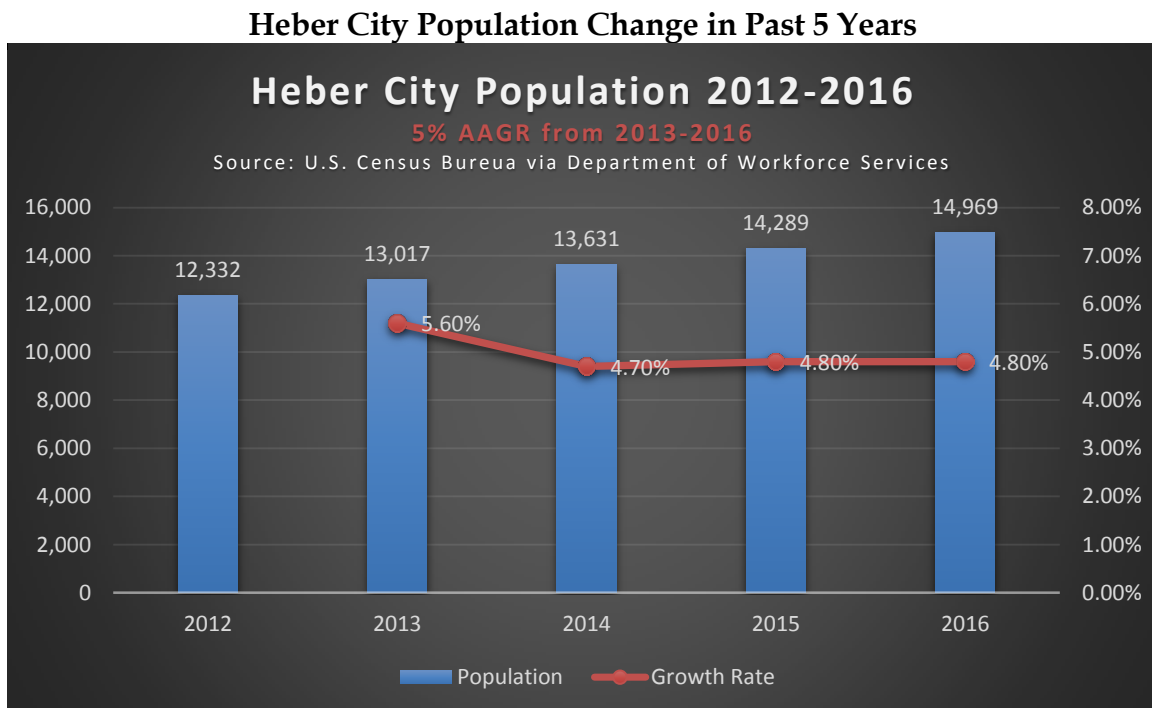
In 2008 the City adopted the Planned Community Mixed Use Zone (PCMU), which permits a mixture of housing types including apartments, single family, town homes, condominiums, accessory apartments, and small commercial uses. While not all of the development would be affordable, the PCMU provide the flexibility and ample opportunity for the creation of affordable units. The intended location of the PCMU zone is within a future annexation to the east side of Highway 40 north of Kings and south of Coyote Lane. In 2017 the City approved a zone change to property south of 1200 South and west of 1200 West (Mill Road) to the PCMU zone and subsequently approved an 85 acre PCMU Master Plan for the Sawmill Planned Community, consisting of over 600 residential units. The development contains 110 condominiums, 108 senior (55+) condominiums, 37 mixed use residential units, 232 town homes, 54 duplex/triplex, and 73 single family units. In addition to providing multifamily products, the developer has agreed with the City to work with the Wasatch County Housing Authority on possible programs similar to their partnership with Ranch Landing. The developer has also agreed to provide up to 5% of the purchase price in a grant to essential employees of Heber City, Wasatch County, and Wasatch County School District. This would be on top of the assistance they may receive from the Housing Authority. The Master Plan also identifies Accessory Apartments in the

basement of town homes. This will allow for the town home owners to supplement their housing costs, aiding in the affordability of the town home products within the development.

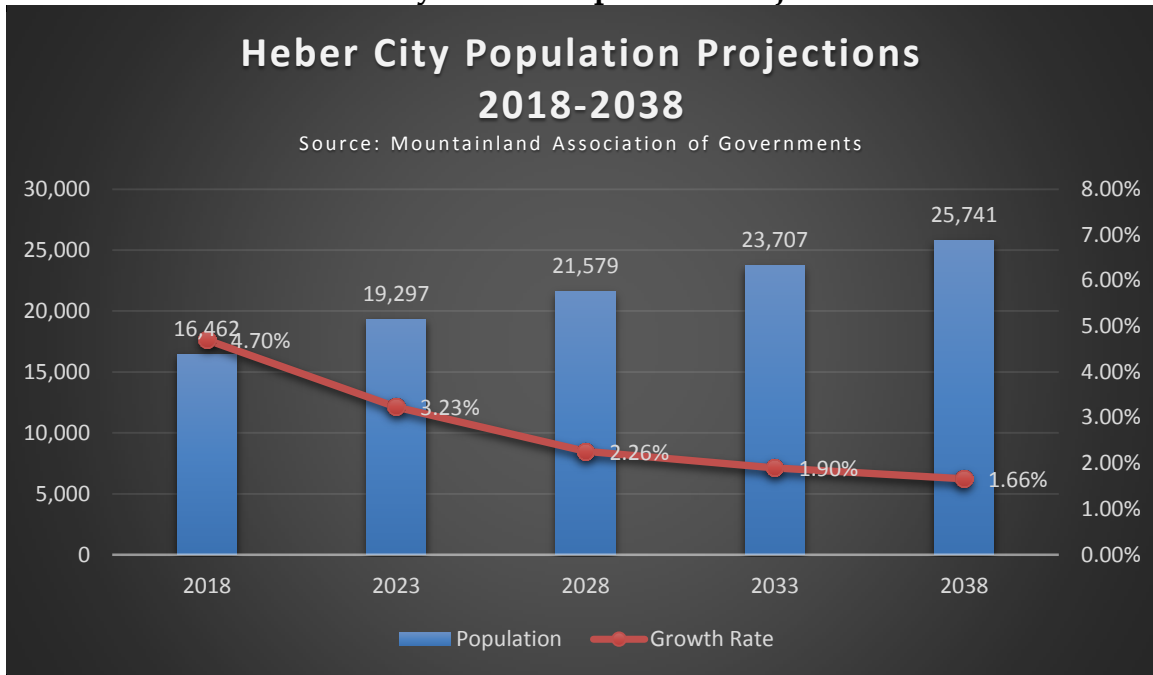
In June of 2018, the City Council repealed the PCMU zone and assigned all areas with the PCMU zone to the Planned Community (PC) zone. The PC zone permits two units per acre. The Sawmill development is vested in the PCMU zone and will continue to develop according to their approved master plan. There are some other property owners that have contractual rights to the PCMU zone that will be able to still develop under the code. The largest property with these rights is the Basset and Ritchie properties that were Annexed into the City with the Basset-Ritchie Annexation.

Current State of the city

The following statistics illustrate the current condition of Heber City.



Heber City 20 Year Population Projections



Mountainland Association of Governments projects the 2038 City population to be near 26,000. Not only is the City growing, it is becoming more diverse. The non-white population has gone from 1.3% of the population in 1990 to 2.4% in 2016, with it peaking at 5.7% in the year 2000. Heber City also experienced a significant increase in the number of Hispanic persons (of any race) during the 1990's, growing from less than one percent of the population to over fifteen percent of the population in 2016. While the non-white population has risen and fell, the Hispanic (of any race) population has consistently increased.

Table 1: 1990, 2000, 2010 and 2016 Estimates for Race in Heber City

Year/ Population	White	African American	America n Indian	Asian and Pacific Islander	Other race(s)	Two or More Races	Hispanic (of any race)
1990 Population : 4,782	4719 (98.7%)	1 (<0.01%)	32 (0.7%)	5 (<0.01%)	25 (0.5%)	N/A	122 (0.03%)
2000 Population : 7,291	6877 (94.30%)	4 (0.10%)	32 (0.4%)	26 (0.4%)	242 (3.3%)	110 (1.5%)	516 (7.1%)
2010 Population : 10,765	10,383 (96.5%)	14 (<0.01%)	116 (1.1%)	222 (2.1%)	304 (2.8%)	274 (2.5%)	2,263 (21%)
2016 Population : 13,655 (est.)	13,333 (97.6%)	0 (0%)	275 (2%)	336 (2.5%)	183 (1.3%)	439 (3.2%)	2,131 (15.6%)

Source: 2000 US Census, 2016 American Community Survey

Table 2: Changes in Household and Family Size

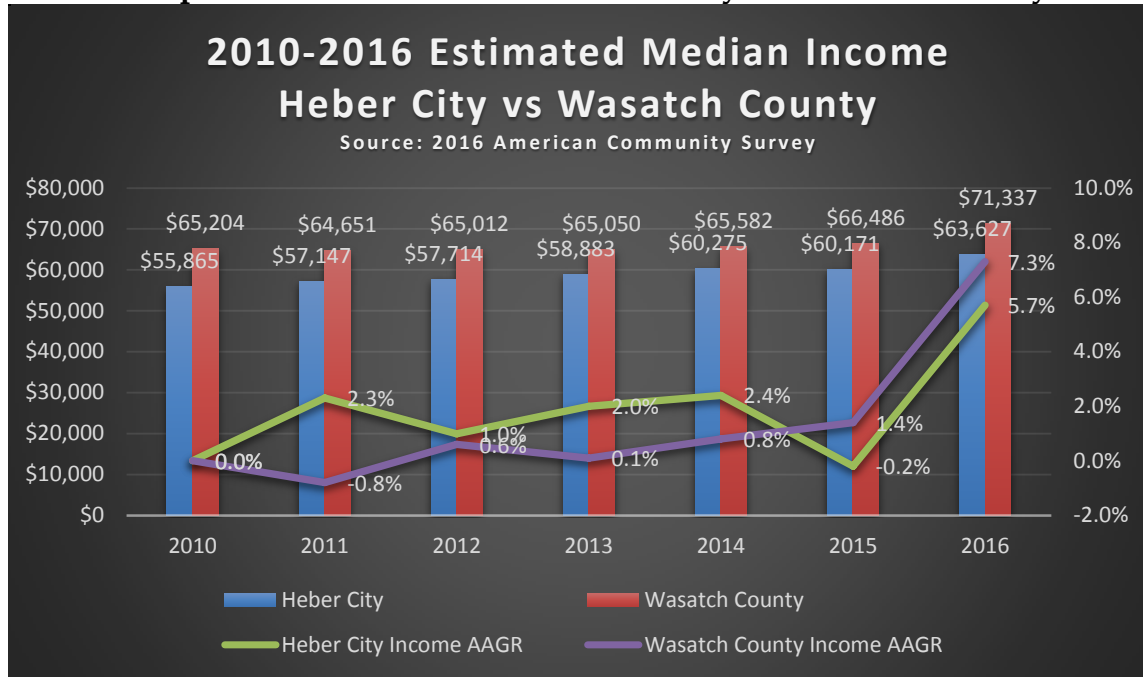
Year	Household Size	Family Size
1990	3.03	3.61
2000	3.16	3.55
2010	3.26	3.60
2016	3.27	3.83

Source: 2000 US Census, 2016 American Community Survey

Income

Another factor affecting housing affordability is income. U.S. Census numbers indicate that incomes in Heber City are lower than those in Wasatch County.

Comparison of Income Levels - Heber City and Wasatch County

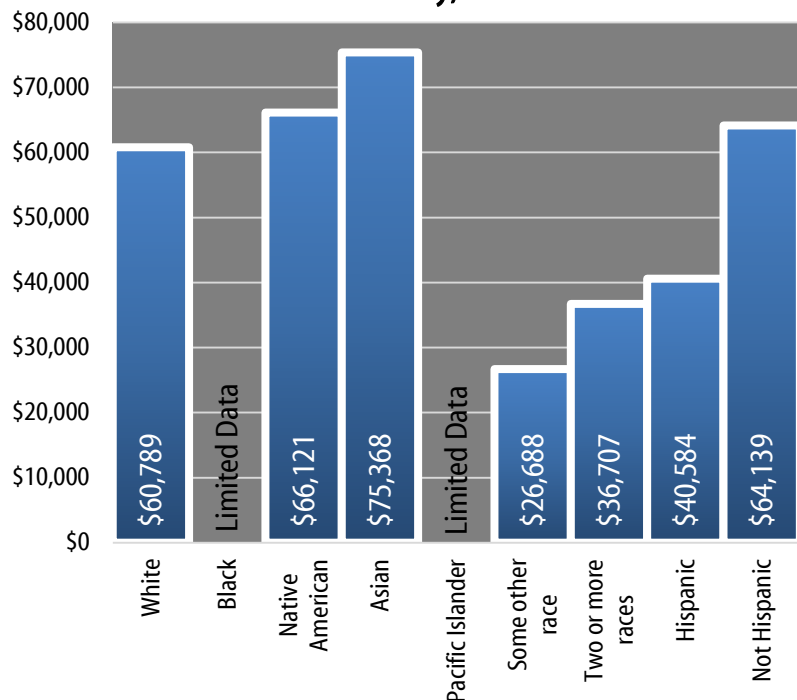


In identifying the needs of those whose income is less than 80% AMI of Wasatch County, it is important to understand the characteristics of those households. In 2015, Hispanic and other minority groups made significantly less than White and Non-Hispanic groups. As most of these race groups fall in the <50% AMI and <30% AMI income brackets, any increase in these housing target groups would aid in providing affordable housing for the identified minority groups.

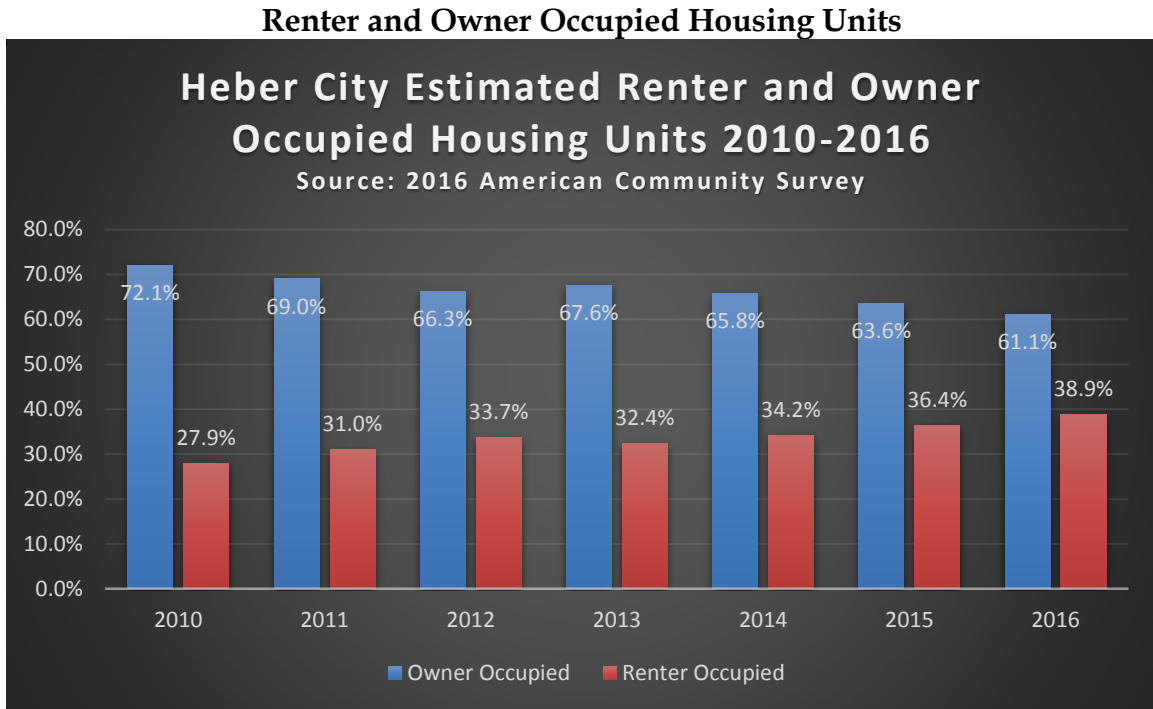
In addition to race groups, those with ambulatory disabilities are often within the <50% AMI and <30% AMI income groups and targeting housing for these income groups will aid in providing affordable housing for the disabled.

In 2010, most residents

Average Constant Income in Heber City by Race and Ethnicity, 2009-2015

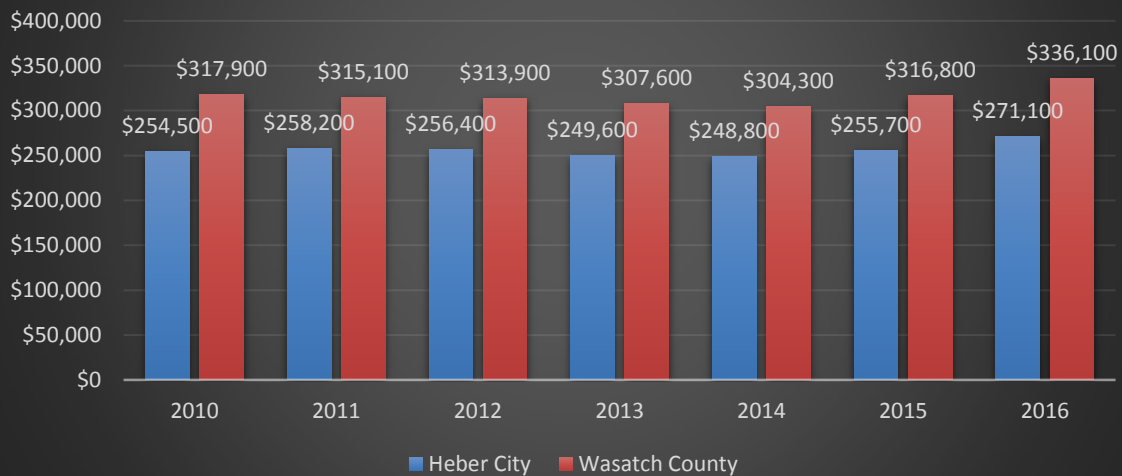


of both Heber City and Wasatch County owned rather than rented. This is the same in 2016. However, since 2010 the number of owner occupied units has been decreasing and the number of renter occupied units have been increasing. As the housing market has come back from the recession, it would be anticipated that the rental rates would drop, but this has not been the case. Increasing population, property values, and the increase of the Millennium generation entering the housing market may be some key factors in the continued rise in rental units.



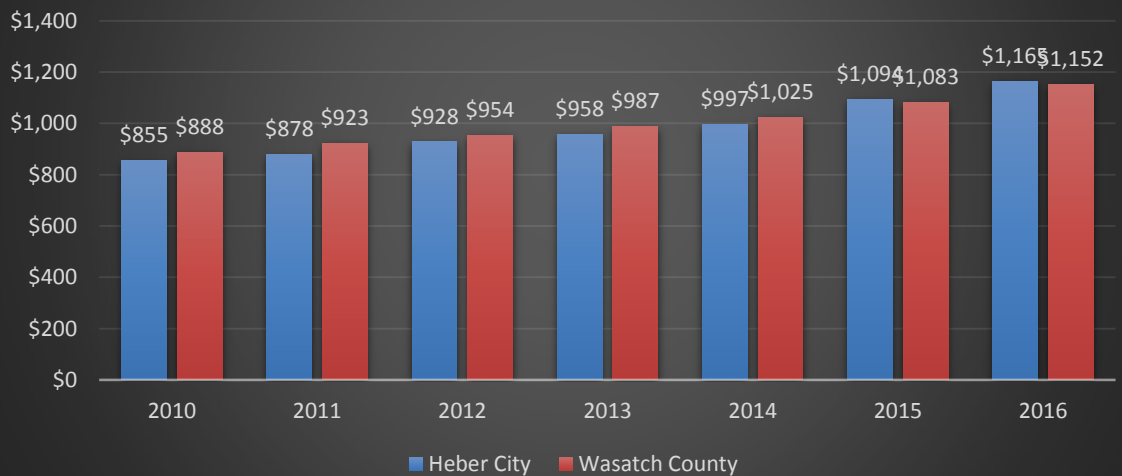
2010-2016 Estimated Median Home Value Heber City vs Wasatch County

Source: 2016 American Community Survey



2010-2016 Estimated Median Rent Heber City vs Wasatch County

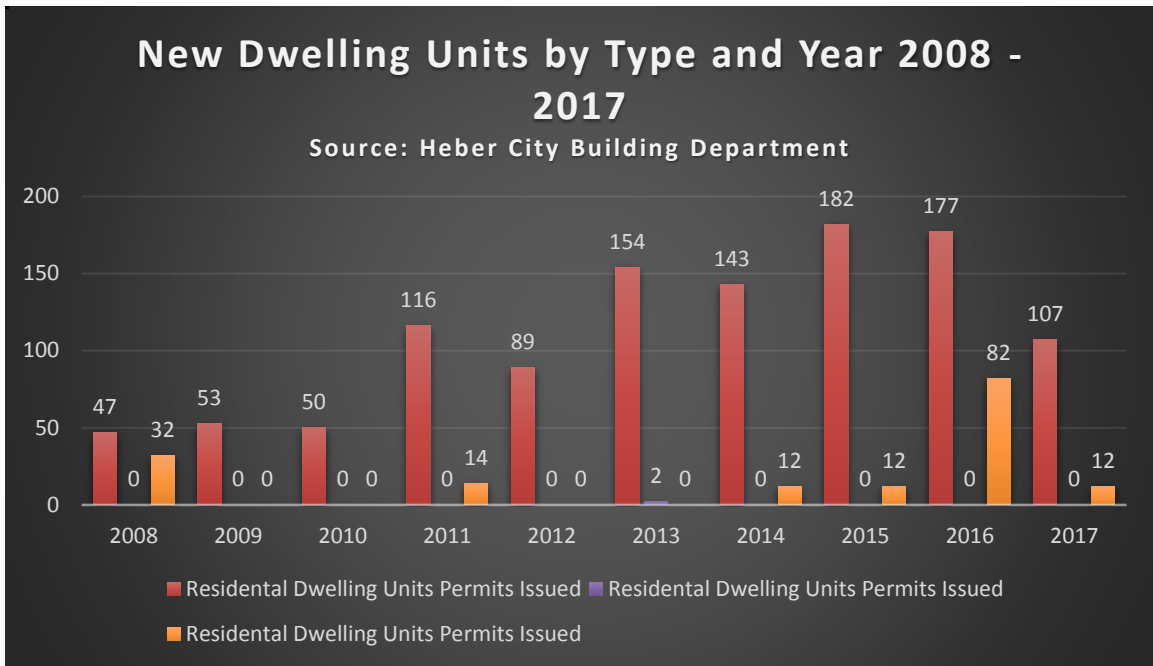
Source: 2016 American Community Survey



Building Trends

Although Heber City contains mostly single family homes, there is a good representation of other housing types. While the majority of new housing is also single family, there have been spurts of growth in the other housing types as well.

Residential Building Permits 2008 - 2017



Available Land

As of March 2018, there were approximately 5,617 acres in the city or about 8.8 square miles. Planning staff estimates that there are approximately 803 vacant subdivided lots, 1,647 approved/undeveloped (paper) building lots, and 3,084 units from potential future developments, totaling 5,534 potential residential units. The population of Heber City at buildout within the current annexation boundary would be 33,512 persons. Including just the approved and recorded subdivisions in the current city boundaries, Heber City's population will be 23,182 persons. It will likely take 5 to 10 years for the vacant subdivided lots and approved/undeveloped lots to completely develop.

Existing supply of Moderate income housing

To determine the existing supply of moderate income housing requires two things: the number of housing units within Heber City and the price range of these units. Table 3 illustrates the value of owner occupied housing in Heber City in 2016 based on the Wasatch County Assessor's tax database. Table 4 illustrates the estimated monthly cost and numbers of rental units in Heber City in 2016, based on the 2016 American Community Survey data.

Table 3: Number of Owner-Occupied Units by Value in Heber City 2016

Value	Number of Units	Percent
Less than \$50,000	43	1.7%
\$50,000 to \$99,999	0	0.0%
\$100,000 to \$149,999	71	2.8%
\$150,000 to \$199,999	475	18.9%
\$200,000 to \$299,999	1,047	41.6%
\$300,000 to \$499,999	758	30.1%
\$500,000 to \$999,999	113	4.5%
\$1,000,000 or more	11	0.4%
Median Value: \$271,100		
Total Owner Occupied Units	2,518	

Source: 2016 American Community Survey

Table 4: Number of Renter-Occupied Units by Rent in Heber City 2016

Gross Rent	Number of Units	Percent
Less than \$500	34	2.3%
\$500 to \$999	387	26.0%
\$1,000 to \$1,499	789	53.1%
\$1,500 to \$1,999	230	15.5%
\$2,000 to \$2,499	46	3.1
\$2,500 to \$2,999	0	
\$3,000 or more	0	5%
No rent paid	118	
Median rent: \$1,165		
Total Renter Occupied Units	1,486	

Source: 2016 American Community Survey

Utah Code 10-9-307(1)(a) states: “municipalities should afford a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live there.” Although the term “reasonable opportunity” is

not defined in the Utah Code, for the purposes of this Plan, a reasonable opportunity means that a municipality's housing prices should reflect the purchasing ability of all income levels within Wasatch County. In other words, for a community to provide a reasonable opportunity, the percentage of housing units in the community which are affordable to moderate income households should be close to the percentage of households within Wasatch County that are moderate income households. Table 6 below shows household income by income bracket for Wasatch County.

Wasatch County income levels are used as a means of assessing Heber City housing affordability for three reasons. First, the State definition of moderate income housing is based on the median gross income "in the County in which the City is located." Second, comparing Wasatch County income levels (or purchasing ability) instead of Wasatch County housing prices to Heber City housing prices is a more reasonable means of comparison because Wasatch County housing prices may not be balanced with the purchasing ability of Wasatch County residents. Third, if local income levels were used to assess a community's affordability, the results would perpetuate the housing situation, good or bad, within the community. For example, using income levels from a predominantly high-end housing community to determine housing affordability within the same community would indicate that little or no affordable housing is needed since most persons living within such a high-end housing community would by necessity earn more than 80% of the median income to be able to purchase a home. Conversely, low income communities would have inordinately high demands.

Table 5: 2016 Household Income for Heber City

Income	Number of Households	Percent
Less than \$10,000	195	4.7%
\$10,000 to \$14,999	133	3.2%
\$15,000 to \$19,999	128	3.1%
\$20,000 to \$24,999	173	4.2%
\$25,000 to \$29,999	290	7.0%
\$30,000 to \$34,999	153	3.7%
\$35,000 to \$39,999	118	2.9%
\$40,000 to \$44,999	259	6.3%
\$45,000 to \$49,000	145	3.5%
\$50,000 to \$59,999	349	8.5%
\$60,000 to \$74,999	418	10.1%
\$75,000 to \$99,999	677	16.4%
\$100,000 to \$124,999	552	13.4%
\$125,000 to \$149,999	180	4.4%
\$150,000 to \$199,999	237	5.7%
\$200,000 +	115	2.8%
Median household income:	\$63,627	
Median family income:	\$72,055	
Total households	4122	

Table 6: 2016 Household Income for Wasatch County

Income	Number of Households	Percent
Less than \$10,000	352	4.0%
\$10,000 to \$14,999	182	2.1%
\$15,000 to \$19,999	240	2.8%
\$20,000 to \$24,999	284	3.3%
\$25,000 to \$29,999	467	5.4%
\$30,000 to \$34,999	271	3.1%
\$35,000 to \$39,999	305	3.5%
\$40,000 to \$44,999	438	5.0%
\$45,000 to \$49,000	369	4.2%
\$50,000 to \$59,999	719	8.3%
\$60,000 to \$74,999	912	10.5%
\$75,000 to \$99,999	1,279	14.7%
\$100,000 to \$124,999	1,096	12.6%
\$125,000 to \$149,999	500	5.8%
\$150,000 to \$199,999	734	8.4%
\$200,000 +	545	6.3%
Median household income:	\$71,337	
Median family income:	\$78,812	
Total households	8,693	

Source: 2016 American Community Survey

Utilizing Tables 3 – 6, Table 7b was created to show how Heber City's house prices and rents compare with Wasatch County income levels. The income categories of 50% and 30% of the median are included because the State definition of moderate income housing includes housing affordable to households with an income “equal to or less than 80% of the median gross income.” Table 7a was generated from 2000 Census data. Comparing Table 7a and Table 7b demonstrates the impact of rapidly increasing land and construction costs between 2008 and 2016.

**Table 7a: 2008 Comparison of Heber City Housing Costs with Wasatch County
Income Levels**

	Annual Income	Monthly Income for Housing	Affordable House Price**	% of Renter Occupied Heber City Units	% of Owner Occupied Heber City Units	% of Wasatch County Households in Income Bracket
Median Household Income	\$60,155	\$1,504	\$213,000	95.8%	20.7%	50%
80% of Median	\$48,124	\$1,203	\$170,400	81%	2.2%	31.4%
50% of Median	\$30,078	\$752	\$106,500	38.4%	0%	15.3%
30% of Median	\$18,047	\$451	\$63,900	14.4%	0%	7%
* Assumes 30% of income is available for housing						
**Assumes 6% interest rate, 30 year mortgage and includes taxes and insurance						

**Table 7b: 2016 Comparison of Heber City Housing Costs with Wasatch County
Income Levels**

	Income	Monthly Income for Housing	Affordable House Price**	% of Renter Occupied Heber City Units	% of Owner Occupied Heber City Units	% of Wasatch County Households in Income Bracket
Median Household Income	\$71,337	\$1,783	\$320,726	96.9%	65%	50%
80% of Median	\$57,070	\$1,427	\$254,091	81.4%	44.2%	38.7%
50% of Median	\$35,669	\$892	\$154,138	28.3%	4.5%	20.6%
30% of Median	\$21,401	\$535	\$87,499	2.3%	1.7%	9.7%

* Assumes 30% of income is available for housing

**Assumes 0% down payment, 4.25% interest rate, 30 year mortgage and includes taxes and insurance, excludes PMI and basic utilities.

The first column of Table 7 lists the four income levels used to assess housing affordability. The second column lists the amount of money a household within the given income levels could spend on housing each month. The third column shows the maximum amount a household could pay for a home in each of the income levels. The fourth column shows the percentage of Heber City renter-occupied units that would be affordable to persons in each of the four income levels. The fifth column lists the percentage of Heber City owner-occupied units that would be affordable to persons in each of the four income levels. Finally, the last column shows the percentage of Wasatch County households that earn no more than the specified incomes.

5 year need estimate for moderate income housing

The first column in Table 8 below lists once again the four income levels used to assess housing affordability. The second column shows the number of existing Heber City housing units (both renter and owner-occupied) that are affordable to households in each of the four income levels. The third column provides the percentage of all Heber

City housing units that are affordable to households in each of the four income levels. The fourth column shows, as in Table 7, the percentage of Wasatch County households that earn no more than the specified incomes. The final column is the result of multiplying the total number of Heber City housing units by the percentage in column four. In other words, this column shows how many housing units Heber City would need as of the 2000 Census to provide a housing price range that reflects the purchasing power of households in Wasatch County.

Table 8: Heber City Moderate Income Housing Need 2016

	Amount	Number of Existing Affordable Heber City Housing Units per Income Bracket	Percent of Heber City Units per Income Bracket	Percent of Heber City Households per Income Bracket	Percent of Wasatch County Households per Income Bracket	Housing Need	Deficiency*
Median Household Income	\$71,337	1,382	33.5%	9.5%	10.4%	392	-990
80% of Median	\$57,070	872	21.2%	18.7%	18.5%	771	-101
50% of Median	\$35,669	375	9.1%	14.9%	11.8%	614	239
30% of Median	\$21,401	77	1.9%	11.0%	8.9%	453	376
*Negative numbers indicate an excess supply, positive numbers indicate a deficiency in supply.							

When comparing the number of affordable housing units in Heber City (column 2) with the need for affordable units (column 6) it is clear that in 2016 Heber City had insufficient affordable housing for persons earning 100%, 80%, 50%, and 30% of the median income, largely as a result of increasing land values and construction costs. The projected 5 year need for moderate income housing is shown in Table 9 below.

Table 9: 5 Year Moderate Housing Need

Year	Population	Annual Growth Rate	Total Housing Units	Annual New Housing Units	30% AMI needed units	50% AMI needed units	80% AMI needed units	AMI needed units
2016	14,969		4191	-	376	239	-101	-990
2017	15,723	4.7%	4402	211	23	31	39	20
2018	16,462	4.7%	4623	221	24	33	41	21
2019	17,236	4.7%	4854	231	25	34	43	22
2020	18,046	4.7%	5096	242	27	36	45	23
2021	18,454	2.26%	5218	122	13	18	23	12
2022	18,871	2.26%	5342	124	14	18	23	12
2023	19,297	2.26%	5469	127	14	19	24	12
Subtotal	-		-		141	190	239	121
Total (includes existing deficiency)	-		-	-	517	429	138	-869

*Negative numbers indicate an excess supply, positive numbers indicate a deficiency in supply.

Table 9 indicates that over the next 5 years, the city will need an additional 570 affordable housing units to address the projected need for each of the three income brackets. The city will need 1,084 housing units that are affordable to those earning the average median income or less if it is to make up for the existing deficiency of moderate income housing. 138 of these units will need to be affordable to those earning 80% or less of average median income, 429 of these units will need to be affordable to those earning 50% or less of average median income, and 517 of these units will need to be affordable to those earning 30% or less of average median income.

Affordable Housing Gap

Table 7b indicates that a unit must be \$254,091 or less to be considered affordable. Heber City currently has 5 projects in process or under construction that will provide some of the projected need within the next 5 years, for 80% AMI.

Ranch Landing, located next to the new library, is nearing completion of their

approved 116 condominium units. The developer is marketing the condominiums near the \$240,000 range, and is working with the Wasatch County Housing Authority's down payment assistance program to meet the affordability requirements of those with 80% of AMI. In 2018 and 2019, the development will complete the final 36 units.

The Villages on 12th is a 120-unit condominium project located on 820 East and 1200 South. Two buildings are currently under construction, with additional buildings in the building permit and planning approval process. These units are currently advertised in the range of \$230,000, targeting the 80% AMI group.

The Sawmill Development contains two products that will meet the affordable criteria. The project consists of 70 condominium units with a target price of about \$230,000, in their first phase. In a later phase, the project consists of 108 senior condominiums. The Master Plan agreement gives Heber City the opportunity to partner with the developer in making these units affordable through a possible grant from the Community-Driven Housing Program, in conjunction with the Olene Walker Foundation. The grant could provide at least half of the units as affordable. The condos will target the 80% AMI group.

Self Help is currently building in the Wasatch Vista Subdivision consisting of 118 Single Family homes aimed at 50% to 80% of AMI, through a mutual self-help building process, requiring 35 hours a week of sweat equity, in conjunction with the U.S. Department of Agriculture loans. There are currently 2 groups of ten that are under construction, with one group to finish in the summer or early fall of 2018, following which their 4th group will begin construction. The current build rate has been 1.5 groups per year, or 15 homes per year.

Parkview Place is a 49-unit affordable housing project being developed by the Mountainland Community Housing Authority. The project provides for-purchase units for 30% AMI, 50% AMI, and 80% AMI households.

The Prestige, a Wasatch County Housing Authority senior housing project, is currently under construction. The project is adjacent to Ranch Landing and contains 38 apartment units to be marketed to those earning less than 80% AMI.

These developments will assist in meeting the need for moderate income housing for the next 5 years, but will not completely meet the projected need. The city will need to put forth additional effort to meet the 5 year projected need for 30% to 80% AMI housing and to overcome the existing deficiency, that has been amplified by rapidly increasing land and construction costs.

Based on the densities and projected completion rate of the 5 developments, Table 10 shows the gap between the future need and future supply of affordable housing in Heber City, not including the deficit of current supply. As shown in Table 10, the projected supply of affordable units is 442 units. The projected need is 570 units, leaving a gap of 128 affordable units. When compared to the overall projected growth of housing units, the gap is equal to 12%. That is, 12% of the necessary 53% future

affordable housing units needed is not yet accounted for.

To meet the projected need of 570 units, the remaining 128 needed units would have to come from the future 625 Market Rate units. The additional needed units equate to 20% of the remaining 625 projected future units. That is, 20% of all future market rate units needs to be affordable.

Heber City should consider different strategies to fill the gap of the projected future affordable housing need, as well as the current deficit. Zoning may be a strategy to make up the deficit, while a mandatory Inclusionary Housing ordinance may be a strategy for the future need.

Inclusionary Housing ordinances are codes that require the development of affordable housing. As outlined in Table 10, any new development not providing at least 20% of the units as affordable would not be increasing the affordable housing supply to meet the needs outlined and would be increasing the demand on affordable housing units in the City. Based on this analysis, the City could adopt an Inclusionary Housing ordinance requiring up to 20% of all new developments to provide affordable units, or an equivalent, as it is directly proportionate to the affordable housing needs gap of all future housing development in Heber City within the next 5 years.

Heber City should also continue to foster relationships with non-profit and grant programs to meet the current and projected affordable housing needs in the City.

Wasatch County has had a County-Wide Nexus Study (Appendix Exhibit A) done for affordable housing, which shows Heber has a need of 14% of all future residential units to be affordable housing.

Table 10: 5 Year Affordable Housing Gap

Heber City 5 Year Affordable Housing Gap Analysis

5 Year Affordable Housing Supply

Development	Units	5 Year Growth	
		Year	New Units
Ranch Landing	36	2018	221
Villages on 12th	120	2019	231
Sawmill Condos	70	2020	242
Sawmill Senior Condos*	54	2021	122
Wasatch Vista (Self Help Homes)	75	2022	124
Parkview Place (MCHA)	49	2023	127
Prestige	38	Total	1067
Total	442		

5 Year Need

Income Group	Needed Units
30%	141
50%	190
80%	239
Total	570

5 Year Affordable Housing Gap

5 Year Need	5 Year Supply	5 Year Gap	New Units	Gap %
570	442	128	1067	12%

5 Year Gap Strategy

New Units	5 Year Affordable Supply	Market Rate Units	5 Year Gap	Gap % of Market Rate Units
1067	442	625	128	20%

*Based on half of units being affordable. Dependent on ability to obtain grant from the Olene Walker Foundation and Community Driven Housing Grant.

RESIDENTIAL ZONING AND DENSITY SURVEY

Table 11: Survey of Permitted Residential Uses in all Zones in Heber City

Zone	Permitted Residential Uses	Minimum Lot Size/Density	2009 Acres	2009 % of Total	2018 Acres	2018 % of Total
Commercial Zones						
C-2 Commercial	One-family dwelling on 2 nd story or basement	-	483.95	9.01%	596	10.63%
C-3 Central Commercial	One-family dwelling on 2 nd story or basement	-	53.53	1.00%	52.2	0.93%
C-4 General Commercial	One-family dwelling on 2 nd story or basement, Caretaker dwelling	-	72.70	1.35%	69.84	1.25%
Industrial Zones						
I-1 Industrial	Inclement weather employee accessory apartment	-	463.86	8.63%	443.49	7.91%
I-2 Industrial	Inclement weather employee accessory apartment	-	N/A	N/A	45.17	0.81%
CMP Corporate Medical Park	-	-	92.92	1.73%	44.63	0.80%
MBP Manufacturing and Business Park	Inclement weather employee accessory apartment	-	45.04	0.84%	45.01	0.80%
Residential and Agriculture Zones						
A-2 Agriculture	Single Family Dwelling	1 unit/20 acres	19.41	0.36%	13.96	0.25%
RA-2 Residential-Agriculture	Single Family Dwelling	20,000 square feet	226.82	4.22%	201.73	3.60%
R-14 Residential	Single Family Dwelling	14,000 square feet	0	0.00%	0	0.00%
R-1 Residential	Single Family Dwelling	10,000 square feet	842.35	15.68%	766.48	13.67%
R-2 Residential	Single Family Dwelling	8,000 square feet	552.83	10.29%	584.34	10.42%
R-3 Residential	Single Family Dwelling	6,500 square feet	500.18	9.31%	506.55	9.03%
PC Planned Community	Single Family Dwelling, 2, 3, and 4 unit multi-family dwelling	2 units/acre maximum with variable lot size	1931.93	35.96%	2120.47	37.82%
MURCZ Mixed Use Residential	Attached and detached multi-family and single	20 units/acre	86.49	1.61%	116.69	2.08%

Commercial Zone	family dwellings, condominium and townhouse developments, apartments, and planned unit developments					
Overlay Zones and Other Uses (note: overlay zones are not calculated as part of total acreage)						
RC Residential Commercial	-	-	15.07	0.28%	15.54	0.28%
COSZ Clustered Open Space Zone	Condominium, Town Home, Single-Family, Multi-Family	Overlay R-2: 5 units/acre Overlay R-3: 12 units/acre	17.89	0.33%	49.80	0.89%
NIOZ Neighborhood Infill Overlay Zone	Single Family Dwelling	Overlays part of the downtown R-2 and R-3 Zones; 5,500 square feet	467.2	8.70%	462.26	8.24%
SOB Sexually Oriented Business Zone	-	-	59.56	1.11%	59.56	1.06%
Hillside Overlay Zone	-	-	341.53	6.36%	341.53	6.09%
Accessory Apartments	Apartments accessory to a main dwelling, permitted in all residential zones which permit single family dwellings	Variable according to zone	4160.01	77.44%	4310.22	76.88%
Total			5372.01		5606.56	

As seen in Table 10 above, Heber City offers a variety of residential zones and residential uses. One or more of these zones allow single family homes, duplexes, fourplexes, townhomes, condos and apartments. Specifically, for single family, the City has a variety of lot sizes including smaller lots that help to offset the high price of land. Because of the high land and construction costs, the possibility of obtaining moderate income housing will be difficult if not impossible without other considerations to subsidize the cost of the housing to the target AMI.

Table 12: Building and Impact Fees

Fee	Amount
Culinary Water Impact Fee	\$2,812.00
Pressurized Irrigation Impact Fee	\$754.00
Sewer Impact Fee	\$2024.00
Storm Drain Impact Fee	\$0
Streets Impact Fee	\$1,546.00
Parks & Trails Impact Fee	\$560.00
Water Meter Fee (based on a .75" meter, typical for single family residential)	\$277.20
Heber Valley Special Service District	\$2179.00
Wasatch County Fire and Garbage Impact Fee	\$394.31
Heber Light & Power Impact Fee (200 Amp Service)	\$2,774.30
Building and Plan Check Fee *Varies based on project value (estimate based on 1,400 sq.ft. rambler with a 2 car garage)	\$2100.00*
Total	\$15,420.81

Source: Heber City Consolidated Fee Schedule, Wasatch County Clerk's Office, Heber Light and Power

WASATCH COUNTY HOUSING AUTHORITY

The Wasatch County Housing Authority consists of 7 board members represented by 3 county at large members, one Midway City Council Member, two Heber City Council Members, and one Wasatch County Council Member. The housing authority was formed around 2000. Heber City is part of the Wasatch County Housing Authority. Its purpose is to:

- Act as an advocate for low and moderate income families living in Wasatch County;
- Provide first time home buyer assistance to income qualified county residents;
- Subsidize rent for income qualified households in 12 contracted apartments;
- Provide assistance to local governments in Wasatch County with Affordable Housing Ordinances;

-
- Assist with housing related projects that will benefit the overall community (i.e., grant applications, targeted group programs, etc.); and
 - Create and preserve affordable rental and for purchase housing opportunities.

MODERATE INCOME HOUSING PLAN

GOALS AND POLICIES

- 1) **GOAL:** Heber City should provide a realistic opportunity to meet the estimated needs for additional moderate income housing.

POLICIES:

- a) facilitate a reasonable opportunity for a variety of housing, including moderate income housing to meet the needs of people desiring to live there;
 - b) implement land use policies that allow persons with moderate incomes to benefit from and fully participate in all aspects of neighborhood and community life;
 - c) consider Inclusionary Housing ordinances to close the future housing need gap.
 - d) consider requiring land dedications for moderate income housing with annexations;
 - e) consider rezoning for densities necessary to assure the production of moderate income housing;
 - f) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of moderate income housing;
 - g) provide zoning regulations to encourage housing types for elderly or senior citizens including assisted care, independent care, and targeted senior retirement communities;
 - h) promote adequate housing opportunities to recruit and retain a workforce with the skills and credentials needed by community employers;
 - i) promote the creation and retention of housing stock affordable to very low, low, moderate, and moderate to area median income (AMI) households;
 - j) recognize the need for special target groups for affordable housing, namely, families in crisis, handicapped and other special need groups; and
 - k) encourage the rehabilitation of existing uninhabitable housing stock into moderate income housing;
- 2) **GOAL:** Heber City should continue to foster partnerships with non-profit organizations and developers, and identify new funding sources to implement affordable housing policies.

POLICIES:

- a) focus on state and federal -sponsored programs, such as HOME Comprehensive Housing Assistance Mortgage Program, USDA’s rural development, Community Development Block Grant Program, Utah Housing Authority’s First Time Home Ownership, Credit to Own (CROWN), and ECHO;
- b) consider using state and federal program funding to purchase land for affordable housing;
- c) consider general fund subsidies to waive construction related fees that are otherwise generally imposed by the city;
- d) consider utilization of state or federal funds or tax incentives to promote the construction of moderate income housing;
- e) consider utilization of programs offered by the Utah Housing Corporation within that agency's funding capacity;
- f) consider utilization of affordable housing programs administered by the Department of Community and Culture; and
- g) continue to support the County-wide Housing Authority.

3) GOAL: Heber City shall biennially review the moderate income housing plan element of its general plan.

POLICIES:

- a) As required by Utah State Code, Heber City shall send a copy of a biennial report to the Housing & Community Development Division of the Department of Workforce Services and Mountainland Association of Governments; the biennial review shall include a description of efforts made by the city to reduce, mitigate, or eliminate local regulatory barriers to moderate income housing, actions taken by the city to encourage preservation of existing moderate income housing and development of new moderate income housing, progress made within the city to provide moderate income housing, as measured by permits issued for new units of moderate income housing, and efforts made by the city to coordinate moderate income housing plans and actions with neighboring municipalities;
- b) Heber City should update the Moderate Income Housing Element of the General Plan at each Census and at least once between each Census to ensure updated accurate data and policies; any fees or target group demographic data should be updated annually based on available data from the Census or official Census updates, HUD, or other government or demographic sources.

OBJECTIVES

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- 1) Revise the Affordable Housing Ordinance to reflect current housing needs within the city:
 - a) Consider changing the ordinance to an Inclusionary Housing ordinance, requiring up to 20% of all future market rate developments to provide affordable housing to close the future need gap of 128 units.
 - b) consider deed restriction programs to keep new moderate income housing units affordable to target populations;
 - c) consider land dedications by developers to promote land acquisition for the Wasatch County Housing Authority, Habitat for Humanity, and other affordable housing organizations;
 - d) consider alternative approaches to affordable housing dedications or payments by developers that will not create costs that are passed down to home buyers; and
 - e) consider fee and impact fee waivers for affordable housing projects;
 - 2) Remove and/or revise regulatory barriers to affordable housing in the city's land use regulations;
 - 3) Educate home builders, neighborhoods, and developers about the need for affordable housing in Heber City;
 - 4) Promote energy efficiency and LEED certified homes and developments;
 - 5) Promote owner occupied housing units as the majority of all new affordable units.
 - 6) Provide 517 units of 30% AMI or less in the next five years;
 - 7) Promote utilization of accessory apartments to address 30% AMI rental needs.
 - 8) Provide 429 units of 50% AMI or less in the next five years;
 - 9) Promote utilization of accessory apartments to address 50% AMI rental needs.
 - 10) Provide 138 units of 80% AMI or less in the next five years;

SENIOR CITIZEN

Provide a variety of housing types for senior citizens, including assisted care centers, independent care centers, and targeted senior retirement communities. These facilities need to be located near critical support facilities, namely: medical, shopping, churches, etc.

CAPITAL IMPROVEMENTS PROGRAM

The document "Heber City Impact Fees 2000 to 2020" contains capital improvement plans for transportation, parks and recreation, and storm drains. The documents "Heber City Culinary Water Master Plan Update 2000 to 2020" and "Heber City Waste Water Master Plan" contain capital improvement plans for culinary water and for wastewater. These documents should be consulted to determine the time span in which the City will be placing these public services in a particular area of town in conjunction with this plan.

Financing these improvements will be done through taxes, grants such as Community Development Block Grants, Class "C" Road funds from state highway taxes, impact fees, and other logical means.

DEVELOPMENT DESIGN

The primary goal for the developing areas is to maintain the character of a safe, community-centered, aesthetic environment, while maintaining Heber City's small-town, historic, rural mountain atmosphere. The vision of residential neighborhoods is one that encourages building communities and interaction among neighbors. Neighborhood layout and design shall encourage chance interaction among residents. Designs shall encourage front porches, encourage pedestrian safety, provide a sense of place and privacy for the neighborhood. The City will be developed in such a way that beauty is a product of design rather than an afterthought.

DESIGN THEME

The design theme of Heber City should reflect the authentic design elements which come from the surrounding environment and the historic, social and cultural features that carry the spirit of a special plan and provide a link between the founders of Heber City, those who live here today, as well as those in the future who will choose to call Heber home.

Heber City sits on a broad, green, mountain valley floor with spectacular, mountain vistas as a backdrop. The beautiful, dark evergreen trees, accented by rich fall colors, the Provo River, sage, red sandstone and river rock provide a broad color pallet of materials, textures and hues for Heber's theme.

Heber has a unique, western architectural style which was transferred from the north-eastern United States, England and Europe in the mid 1800's. It embraces the natural textures and colors, black iron of the railroad and the brick and stone of the environment. These design elements are reflected in the Tabernacle, Heber Bank, C. John Murray Murdock and Abram Hatch Homes. They depict an architectural style that is in sharp contrast to the frontier and mining towns of the wild west.

DENSITY AND OPEN SPACE

Heber City encourages developments that preserve open space, natural features and natural resources. All developments should be designed around a usable, accessible open space area that can be enjoyed by all. Traditional development patterns do not encourage open space features, and therefore the City should consider a residential development strategy in environmentally sensitive areas or areas that offer unique or special open space opportunities such as mountainous terrain, sandstone outcropping features, and areas located on ridge lines. Such a strategy must have rigorous open space requirements, yet not exceed the gross density called for in the master plan for that area. In considering such a strategy, the City desires detached housing at a scale that maintains a small town residential sense of place, giving consideration to a maximum height of two stories, a generous front setback, standard minimum parking requirements to facilitate recreational vehicles, and minimum front porch sizes. The City desires that such developments have standard width public roads.

Parks and open space throughout the City should be linked to one another with trails. Corridors such as canals, streams, and collector and arterial streets should contain a public dedicated trail element. Open space such as golf courses, parks, trails, access to waterways and public land are encouraged by the City.

SIGNS

Billboards are discouraged within Heber City, and are regulated as to placement and size. Billboards are allowed only within the highway commercial district and industrial districts when not located along a scenic byway (currently Highway 189 is a scenic byway and therefore no new billboards are allowed along Highway 189).

LIGHTING

Lights within Heber City shall be placed so as not to reflect or shine on adjoining properties or into the night sky.

WATER RIGHTS

When property is split or subdivided in Heber City, the land developer is responsible for the dedication of water rights to Heber City for the additional culinary and secondary water connections.

AGRICULTURE

The City encourages residents to grow crops and keep gardens.

NON CONFORMING USES

As areas are rezoned or annexed into the City, uses no longer compatible with the new zone become non-conforming or “grandfathered” and are allowed to remain as they are. No additions are allowed to the non-conforming use to keep the use at its present level. It is the desire of the City that non-conforming uses will eventually cease and be changed to a conforming use.

GROWTH MANAGEMENT

Growth management in Heber City encompasses a number of elements designed to shape growth trends, mitigate development impacts, protect natural systems (land, air and water), and preserve the quality of life for all of us within the city and county. In other words, growth management has emerged as a concept that addresses a wide range of “quality-of-life” values. Heber City is currently in the process of formulating a growth management framework. Developers and builders in our community should understand the city’s intent as we move forward with these initiatives:

1. Discourage sprawl and encourage inter city growth and development, in-fill, and revitalization.
2. Continued review of commercial plans for economic development strategies including efforts to promote economic development in Heber City’s Main Street and residential core.
3. Protect sensitive lands and open spaces.
4. The city will prohibit extension of municipal and private water and sewer services outside the city growth boundaries.
5. Developers are required to pay for all new infrastructure costs to serve their new developments (e.g. roads, water, sewer).

FUTURE LAND USE MAP AND DISTRICTS

Heber City's envisioned land use pattern centers around a core downtown business district along Highway 40 between 300 North and 200 South. A general commercial district extends along highway 40 from 500 North to 2400 South, providing services to traveling motorists. One node of the commercial district exists along Midway Lane (100 South) and 600 West, and a planned node of the commercial district exists at the corner of Highway 40 and Mill Road.

Industrial, manufacturing, and technology land uses are provided for in a pattern extending from the Airport, near and along Highway 40 and Highway 189, providing essential access to the Airport and Highways. A node of industrial land use surrounds the commercial node along Midway Lane and 600 West.

The commercial districts are surrounded by a high density residential district, allowing most residents to be able to walk or ride bicycles to work or to the general store. As one travels away from the center of the City to the 20 year build out line, residential density is reduced to a lower density to be more compatible with the very low density of the unincorporated area.

As land is annexed or developed in the City, it is expected that the new developments will conform to the General Plan. Each Land Use District shall decrease in intensity, density and height along a boundary with a less intense Land Use District, and provide landscaped screening, larger setbacks and fence screening along the boundary.

DOWNTOWN COMMERCIAL DISTRICT

The downtown commercial district is located within the central part of the city, where the street pattern makes business buildings readily accessible to all parts of the city and surrounding region and where business and shopping activities can be carried on with maximum convenience. This area is characterized by wide, clean, well-lighted streets, an historic building street wall along the sidewalk with rear parking and ample pedestrian ways for the convenience and safety of the public. Attractive, inviting, and well maintained shops, stores, offices, and other buildings are existing and desired characteristics of this district. Two to three story buildings serve to house specialized retail shops and offices on the main floor. Mixed use is accommodated with residential uses being limited to stories above or below the main floor.

COMMERCIAL DISTRICT

This district is characterized by commercial buildings set back from the street with well maintained landscaping. The district provides a broad range of retail services and businesses. It includes commercial areas along major thoroughfares, with freestanding commercial establishments and shopping centers.

INDUSTRIAL DISTRICT

This district serves as an area used primarily for manufacturing, processing, warehousing and fabrication of goods that can be carried on most appropriately with minimum conflict or deleterious effects upon surrounding properties. The district includes the airport and surrounding properties that are not desirable for other uses due to height restrictions and noise from the airport. This district also surrounds commercial node to the north near 100 South and 600 West

MANUFACTURING AND BUSINESS PARK DISTRICT

This district provides an area for development of offices, research and development institutions, and light manufacturing establishments. The district is characterized by generous landscaping and parking with uses that are compatible with surrounding residential development.

RESEARCH AND TECHNOLOGY DISTRICT

This district surrounds the new hospital and is meant to provide an area for new and existing medical businesses which will provide jobs and services for the residents of Heber Valley. The district is characterized by low height buildings surrounded by large expanses of well landscaped open space and generous parking.

RESIDENTIAL AGRICULTURAL DISTRICT (2 UNITS PER ACRE)

This land use is located along the western perimeter of the City's 20 year build-out line in locations where it is desirable for larger lots. The district is characterized by low density residential uses at a density of 2 units or less per acre with wide lots along public streets and larger homes. This district is meant to be used as a transition from the low density residential districts of Heber City, to the very low density of the agriculture and rural unincorporated County. Single family residential uses are characteristic of this zone, as well as some agricultural uses. However, it is anticipated that as land is developed in this area, the agricultural uses will be discontinued.

LOW DENSITY RESIDENTIAL DISTRICT (4 UNITS PER ACRE)

Heber City's low density residential district consists of large lots at a density of 4 units or less per acre with wide lots along public streets to accommodate larger single family dwellings, and generous side setbacks. The density decreases in this district as one travels away from the center of Heber City.

MODERATE DENSITY RESIDENTIAL DISTRICT (5 UNITS PER ACRE)

Heber City's moderate density residential district contains lots at a density of 5 units per acre or less with moderate frontage lots along public streets to accommodate moderate sized dwellings with moderate side setbacks. The district is characterized by single family dwellings.

HIGH DENSITY RESIDENTIAL DISTRICT (6 UNITS PER ACRE)

The high density residential district is characterized by a somewhat higher density of residential uses at 6 units or less per acre, including single family homes, commercial apartments, and manufactured home parks. Commercial apartments may exceed this density. Health clinics and hospitals also exist in this district, but are approved as conditional uses to ensure compatibility with the residential uses. This district, with the higher density and higher traffic volumes, is located near and adjacent to the commercial districts to provide a close proximity to services for the residents of the district and to serve as a buffer to commercial districts for the lower density residential uses.

RESIDENTIAL COMMERCIAL DISTRICT

This district overlays those properties fronting 100 South, between 600 West and 100 West. The district is characterized by single family dwellings which may be converted to a commercial use while maintaining the residential feel and style. Uses appropriate in this district include single family dwellings and limited office and retail uses.

PLANNED COMMUNITY DISTRICT (2 UNITS PER ACRE)

This district is ideal for a planned community that can be characterized by generous open space and sensitivity to environmental concerns and detached single family dwellings, with flexibility in design to accommodate the open space. The density of this district should be less than 2 units or less per acre.

INFILL DISTRICT

This district overlays the Old Town area. The district is meant to provide a means through which the remaining vacant lots in Old Town can be developed in a compatible way with existing residential uses.

HILLSIDE PROTECTION AREA

This area overlays properties in steep areas prone to erosion, protecting them from flooding, erosion and other environmental hazards. This area minimizes loss from threat of fire, preserves natural features, minimizes scarring of hillsides, minimizes loss to wildlife habitat, and protects view sheds.

DRINKING WATER SOURCE PROTECTION AREA

This area protects the wells providing culinary water to the residents of Heber City.

INSTITUTIONAL DISTRICT

This includes government property like the sewer farms, airport, school district property, municipal, state, and federal lands.

SEXUALLY ORIENTED BUSINESSES

Heber City has adopted a County Wide Sexually Oriented Business License Ordinance. This document by reference is part of the Heber City General Plan.

ECONOMIC DEVELOPMENT DISTRICT

The Economic Development District is currently part of the Heber Valley Special Service District. This area should be reserved for an economic development strategy for Heber City.

RA-1 RESIDENTIAL AGRICULTURAL DISTRICT

The RA-1 Residential Agricultural District encompasses the Wasatch View Estates Subdivision. Its intent is to promote an area that is supportive for the operation of agriculture. Zoning for the area includes the RA-1 Residential Agriculture Zone that requires a minimum of 1 acre per dwelling unit, similar to the zoning for the unincorporated area.

RA-5 RESIDENTIAL AGRICULTURAL DISTRICT

The RA-5 Residential Agricultural District encompasses the area between the western city boundary and the future bypass. Zoning for the area includes the RA-5 Residential Agriculture Zone that requires a minimum of 5 acres per dwelling unit. The intent of the area is to serve as a low intensity holding area until future general plan studies identify a long term permanent land use for the area.

MOUNTAIN COMMUNITY DISTRICT

This area includes the North Village and part of the Jordanelle area within the mountainous area to the north of Heber City. The area is intended to protect the environment, preserve open space, promote economic development and recreation, zoning in the area should promote recreational communities with amenities such as golf courses, equestrian facilities, dining, shopping, hotels, gathering places and promote high quality residential development and second homes. The area may be utilized as a receiving area for Transfer of Development Rights (TDR).

The area is intended to utilize a multi-use, lower density base zone, the Mountain Community Zone. Within the area identified on the Land Use Plan as the North Village Overlay, the North Village Master Plan and North Village Code may be requested through rezone request as an overlay zoning district.

NORTH VILLAGE OVERLAY

The North Village Overlay consists of pedestrian-friendly, mixed-use oriented area with compact neighborhoods. Ordinary activities of daily living should occur within walking distance of most dwellings. The North Village Overlay is implemented through a form based code with 6 transects described below.

NEIGHBORHOOD RURAL

The Neighborhood Rural Transect Zone is the most rural (village like) reflecting its adjacency to natural open space. An area characterized by low density single-family dwellings and small agricultural properties. Density is 2 dwelling units per net acre.

NEIGHBORHOOD EDGE

The Neighborhood Edge Transect Zone can be more rural or more urban depending upon its context. An area characterized by single-family dwellings. Density is 2

dwelling units per net acre.

NEIGHBORHOOD GENERAL

The Neighborhood General Transect Zone is mixed in function, but principally residential. An area characterized mainly by residential development with some home businesses. Dwelling units include twin homes and small and large single-family dwellings. Density is 3 dwelling units per net acre.

NEIGHBORHOOD CENTER

The Neighborhood Center Transect Zone is a dense multi-functional area, centrally located within walking distance of the surrounding predominantly residential areas. A moderate intensity area characterized by single use and mixed-use areas with residential units, home businesses, corner shops, and/or a small amount of retail and office uses. Dwelling units include townhouses and small single family dwellings. Open space in the form of greens or playgrounds is common. Density is 4 dwelling units per net acre.

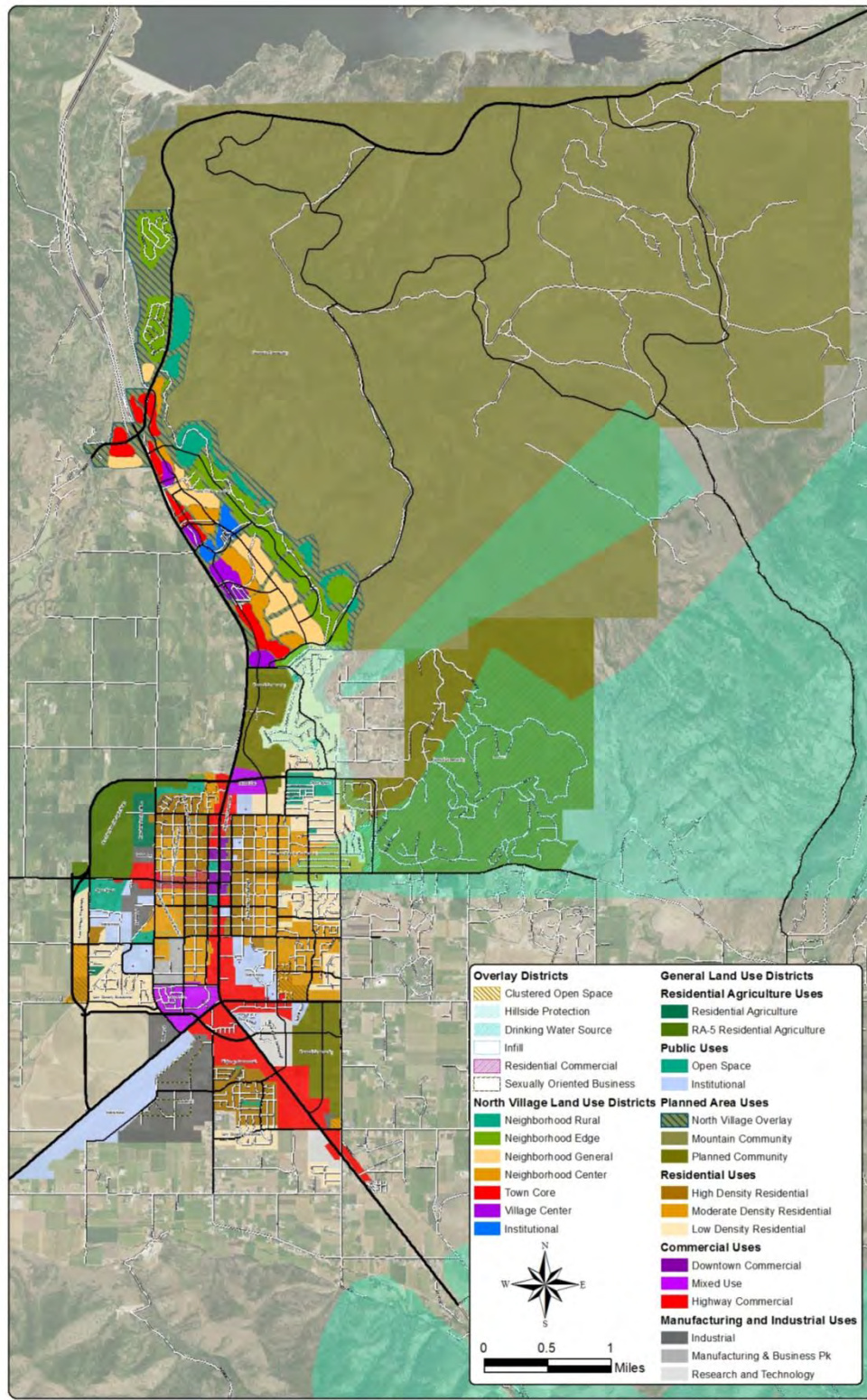
TOWN CORE

The Town Core Transect Zone is the business, service, and institutional center, straddling thoroughfares at active intersections. A high intensity mixed-use area characterized by both mid- to high-density residential units adjacent to townhouses, including include retail shops and professional offices adjacent to major nodes. Open space in the form of plazas, greens, and playgrounds are common. Density is 6 dwelling units per net acre.

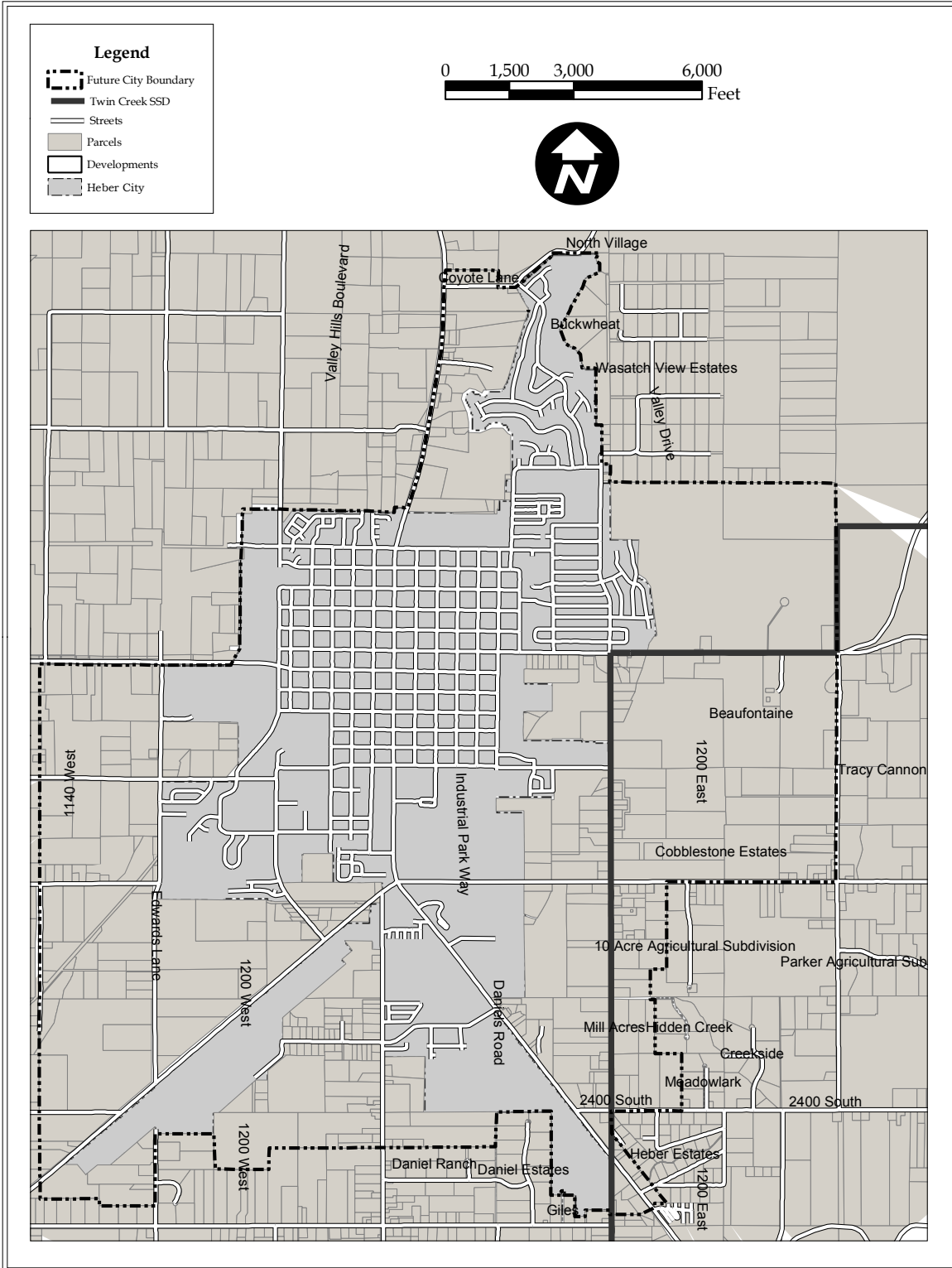
VILLAGE CENTER

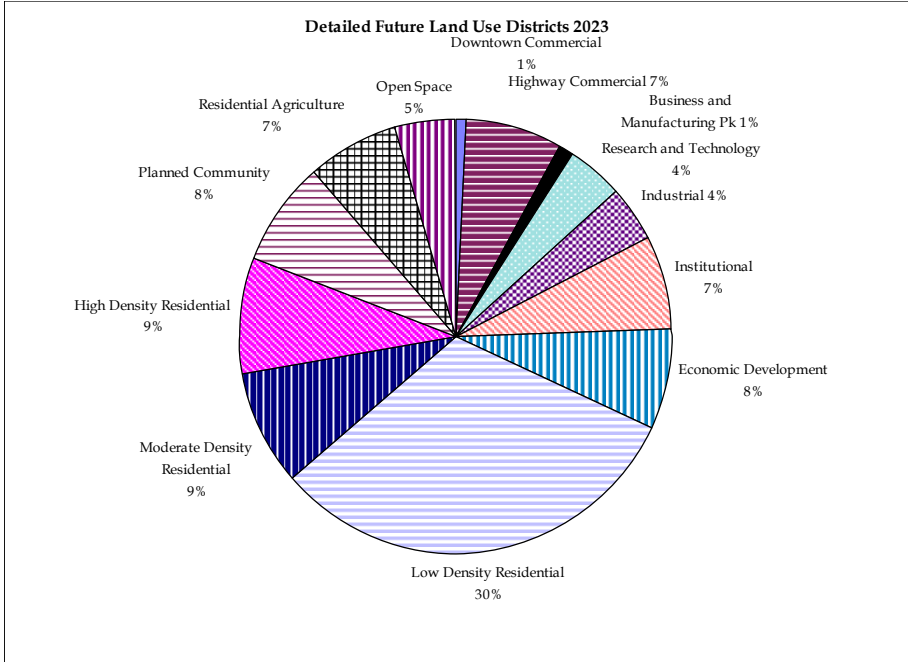
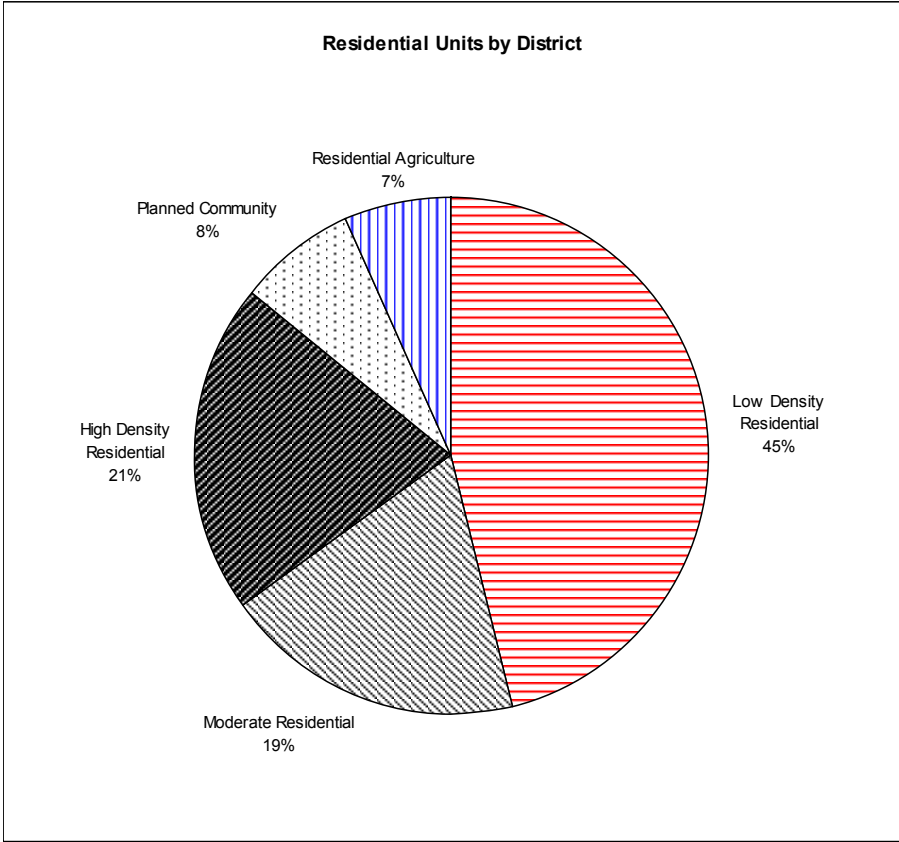
The Village Center Transect Zone provides locations for increased commercial intensity and is located at proposed major intersections of U.S. 40. These centers provide clustered hubs for increased commercial activity and community gathering spaces. The Village Center is intended to have the most intensity and activity for the area. A mixed-use area characterized by high intensity commercial development including retail shops, professional offices, and research and development adjacent to major nodes. Open space in the form of urban plazas, squares, and greens are common. Density is 6 dwelling units per net acre.

LAND USE PLAN



Developments Surrounding Heber City





APPENDIX

**APPENDIX A: July 25, 2018 Affordable Housing Nexus Study
(66 pgs.)**

AFFORDABLE HOUSING NEXUS STUDY

SUMMIT AND WASATCH COUNTY UTAH

prepared for MOUNTAINLANDS COMMUNITY HOUSING
TRUST



ROSENTHAL & ASSOCIATES INC.
PLANNING FOR AFFORDABLE HOUSING

ROSENTHAL & ASSOCIATES INC.

Rosenthal & Assoc. Inc. Park City Utah
435.658.3700
801.556.5959

July 25, 2018

Mr. Scott Loomis, Executive Director
Mr. Steve Laurent, Deputy Director
Mountainlands Community Housing Trust
1960 Sidewinder Dr. Suite 107
Park City, Utah 84060

Dear Mr. Loomis and Mr. Laurent:

We are pleased to submit the Summit and Wasatch County Affordable Housing Nexus Study. The study is an analysis of the relationship between market-rate property development and the need for affordable housing. It illustrates the linkage and quantifies the rate of employee generation and employee housing demand attributable to different categories of residential and commercial new development. The study provides separate analyses for Summit and Wasatch counties and it defines separate housing demand rates for each. This study is based on the latest (2017) economic, demographic, and housing market data, specific to each county.

It has been a pleasure working with you on this project. Please let me know if you have any comments or questions regarding this report.

Sincerely,

Robert N. Rosenthal, MBA
President

EXECUTIVE SUMMARY

This is a summary of the 2018 Summit and Wasatch County Utah *Affordable Housing Nexus Study*. The purpose of the report is to illustrate the linkage between market-rate property development and affordable housing demand, and then quantify the rate of employee generation and housing demand attributable to different categories of residential and commercial development. The report begins with an introduction and then a table of contents page 9. The report was prepared for Mountainlands Community Housing Trust under a grant from the Mountainlands Association of Governments for the benefit of local governments in Summit and Wasatch counties.

Overview: in high-cost housing markets such as those that persist in Summit and Wasatch counties, new development generates a need for affordable housing. Recent Affordable Housing Needs Assessments for Summit and Wasatch counties show there are deficits in the affordable housing supply across both counties.¹ Every new development creates a need for affordable housing, at a rate proportionate to the type and number of units – residential and commercial – built at each project. If that new demand is not met, the deficit is increased. The current deficit is a consequence of the failure to meet affordable housing demand in the past – especially over the past ten or fifteen years given the accelerated rate of new development since the 1990s. In addition, the impact of each unit of new development has increased as market value has increased (an increasing level of service accompanies rising value, and a higher level of service means rising employee generation rates). All of this means that growth is reducing the availability of affordable units, and that it is doing so at an increasing rate.

Nexus analysis: a basic assumption is that there is a connection between property development and affordable housing demand – that a cause-and-effect relationship exists. To demonstrate that relationship is what is meant by *nexus analysis*. How does new development drive affordable housing demand? What is the linkage? The relationship is straightforward: increased local spending – spending by new households and businesses – generates economic growth (increased gross

¹ See three reports by James Woods – Housing Needs Assessment: Unincorporated Wasatch County, Heber, and Midway, October 2017; Draft Housing Affordability Assessment: Snyderville Basin and East Summit County, October 2017; and Park City Housing Needs Assessment, 2016.

regional product). Economic growth generates jobs and because a certain number of these jobs are low-paying, new employees create a need for affordable employee-priced housing.²

Rate study: a nexus analysis is concerned with the affordable housing impact of new development. It is not a market analysis. A rate study looks at the rate at which new development generates employees and employee housing demand. The way this demand is accommodated in the marketplace (e.g. how many units are needed, and of what type; is new construction needed; can the demand be met by the existing supply) is the subject of an affordable housing needs assessment (or a market study for a particular project).

IMPLAN: new development generates economic growth and employee housing demand. The amount of growth and new employment, the actual calculation, is made using economic impact analysis software. This study uses IMPLAN, a widely accepted modeling program that was developed in the 1970s by the federal government (it has since been privatized). IMPLAN was used in this study to establish the basic employee generation rates. A separate allocation model was used to convert those rates into employee generation and housing demand by income category. IMPLAN can be operated at different levels of complexity. For this project it was implemented in such a way as to minimize the need for estimating assumptions and interpretation. The model and the county specific 2017 IMPLAN datasets were used unmodified and the only user input was the basic estimating parameters³ – disposable income for households, and sales rates for the different categories of commercial property use. The other estimating parameters – such as the employee generating local share of household disposable income – are defined by the IMPLAN datasets. The intent was to develop employee generation rates based on the highest degree of technical proficiency, and that meant relying on the expertise and experience of IMPLAN economists, as embodied in the structure of the model and content of the county specific datasets.

IMPLAN is an input-output (I/O) model. A key characteristic of the methodology is that I/O analysis is not a projection – it is a calculation based on the structure of the economy as it exists today, meaning that the analytical findings – the employee generation rates – are rooted in actual current conditions.

² This analysis is directed at the needs of full-time, year-round employees. It does not include seasonal resort jobs or jobs of limited duration related to new construction and infrastructure capacity expansion, because these employees require a different type of housing than that addressed in this analysis.

³ The Summit County analysis was modified using IMPLAN recommended methodology to adjust for a positive inbound commuting rate.

Although the format of an I/O analysis is consistent (it's based on the structure of the economy and the existing supply and demand relationships) the underlying IMPLAN datasets that drive the analysis are location specific and are regularly updated. This project uses separate 2017 datasets for Summit County and Wasatch County, and the datasets are built so that they reflect the specific economic and demographic circumstances that prevail now (2017) in each county.

Generation rates: The affordable housing impact of new development is measured in terms of *employee generation rates*. The rates are in this format – *x number of employees per 1000 square feet of commercial development or X number of employees per 100 units of residential development*. Employee generation rates are a standard measure used to calculate the number of employees that will be generated by a new development.

Employee generation is not the same as housing demand, but employee generation rates provide the basis for calculating *household generation*, and household generation rates do represent housing demand. Furthermore, because of the way households are defined in this analysis, household generation rates represent AUE equivalent demand – i.e. demand expressed in terms of an affordable unit equivalent or *AUE*, which is the current policy defined unit of measure used by local governments for affordable housing planning purposes. An AUE is a 900 square foot two-bedroom housing unit and it serves as a measure for both calculating and satisfying affordable housing demand mitigation requirements. (See Table 3 for an example calculation.)

Analytical findings: AUE housing demand rates are shown in the two tables on the next page. The tables show affordable housing demand for employee households that earn up to the HUD *Low Income* category⁴ as this is the Utah statutory standard utilized for affordable housing planning purposes. This income standard may not be ideal for Summit and Wasatch Counties, however, because the high cost

⁴ Note that the Snyderville Basin Development Code utilizes the HUD definitions of Extremely Low Income, Very Low Income and Low Income rather than calculated values of 30%, 50% and 80% of area median income (AMI). The effect is that the HUD Low Income category for Summit County has income limits that are less than 80% of AMI. In Wasatch County the Extremely Low Income category has income limits that are higher than 30% of AMI. For consistency, this report uses the HUD defined income limits in place of the calculated values.

of housing causes barriers for many households that earn more than 80% AMI.⁵ For this reason, the more complete generation rate tables in the body of the report include higher income categories.

Table 1 Housing Demand Generated by Commercial Development

EMPLOYEE HOUSING DEMAND GENERATED BY COMMERCIAL DEVELOPMENT						
Households that Earn Up to 80% of AMI (median Income)						
	Commercial Development					
	Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
	Summit County					
Employee Housing Units (AUE) per 1000 square feet of Commercial Space (hotel is per room)	0.62	1.05	2.73	1.14	0.31	0.57
	Wasatch County					
	0.63	1.88	1.90	1.01	0.26	0.00

Source –Table 6 of the report.

Table 2 Housing Demand Generated by Residential Development

EMPLOYEE HOUSING DEMAND GENERATED BY RESIDENTIAL DEVELOPMENT					
Households that Earn Up to 80% of AMI (median Income)					
Housing Demand (AUE) as a Percent of Market Rate Development					
Park City	Snyderville Basin	Eastern Summit County	Heber City	Midway City	Other Wasatch County
41.1%	26.9%	14.9%	14.3%	20.1%	16.7%

Source – Table 4 and Table 5 of the report. As discussed in the report, the rates differ by area because home prices, household income and local spending differ by area, as do regional economic characteristics.

The results of nexus analysis can be utilized to support local inclusionary zoning ordinances like those currently in use or under consideration in Summit and Wasatch Counties. *Inclusionary zoning* is a land use planning tool that mandates (or incentivizes) a new development to provide a certain number of affordable housing units proportionate to the development’s impact on the need for affordable housing. The obligation to provide affordable units is expressed as a ratio or rate, and rates calculated in this study are intended to support updated or newly adopted local obligation/mitigation rates.

The commercial assessment is based on square footage. It is calculated as the product of square footage (in 1000s) and the demand rate, using rates shown in Table 1. The residential assessment is

⁵ This is more fully demonstrated in the needs assessments but for purposes of illustration – in Summit County, 2017 median MLS sales price was about \$775,000. By comparison, affordable purchase price for a household at the top of the 120% income category was about \$515,000.

based on number of market-rate dwelling units. It is calculated as a share of proposed total new development, using percentages shown in Table 2.6

An example affordable housing demand calculation is shown below. The example is for a hypothetical Snyderville Basin project consisting of 50 residential units and 12,000 square feet of retail space.

Table 3 Example Affordable Housing Demand Calculation

AFFORDABLE HOUSING DEMAND CALCULATION EXAMPLE	
Snyderville Basin Development Project	
50 Residential Units and 12,000 Square Feet of Retail Space	
Affordable Housing Demand Generated by Residential Development	
Proposed New Residential Units (DU)	50
Snyderville Basin Residential Demand Rate (AUEs as a % of total residential development)	26.9%
Affordable Housing Demand (AUE)	13.5
Summary	
Market Rate Units (DU)	50
Affordable Units AUE)	13.5
Affordable Housing Demand Generated by Commercial Development	
New Retail Space (net leasable square feet)	12,000
Square Feet in 1000s	12.0
Summit County Retail Demand Rate (AUEs per 1,000 sq. ft.)	1.14
Affordable Housing Demand (AUE)	13.7
Total Affordable Housing Demand (AUE)	27.1

Source – the demand rates are from Table 1 and Table 2.

It is important to note that the demand rates calculated in this study (as shown in Table 1 and Table 2) are the maximum rates that could be adopted into a local inclusionary zoning regulation, but a locality is not required to adopt a regulation at the maximum rate. For a number of public policy reasons, including impacts to desired growth/development, the anticipated occupancy of new homes as second homes, or desire to reduce the risk of legal challenge, a local government could choose to adopt a reduced mitigation rate (or none at all). But it is also important to note that if a lesser rate is applied, or no rate is applied, then most new development would be creating a demand for affordable housing that is not being satisfied, and this externality is not only fundamentally unfair, it also leads to undesirable community impacts such as increased traffic congestion and increased air pollution from and increasingly imported (commuter) workforce.

⁶ The residential rates are based on the same methodology as the commercial rates, except the residential rates are expressed as a percent. Current practice is to calculate the residential assessment as a percent of total residential development.

Methodology: following is a brief summary of the methodology used to calculate the employee and housing demand rates:

Quantify basic employee generation: IMPLAN was used to calculate the basic generation rates. Rates for commercial development were defined in terms of six property use categories covering each county (professional office, medical office, restaurant, retail, hotel, and manufacturing). Residential rates were defined by area for three political units in each county (Park City, Snyderville Basin and Eastern County for Summit County; and Heber City, Midway and all other areas of the county for Wasatch County). The IMPLAN model calculates economic impact based on the dollar value of a change to the local economy.⁷ In this analysis *the change* is the value of new household spending, and new business purchases. The local component of new household spending is derived from residential unit sales price (2017 MLS median sales price for each residential assessment area). The local component of business purchases is derived from typical per square foot sales rates for each category of business property use. Sales price is used as the basis for the residential analysis for reasons as explained in the main report, but in essence – price is used because it is the most direct way to make the calculation and minimizes the number of analytical decisions and estimating assumptions required; and it accurately represents the characteristics of any given residential unit type because price internalizes all of the characteristics that distinguish one house from another, and one neighborhood from another – i.e. all of the characteristics that make up market value.⁸

Convert IMPLAN employee generation (expressed as number of employees by industry) into number of employees in each of four affordable housing income categories. IMPLAN employee generation is output in terms of number of employees in each of 536 IMPLAN industry sectors. In this step, the number of employees in each industry is broken down into number by occupation – i.e. for a given industry line item, how many employees are in service jobs, management, manufacturing, etc. The headcount is broken down by occupation because local pay rates for each occupation in each industry, are known.⁹ Once pay

⁷ An IMPLAN analysis is based on a defined study area. This is what is meant by *local economy*. In this analysis there are two separate study areas – Summit County and Wasatch County.

⁸ If the analysis were to be based on housing type rather than price, it would be necessary to decide on a “representative” dwelling unit – actually, to decide what are the representative categories and types of dwelling units; what subareas should be defined within the employee generation study area; what is the average square footage, lot size, number of bedrooms, amenities, etc. And after resolving those questions, the final question is purchase price, because price, however it is derived, is the basis for calculating employee generation – purchase price determines the income of the new resident; income determines local spending; and local spending determines employee generation.

⁹ The analysis uses 2017 EMSI data, provided by the Summit County Office of Economic Development, for county specific occupational pay rates by industry.

rates are attached to each occupational line item, that line item can be classified in terms of the affordable housing income category to which it belongs (there are four categories, expressed in terms of a range of HUD AMI (area median income) – less than 30% of median income, 30% to 50%, 50% to 80%, and 80% to 120%). Adjustments are made to reduce the generation rates for certain property use categories, to account for circumstances of employee generation that do not contribute to added housing demand. This quantifies the net employee generation rates.

Convert employee generation rates into AUE-equivalent housing demand. In this step, number of employees by industry and occupation is converted into number of employee *households*.¹⁰ Household pay rates are derived from employee pay rates, and once household pay rates are known, each household line item can be classified in terms of the affordable housing income category to which it belongs.

Alternative approach: in this analysis residential generation rates are calculated based on household disposable income. Disposable income is derived from residential unit sales price. A representative sales price (a price typical of a given region within the county) is defined based on analysis of the price of MLS closed sales. Another approach to define a representative price would be to base the analysis on *housing type*. In either case disposable income is calculated in exactly the same way – based on sales price. The two different approaches simply represent two different ways of estimating price. This analysis uses a direct approach to price estimation because it avoids many of the estimating assumptions and analyst decisions that are necessarily a part of the process of defining price based on analysis of the housing market (it avoids subjective decisions such as the selection of a representative housing type and size, a representative neighborhood, typical amenities, and other).

¹⁰ The conversion is made based on average AUE household size of 2.33 persons, with 1.59 employees. This is the regional average for two-bedroom units that have at least one employee. AUE household size is calculated based on analysis of PUMS data – Public Use Micro Data Sample, US Census Bureau American Community Survey, 2011 – 2015 ACS Five-Year estimates. PUMA 5001 and 13001 for Summit County and Wasatch County, respectively.

REPORT INTRODUCTION

This is the 2018 *Summit and Wasatch County Utah Affordable Housing Nexus Study* prepared by Rosenthal & Associates Inc. The purpose of the report is to illustrate the linkage that exists between property development and affordable housing demand, and then then quantify the rate of employee generation and affordable housing demand attributable to different categories of residential and commercial development in Summit and Wasatch Counties. The report was prepared for Mountainlands Community Housing Trust under a grant from the Mountainlands Association of Governments for the benefit of local governments in Summit and Wasatch counties.

Organization of the Report

- The first section of the report, preceding this Introduction, is the Executive Summary. It describes the purpose of the analysis and provides an overview of the analytical findings and methodology.
- Chapter I discusses the linkage or “nexus” between new development and the need for affordable housing.
- Chapter II consists of a series of tables that show the employee generation and affordable housing demand rates.
- Chapter III describes the analytical methodology. Chapter III includes a description of *IMPLAN*. *IMPLAN* is the economic modeling software used to calculate the baseline employee generation rates in this analysis. *IMPLAN* is referenced throughout the report. It is described beginning on page 31.
- Chapter IV details the quantitative analysis that underlies calculation of the residential and commercial generation rates.
- Chapter V is a Technical Reference. It provides additional detail to supplement the explanation of certain aspects of the generation rate calculations.

Disclaimer

This report has been prepared using the best and most recent data available at the time of the analysis. Local data and sources were used wherever possible. Major sources include 2017 *IMPLAN* datasets for Wasatch and Summit Counties, the U.S. Census Bureau American Community Survey, data from the Park City Board of Realtors Multiple Listing Service, data provided by Mountainlands Community Housing Trust and the Summit County Office of Economic Development, and proprietary information from local sources. While we believe all sources utilized are sufficiently sound and accurate for purposes of this analysis, we cannot guarantee their accuracy. Rosenthal & Associates Inc. assumes no liability for information from these and other sources.

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I. NEXUS ANALYSIS

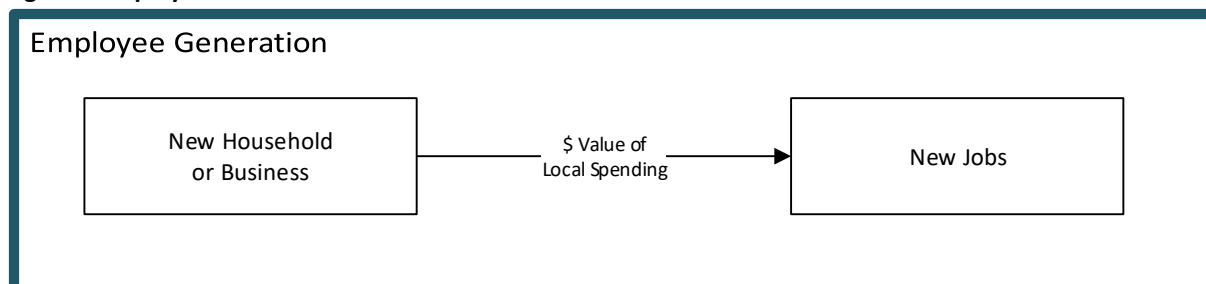
NEW DEVELOPMENT AND AFFORDABLE HOUSING DEMAND

This report is an impact study – an analysis intended to quantify affordable housing demand generated by new development. A basic assumption is that there is a connection between property development and affordable housing demand – that a cause-and-effect relationship exists. To demonstrate that relationship is what is meant by “nexus analysis”. That is the subject of this chapter – to illustrate the connection.

The connection is straightforward – development generates jobs; jobs generate employees; and employees generate housing demand. It should be noted here that this is a rate study not a market analysis. A rate study looks at the rate at which a unit of new development generates employees and employee housing demand. The way that this potential demand is accommodated (e.g. how many units are needed, and what type; is new construction needed; can the demand be met by the existing supply) is the subject of an affordable housing needs assessment (or a market study for a particular project.)

What is the mechanism that drives the relationship between development and affordable housing need and how is it quantified? The analytical rationale is illustrated in Figure 1. Property development in the form of new households or new businesses generates new spending. Some of that spending is local. Local spending generates an expanded local economy¹¹ and that expansion is supported by new local jobs.¹² Put another way, the impact of development is increased economic activity. One of the consequences of that impact is job generation.

Figure 1 Employee Generation



¹¹ An expanded local economy is an increase in gross regional product.

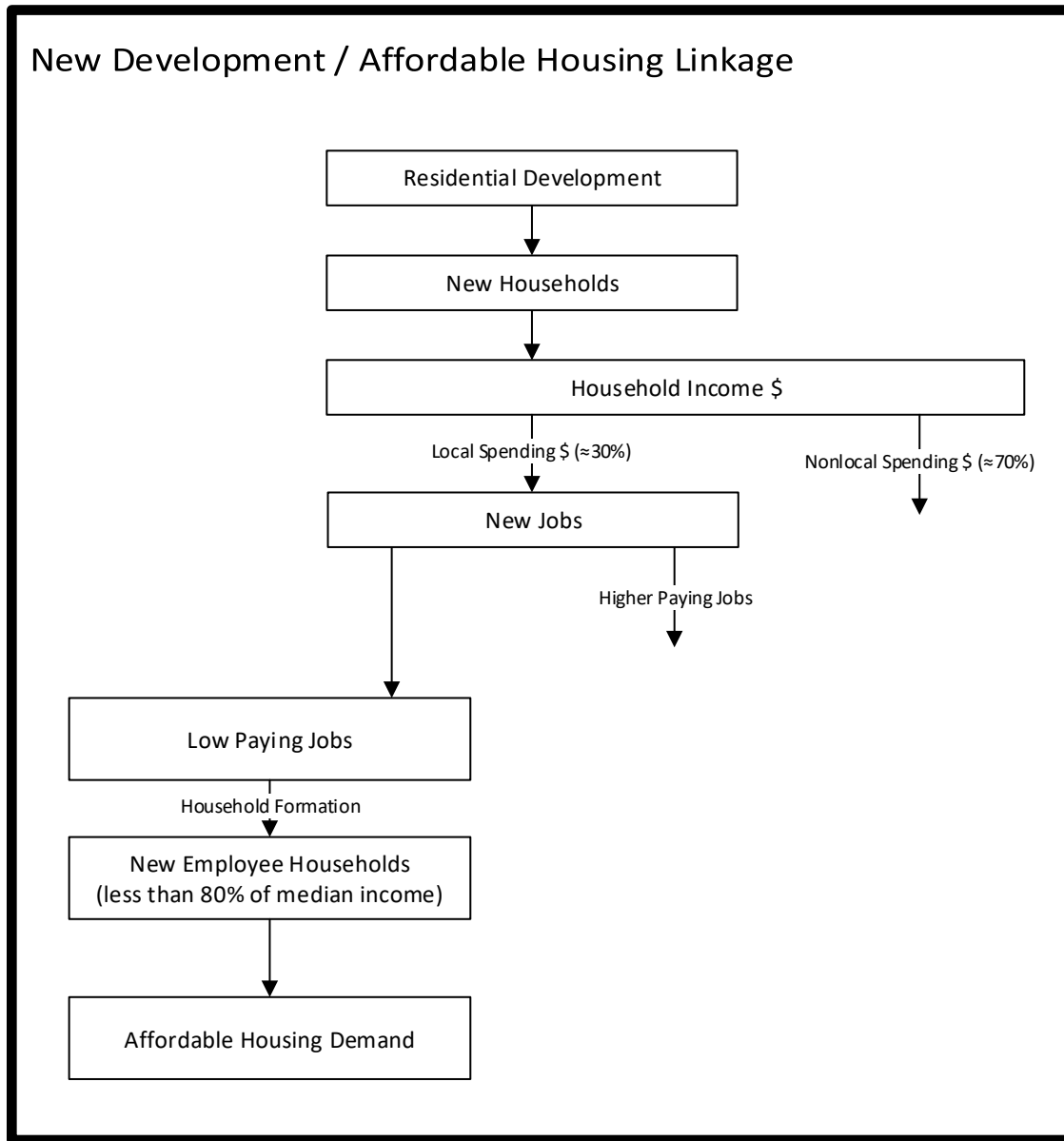
¹² This is the principle underlying economic impact analysis and the illustration is a shorthand description of the process employed by the software used for this analysis.

The rate of job generation is a function of incremental spending. Incremental spending can be measured and new employment calculated using the conventional tools of economic impact analysis. This study uses IMPLAN modeling software (IMPLAN is described on page 31). In this study, spending is estimated in a way that is specific to each category of property use and it is estimated as a rate per unit of new development – meaning that the calculated employee generation rates are type-specific and proportionate; and in turn this means that the rates are linked directly to the impact of the development activity.

That is an outline of how employee generation is estimated using economic impact analysis. It is also the basis for illustrating the linkage between new development and affordable housing demand. The relationship is illustrated in Figure 2. Residential development generates new households. Household income is derived from the market value of the residential unit, and the local spending share of total income is the incremental increase that generates new jobs. Some of these jobs are low paying and employees in these occupations cannot afford the cost of local housing (rent or purchase). These employees require below-market affordable housing if they are to live locally. The number of households is a function of total employees and household size, and that represents maximum potential affordable housing demand. (Figure 2 is an example for residential development. Though not shown, the approach is the same for commercial development.)

In this scenario households are equivalent to housing demand. But because of the way households are defined in this analysis, affordable housing demand is actually AUE equivalent demand. This is useful because an AUE (*affordable unit equivalent*) is the unit of measure used by local governments for affordable housing analysis.

Figure 2 New Development Affordable Housing Linkage



Source – the local spending rate averages about 30%. The actual rates within each county are calculated by IMPLAN and are shown in Table 13 and Table 14.

Figure 2 shows the target affordable housing income group to be households that earn up to 80% HUD area median income (AMI). This is the typical approach for affordable housing analysis and is consistent with state statute. An 80% cap is not ideal for affordable housing analysis in our area given the high cost of housing and the magnitude of the difference between median income and median house price (see footnote 14 for an example). For this reason, the generation rate tables in chapter II include an additional higher income category, for households that earn from 80% to 120% of median income.

II. GENERATION RATE TABLES

The rate at which new development generates new employees is the *employee generation rate*. Employee generation rates quantify the proportionate affordable housing impact of new development (proportionate in that the number of employees generated by new development is a function of the size of the development). Employee generation rates can be used to support local inclusionary zoning ordinances that mandate (or incentivize) a new development to provide a certain number of affordable housing units in order to offset its impact on the affordable housing supply

This chapter has six tables that show the rates calculated in this analysis for employee and employee household generation, for residential and commercial development in Summit and Wasatch Counties. At the end of the chapter there are three tables that restate the household generation rates in terms of housing demand.

Residential rates (i.e. employee generation attributable to residential development) are defined for three geographic areas within each county. (The rates are differentiated by area for reasons as explained in the narrative following Figure 4 on page 29.) Commercial rates are defined in terms of property use – professional office, medical office, restaurant, retail, hotel, and manufacturing. For residential or commercial development that does not fit the defined categories there is a suggested procedure provided later in this report, for case-specific analysis.

NOTES TO THE EMPLOYEE GENERATION TABLES

Table 1 and Table 2 show residential employee generation rates for Summit and Wasatch Counties. Table 3 shows rates for commercial development for both counties. Table 4, Table 5, and Table 6 show the same information but expressed in terms of *households* rather than employees. Household generation rates are significant because they represent housing demand, and because of the way households are defined in this analysis household generation rates represent AUE equivalent demand – i.e. demand expressed in terms of the policy defined unit of measure used by local governments for affordable housing analysis. (An AUE is an *Affordable Unit Equivalent* – a 900 square foot two-bedroom dwelling unit.)

The generation rates are calculated for five income categories. The first three, capped at 80% of HUD area median income,¹³ are typically used for affordable housing analysis (they are HUD-defined categories). An 80% cap is not ideal for our area, however, because of the high cost of housing and the magnitude of the difference between median income and median house price, so this analysis uses an additional category – 80% to 120% of median – and even for this group, houses are generally unaffordable in most areas.¹⁴

HUD income categories are specified not only in terms of median income but also in terms of household size – one to six persons. Larger families have higher income limits (the categories are detailed in Table 26 and Table 27). For affordable housing analysis, the selection of income limits is significant because it influences the number of employees that fall into each income group, and that effects affordable housing demand rates. With lower income limits, more employees are in higher income categories. This would reduce the number of employees in the less-than-80% income categories and would show relatively lower affordable housing demand. Conversely, higher income limits would increase the number of employees in the less-than-80% categories and would show relatively higher affordable housing demand. In this analysis, one-person income limits are used for single employees, and three-person income limits¹⁵ are used for households.

The generation rates in this chapter can be utilized to support local inclusionary zoning ordinances like those currently in use or under consideration in Summit and Wasatch Counties. *Inclusionary zoning* is a

¹³Median income refers to HUD Area Median Income (AMI). The categories are 0% to 30% of AMI, 30% to 50%, and 50% to 80%, termed *Extremely Low Income*, *Very Low Income*, and *Low Income*.

¹⁴This is more fully demonstrated in the 2017 Summit County needs assessment, but for purposes of illustration, in Summit County 2017 median MLS sales price was about \$775,000. By comparison, affordable purchase price for a household at the top of the 120% income category was about \$515,000 (calculated based on the mortgage assumptions used in Table 11).

¹⁵Average employee household size is 2.33 persons (see page 39). This presents the option to use either two-person or three-person income limits. Three-person income limits were selected for two reasons: 1) lower, two-person income limits, would consistently understate actual affordable housing demand; 2) Summit County example, 80% income category – HUD specified median income is adjusted downward, compared to the calculated (80% of AMI) value – reduced from \$82,720 to \$68,000. This reflects required (statutory) HUD calculation methodology. Because HUD median income is lower, the income cap for a three-person household is lower (18% reduction). A lower income cap reduces calculated affordable housing demand. The higher, three-person income cap was used because it *partially* compensates for this artificial reduction (the HUD value for a three-person household, \$61,200, is less than, but nevertheless closer to, the calculated value for a two-person household, of \$66,200). From this perspective, the three-person income limit represents a conservative estimating assumption. For Wasatch County, affordable housing demand is not artificially reduced – the HUD value for median income is the same as the calculated value. Nevertheless, the Summit County approach was used (three-person income limit), for consistency.

land use planning tool that mandates (or incentivizes) a new development to provide a certain number of affordable housing units (proportionate to the development's impact on the need for affordable housing). The obligation to provide affordable units is expressed as a ratio or rate, and rates calculated in this study are intended to support updated or newly adopted local obligation/mitigation rates.

The commercial impact assessment is based on square footage. It is calculated as the product of square footage (in 1000s) and the demand rate. The updated demand rates are shown in Table 7. The residential assessment is calculated as a percentage of the proposed number of new development units. The updated percentages are shown in Table 8.

Generation rates are based on permanent, year-to-year employment. Jobs of limited duration such as new construction, are not included. Generation rates are calculated based on the upper limit of each income category.

EMPLOYEE GENERATION RATES

This section includes three tables that show the employee generation rates for residential and commercial development. Analytical methodology is discussed in the next chapter. There is also an overview of employee generation methodology in chapter 1.

As regards the income limits in the following tables, note that the Snyderville Basin Development Code utilizes the HUD definitions of *Extremely Low Income*, *Very Low Income* and *Low Income* rather than calculated values of 30%, 50% and 80% of area median income (AMI). The effect is that the HUD *Low Income* category for Summit County has income limits that are less than 80% of AMI. For Wasatch County the *Extremely Low Income* category has income limits that are higher than 30% of AMI. For consistency, this report uses the HUD defined income limits in place of the calculated values.

Table 1 Summit County Residential Development Employee Generation Rates

SUMMIT COUNTY EMPLOYEE GENERATION RATES Residential Development			
	Park City	Snyderville Basin	Eastern Summit County
Employees generated by development of 100 market rate residential units			
Income Category (HUD one person household)			
Less Than 30% of AMI	11.1	7.0	3.7
30% to 50%	49.3	32.5	18.2
50% to 80%	11.8	7.9	4.4
Sub-total	72.3	47.4	26.4
Employees Who Earn No More Than 80% of Median Income	72%	47%	26%
80% to 120%	12.5	9.0	5.0
More than 120% AMI	3.1	2.1	1.1
Total	87.9	58.6	32.5

Table 2 Wasatch County Residential Development Employee Generation Rates

WASATCH COUNTY EMPLOYEE GENERATION RATES Residential Development				Heber City	Midway City	Other Wasatch County
<i>Employees generated by development of 100 market rate residential units</i>						
Income Category (HUD one person household)						
Less Than 30% of AMI	Less than \$15,350	--	--	--		
30% to 50%	\$15,350 to \$25,550	13.2	21.3	11.7		
50% to 80%	\$25,550 to \$40,900	11.7	17.9	9.9		
Sub-total		24.9	39.2	21.6		
Employees Who Earn No More Than 80% of Median Income						
80% to 120%	\$40,900 to \$61,350	4.6	7.2	3.9		
More than 120% AMI	More than \$61,350	2.0	3.2	1.8		
Total		31.5	49.6	27.3		

- This symbol [---] indicates a category with no employees (preferable to a “0 which could conceal a very small fractional number). The table shows no extremely low-income employees (less than 30% of AMI) in Wasatch County. The number of low income employees is driven by the income cap for the category, and the table may be misleading. A \$15,350 income cap is very low (the cap for the same category in Summit County is \$6000 higher) and it may be that the Wasatch County income cap obscures the number of low income shelter cost burdened employees for whom affordable workforce housing would be appropriate.

On the next page, Table 3 shows commercial employee generation. Wasatch County *Manufacturing* is shown as having no employees. There is manufacturing in Wasatch County and this anomaly is explained as a matter of categorization. In this analysis *Manufacturing* is represented by the subcategory *Miscellaneous Manufacturing* (there are over 200 manufacturing categories, which makes the selection of a subcategory necessary). What the table shows is that there are no businesses assigned to *Miscellaneous Manufacturing*. In a case like this – no employee generation rates – there is a suggested procedure at the end of this chapter for case-specific analysis that could be used to calculate generation rates for any manufacturing subcategory, or for any other property type that does not fit the standard categories.

Table 3 Commercial Development Employee Generation Rates – Summit and Wasatch Counties

COMMERCIAL DEVELOPMENT EMPLOYEE GENERATION RATES Summit and Wasatch County		Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
<i>Employees generated by 1,000 square feet of market rate commercial development (hotel is per room)</i>							
Summit County							
Income Category (HUD one person household)							
Less Than 30% of AMI	Less than \$21,700	0.1	0.1	1.9	0.0	0.1	0.0
30% to 50%	\$21,700 to \$36,200	0.8	1.4	2.1	1.6	0.4	0.8
50% to 80%	\$36,200 to \$47,600	0.3	0.5	0.4	0.3	0.1	0.3
Sub-total		1.2	2.0	4.5	1.9	0.5	1.2
80% to 120%	\$47,600 to \$86,856	1.1	0.4	0.2	0.1	0.1	0.5
More than 120% AMI	More than \$86,856	0.2	0.3	0.0	0.0	0.0	0.1
Total		2.6	2.7	4.7	2.1	0.6	1.8
Wasatch County							
Income Category (HUD one person household)							
Less Than 30% of AMI	Less than \$15,350	--	--	--	--	--	-
30% to 50%	\$15,350 to \$25,550	0.3	1.0	2.7	1.2	0.3	-
50% to 80%	\$25,550 to \$40,900	1.0	2.3	0.4	0.5	0.1	-
Sub-total		1.3	3.3	3.1	1.7	0.4	-
80% to 120%	\$40,900 to \$61,350	0.9	0.8	0.1	0.1	0.0	-
More than 120% AMI	More than \$61,350	0.5	0.2	0.0	0.0	0.0	-
Total		2.6	4.4	3.3	1.8	0.5	-

- Notice that the rate for Wasatch County restaurant is substantially lower than the Summit County rate. This is explained by reference to a shift in industry concentration. Over time, employment in some industries will contract and in others it will grow. As this shift occurs

employees in declining sectors will move to jobs in growth sectors. The effect of this is that jobs generated by new development will to some extent, be filled by presently employed local residents. The commercial generation rates are reduced to account for this. Wasatch County restaurant is a growth sector and the reduction for a shift in concentration yields lower rates than Summit County. The same explanation applies to the difference between Summit and Wasatch medical office, except in reverse – Summit County medical office is a growth sector and relative to Wasatch County it's rates are reduced. Shift in Concentration is discussed in the section on Reductions beginning on page 39. The quantitative analysis is detailed in Table 15 and Table 16.

HOUSEHOLD GENERATION RATES

The tables in the previous section show *employee* generation rates. This section shows *household* generation rates. Household generation rates are significant because they represent housing demand, and because of the way an employee household is defined in this analysis, the rates represent AUE equivalent demand. This is significant because an AUE – *Affordable Unit Equivalent* – is the local government defined unit of measure for affordable housing analysis. (An AUE is a 900 square foot two-bedroom unit with a household size of 2.33 persons, and 1.59 workers. Calculation of AUE household size is discussed on page 39).

Tables in this section are presented in the same format as the employee generation tables. Methodology for household generation rates is discussed in the next chapter. There is also an overview of employee generation methodology in chapter I.

Household generation rates are shown beginning with Table 4 on the next page.

As regards the income limits in the following tables, note that the Snyderville Basin Development Code utilizes the HUD definitions of *Extremely Low Income*, *Very Low Income* and *Low Income* rather than calculated values of 30%, 50% and 80% of area median income (AMI). The effect is that the HUD *Low Income* category for Summit County has income limits that are less than 80% of AMI. For Wasatch County the *Extremely Low Income* category has income limits that are higher than 30% of AMI. For consistency, this report uses the HUD defined income limits in place of the calculated values.

Table 4 Summit County Residential Development Household Generation Rates

SUMMIT COUNTY HOUSEHOLD GENERATION RATES Residential Development		Park City	Snyderville Basin	Eastern Summit County
<i>AUE households generated by development of 100 market rate residential units (an AUE household is 2.33 persons with 1.59 workers, which his the regional average for a 2 bedroom unit)</i>				
Income Category (HUD three person household)				
Less Than 30% of AMI	Less than \$27,900	--	--	--
30% to 50%	\$27,900 to \$46,550	26.1	16.8	9.1
50% to 80%	\$46,550 to \$61,200	15.0	10.1	5.8
Sub-total, Up to 80% of AMI				
Employees Households That Earn No More Than 80% of Median Income		41.1	26.9	14.9
		41%	27%	15%
80% to 120%	\$61,200 to \$111,672	10.7	7.4	4.2
More than 120%	More than \$111,672	3.5	2.6	1.4
Total		55.3	36.9	20.4

Table 5 Wasatch County Residential Development Household Generation Rates

WASATCH COUNTY HOUSEHOLD GENERATION RATES Residential Development		Heber City	Midway City	Other Wasatch County
<i>AUE households generated by development of 100 market rate residential units (an AUE household is 2.33 persons with 1.59 workers, which his the regional average for a 2 bedroom unit)</i>				
Income Category (HUD three person household)				
Less Than 30% of AMI	Less than \$20,420	--	--	--
30% to 50%	\$20,420 to \$32,850	4.0	5.8	4.8
50% to 80%	\$32,850 to \$52,600	10.4	14.3	11.9
Sub-total, Up to 80% of AMI				
Employees Households That Earn No More Than 80% of Median Income		14.3	20.1	16.7
		14%	20%	17%
80% to 120%	\$52,600 to \$78,900	2.8	4.0	3.3
More than 120%	More than \$78,900	2.7	3.7	3.1
Total		19.8	27.9	23.1

Table 6 Commercial Development Household Generation Rates – Summit and Wasatch Counties

COMMERCIAL DEVELOPMENT HOUSEHOLD GENERATION RATES Summit and Wasatch County		Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
<i>AUE Households generated 1,000 square feet of commercial development (hotel is per room) (an AUE household is 2.33 persons with 1.59 workers, which his the regional average for a 2 bedroom unit)</i>							
Income Category (HUD three person household)		Summit County					
Less Than 30% of AMI	Less than \$27,900	--	--	--	--	--	-
30% to 50%	\$27,900 to \$46,550	0.2	0.4	2.4	0.8	0.2	0.3
50% to 80%	\$46,550 to \$61,200	0.4	0.7	0.3	0.3	0.1	0.3
		0.6	1.1	2.7	1.1	0.3	0.6
80% to 120%	\$61,200 to \$111,672	0.6	0.4	0.2	0.1	0.0	0.5
More than 120%	More than \$111,672	0.4	0.3	0.0	0.0	0.0	0.1
Total		1.6	1.7	2.9	1.3	0.4	1.1
Income Category (HUD three person household)		Wasatch County					
Less Than 30% of AMI	Less than \$20,420	--	--	--	--	--	-
30% to 50%	\$20,420 to \$32,850	0.1	0.2	1.2	0.2	0.1	--
50% to 80%	\$32,850 to \$52,600	0.5	1.7	0.7	0.8	0.2	--
		0.6	1.9	1.9	1.0	0.3	--
80% to 120%	\$52,600 to \$78,900	0.3	0.5	0.1	0.1	0.0	--
More than 120%	More than \$78,900	0.7	0.3	0.1	0.1	0.0	--
		1.7	2.7	2.1	1.1	0.3	--

- Wasatch County shows a zero-generation rate for Manufacturing. As explained in the narrative following Table 3 this is not an indication that there is no manufacturing in Wasatch County – only that there is no manufacturing of the particular type used to define the category in this analysis. Also see the narrative on page 20 for an explanation of the difference in rates between Summit and Wasatch County Medical Office.

HOUSING DEMAND RATES

The following tables show housing demand rates. Demand is expressed in terms of AUEs. (As explained on page 18, an AUE is the unit of measure used by local governments for affordable housing planning purposes. An AUE is defined as a 900 square foot two-bedroom unit.)

The commercial assessment is based on square footage. It is calculated as the product of net leasable area (in 1000s) and the demand rate, using rates shown in Table 7. The residential assessment is based on number of dwelling units. It is calculated as a share of proposed new development, using percentages shown in Table 8.¹⁶

Table 7 Housing Demand Generated by Commercial Development

EMPLOYEE HOUSING DEMAND GENERATED BY COMMERCIAL DEVELOPMENT						
Households that Earn Up to 80% of AMI (median Income)						
	Commercial Development					
	Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
	Summit County					
Employee Housing Units (AUE) per 1000 square feet of Commercial Space (hotel is per room)	0.62	1.05	2.73	1.14	0.31	0.57
	Wasatch County					
	0.63	1.88	1.90	1.01	0.26	0.00

Source – household generation rates in Table 6.

Table 8 Housing Demand Generated by Residential Development

EMPLOYEE HOUSING DEMAND GENERATED BY RESIDENTIAL DEVELOPMENT					
Households that Earn Up to 80% of AMI (median Income)					
Housing Demand (AUE) as a Percent of Market Rate Development					
Park City	Snyderville Basin	Eastern Summit County	Heber City	Midway City	Other Wasatch County
41.1%	26.9%	14.9%	14.3%	20.1%	16.7%

Source – household generation rates in Table 4 and Table 5, expressed as percentages.

The demand rates shown in the tables can be utilized to support local inclusionary zoning ordinances like those currently in use or under consideration in Summit and Wasatch Counties. Inclusionary zoning is a land use planning tool that mandates (or incentivizes) a new development to provide a certain number of affordable housing units proportionate to the development’s impact on the need for affordable housing.

¹⁶ The residential rates are based on the same methodology as the commercial rates, except the residential rates are expressed as a percent. Current practice is to calculate residential employee housing demand as a percent of total new residential development.

The obligation to provide affordable units is expressed as a ratio or rate, and the rates calculated above are intended to support updated or newly adopted local obligation/mitigation rates.

An example affordable housing calculation is shown in the next table. The example is for a hypothetical Snyderville Basin development consisting of 50 residential units and 13,425 square feet of retail space.

Table 9 Example Affordable Housing Demand Calculation

AFFORDABLE HOUSING DEMAND CALCULATION EXAMPLE	
Snyderville Basin Development Project	
50 Residential Units and 12,000 Square Feet of Retail Space	
Affordable Housing Demand Generated by Residential Development	
Proposed New Residential Units (DU)	50
Snyderville Basin Residential Demand Rate (AUEs as a % of total residential development)	26.9%
Affordable Housing Demand (AUE)	13.5
Summary	
Market Rate Units (DU)	50
Affordable Units AUE)	13.5
Affordable Housing Demand Generated by Commercial Development	
New Retail Space (net leasable square feet)	12,000
Square Feet in 1000s	12.0
Summit County Retail Demand Rate (AUEs per 1,000 sq. ft.)	1.14
Affordable Housing Demand (AUE)	13.7
Total Affordable Housing Demand (AUE)	27.1

Source –demand rates are from Table 8 and Table 7, respectively.

It is important to note that the demand rates calculated in this study (the rates shown in Table 7 and Table 8, and used in the example calculation in Table 9) are the maximum rates that could be adopted into a local inclusionary zoning regulation, but a locality is not required to adopt a regulation at the maximum rate. For a number of public policy reasons, including impacts to desired growth/development, the anticipated occupancy of new homes as second homes, or desire to reduce the risk of legal challenge, a local government could choose to adopt a reduced mitigation rate (or none at all). But it is also important to note that if a lesser rate is applied, or no rate is applied, then most new development would be creating a demand for affordable housing that is not being satisfied, and this externality is not only fundamentally unfair, it also leads to undesirable community impacts such as increased traffic congestion and increased air pollution from and increasingly imported (commuter) workforce.

PROCEDURE FOR CASE-SPECIFIC ANALYSIS

This report quantifies employee generation rates for typical categories of new development. This section describes a suggested procedure for case-specific analysis which if adopted, could be used to calculate rates for atypical property uses or for contested employee generation assessments.

The procedure is: the applicant prepares an employee generation estimate, preferably based on actual rates at similar facilities, or based on IMPLAN analysis using the current year IMPLAN dataset specific to the county under consideration. For an IMPLAN analysis the process is to calculate IMPLAN generation rates for the property use; to convert the IMPLAN generation rates into number of employees by (SOC) occupation; to summarize employee generation in terms of the five income categories used in this analysis; and to calculate the affordable housing demand rates by income. Narrative describing the analysis should be accompanied by tables that provide a level of detail sufficient to enable the analysis to be reproduced by a reviewer.

The analysis is submitted to the designated official for review. The methodology and analytical findings will be reviewed, and the employee generation estimate evaluated in context of affordable housing planning criteria. The format of the proposed generation rates should follow the format used in this report as shown in Table 7 and Table 8 – i.e. the analytical findings presented either as commercial or residential generation rates, and for residential projects, the rate expressed as a percent of proposed total residential units.

III. ANALYTICAL METHODOLOGY

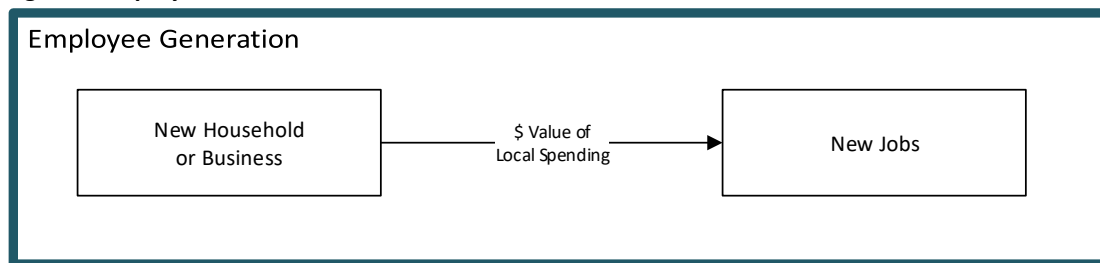
This chapter discusses methodology for calculation of the employee and household generation rate in chapter II.

There are references in this chapter to *IMPLAN*. *IMPLAN* is the economic modeling software used to calculate the employee generation rates in this study. *IMPLAN* is described beginning on page 31.

CONCEPTUAL OVERVIEW OF EMPLOYEE GENERATION

Employee generation estimation is a component of economic impact analysis. New local employment is projected based on the dollar value of a change in the local economy¹⁷ – in this case, the change is the value of new local spending attributable to residential and commercial property development (spending by new households or new businesses).

Figure 3 Employee Generation



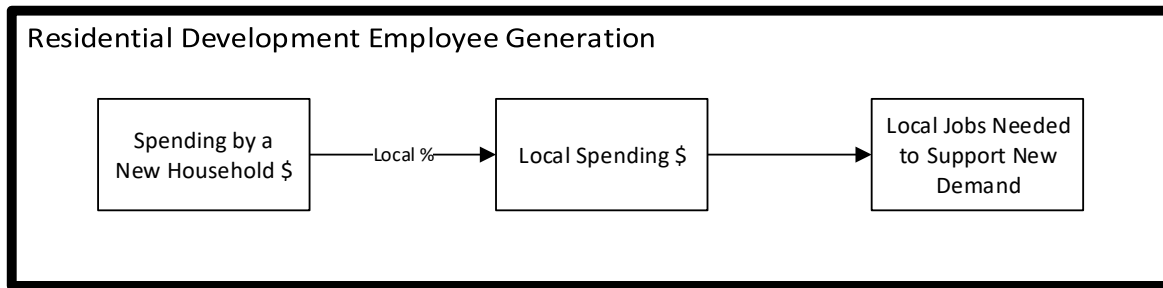
In an employee generation analysis, two elements combine to produce a change in the economy (i.e. economic growth and new employment). One element is the current structure of the economy – the interrelationships that exist between businesses, and between businesses and consumers. This is defined by the *IMPLAN* modeling software (referenced above and described on page 31). The other element is the dollar value of the impact. In this analysis, the dollar value of the impact is new spending attributable to residential or commercial development.

¹⁷ *Local economy* refers to economic activity within a defined study area. There are two separate study areas in this analysis – Summit County and Wasatch County.

EMPLOYEE GENERATION BY RESIDENTIAL DEVELOPMENT

Residential employee generation is calculated in IMPLAN as a function of household spending. The calculation is made using the 2017 IMPLAN data sets for each county. (The datasets are described in the *IMPLAN Analysis* section which begins on page 31). Spending is derived from household income, which is extrapolated from home purchase price. (Mortgage qualification defines income required for a particular purchase price. The calculation is shown in Table 11 and Table 12.) The distribution of household spending among suppliers of goods and services is calculated based on *household spending patterns*, which are IMPLAN templates that project the use of household disposable income based on spending patterns derived from the BLS Consumer Expenditure Survey.¹⁸ IMPLAN spending patterns differ by income level (e.g. \$70,000 to \$100,000 income, \$100,000 to \$150,000, etc.) and each spending pattern differs in the percentage of income spent for a particular item or service, and the share of that item that is spent locally.¹⁹

Figure 4 Residential Development Employee Generation



Residential employee generation rates are defined in terms of three assessment districts within each county.²⁰ The rates are differentiated based on home purchase price rather than the particular characteristics of the housing or neighborhood. Price is used because it is the most direct means to calculate employee generation. It minimizes the number of assumptions necessary to make the calculation and it internalizes the value of all the characteristics that distinguish one house from another, and one neighborhood from another – factors such as location, amenities, square footage, curb appeal, configuration, upkeep, etc.²¹ The assessment districts are delineated based on the boundaries of the MLS

¹⁸ Also based on information from the BEA National Income and Product Accounts (NIPA)

¹⁹ This analysis uses 2017 spending patterns separately defined for each study area.

²⁰ Park City, Snyderville Basin and Eastern County for Summit County; and Heber City, Midway and all other areas of the county for Wasatch County.

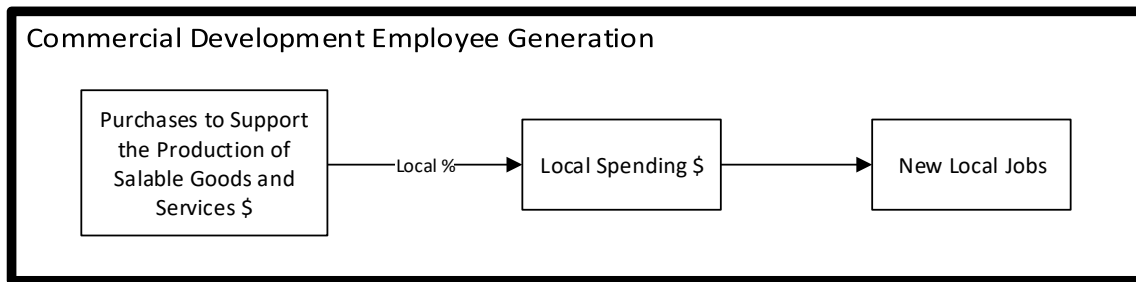
²¹ If the analysis were to be based on housing type rather than price, it would be necessary to decide on a “representative” dwelling unit – actually, to decide what are the representative categories and types of dwelling units; what subareas should be defined within the employee generation study area; what is the average square footage, lot size, number of bedrooms, amenities, etc. And after resolving those questions, the final question is

subareas that make up each district. Representative price for each district is MLS median price for the subareas (January to October 2017 median price for closed sales). Prices are shown in Table 20.

EMPLOYEE GENERATION BY COMMERCIAL DEVELOPMENT

Commercial employee generation is based on the dollar value of materials, goods, and services purchased to produce salable products. The distribution of purchases by line item and local purchase percent is set by IMPLAN based on 2017 IMPLAN datasets for each county. The IMPLAN datasets are county specific – one is prepared for Summit County and another for Wasatch County. Each dataset reflects the specific economic and demographic circumstances that prevail in the county. (The datasets are described in the *IMPLAN Analysis* section which begins on the next page).

Figure 5 Commercial Development Employee Generation



Commercial employee generation rates in this analysis are quantified for selected categories of property use – professional office, medical office, restaurant, retail, hotel, and manufacturing. The rates differ based on sales revenue for each category (dollars per 1000 square feet for all commercial categories except hotel which is revenue per room).²²

For both residential and commercial development there are certain characteristics of employee generation that do not contribute to added housing demand. The employee generation tables show rates that are reduced to account for these characteristics. Later in this chapter there is a section that discusses the reductions and quantifies their value.

purchase price, because price, however it is derived, is the basis for calculating employee generation – purchase price determines the income of the new resident; income determines local spending; and local spending determines employee generation.

²² There is a suggested procedure on the last page of Chapter III, for case specific analysis, that could be used to calculate rates for property uses that do not fit the standard categories.

IMPLAN ANALYSIS

IMPLAN is the economic modeling software used to calculate employee generation rates in this study. IMPLAN analysis is the first step of a two-step analytical process. IMPLAN analysis defines baseline employee generation rates. The second step uses an allocation model to convert IMPLAN rates into employee and household generation, and housing demand rates, and then calculates the reductions.

About IMPLAN: IMPLAN was developed by the federal government in the early 1970s for use in a Forest Service resource management planning process. It has since been privatized and is now widely used for economic impact analysis and planning. For local governments, IMPLAN is often used for economic development planning and land use analysis.

How IMPLAN works: IMPLAN is an economic modeling system (based on input-output analysis²³) that is used to measure the impact of a prospective change to a local economy (“local” being a defined study area). A prospective change could be, for example, construction and operation of a new manufacturing plant, and IMPLAN would be used to calculate the economic benefit that would accrue from the project. Benefit is expressed as the dollar value of increased local economic activity. As part of the analysis IMPLAN calculates job growth, because a certain level of new employment is necessary to support the economic growth. The level of job growth is driven by the magnitude of the economic impact. The impact is measured as spending that occurs within the study area. Because only local spending is counted, job generation includes only local jobs. Jobs generated by new development that occur outside the study area are not counted.

Property development, like any economic impact, fits this analytical framework – development generates increased local economic activity and job growth is the result. Put another way, from the perspective of an IMPLAN analysis the impact of new development is increased local spending and one of the consequences of that impact is job growth. IMPLAN is based on an I/O matrix that uses 536 industry categories, and the format of an IMPLAN job growth presentation is number of employees in each industry category. An example of output is shown in Table 17.

²³ I/O analysis is an analytical framework developed by Professor Wassily Leontief in the late 1930s (Leontief received a Nobel Prize for the work in 1973). I/O analysis in the United States was first developed in 1941, by Leontief in collaboration with the BLS, for planning postwar demobilization, and was used during the war for analysis of the German economy for war planning and reparations.

An IMPLAN analysis is not a projection. Rather, it is a calculation based on the structure of the economy as it exists today – a calculation based on the interrelationships that now exist between businesses, and between businesses and consumers. (That’s why this approach is sometimes referred to as *interindustry analysis*.) For this study that distinction is significant because it means that new development employee generation is calculated based on known current conditions rather than an estimate of the future.

Input-output models such as IMPLAN are driven by changes in final demand (changes in consumption as represented by business sales or household spending). Producers respond to new demand *directly* by selling to consumers (the first level impact); they respond *indirectly* in the form of intermediate inputs, or business-to-business sales that support production of salable goods (the second level impact); and as a third level impact, there is the *induced* effect of increased consumer spending that is the result of the direct and indirect income changes. These are three discrete impacts that are separately quantified and are each tied to a specific economic activity – the impact of new development. For this reason, all three are included as part of the job generation effect of new development.

IMPLAN includes a number of different formats that can be used to calculate economic impact. This study uses an industry change analysis for commercial development and a household spending pattern for residential development.

Quantitative analysis of any kind is based on estimating assumptions and interpretations that rely on the judgment of the analyst. In this study the need for interpretation was minimized. All but the most case-specific parameters are internal to the model and are part of the 2017 dataset for Summit County, and the 2017 dataset for Wasatch County, used for the analyses. For an industry change analysis, the only input is the dollar value of sales. For a residential analysis, the only input is a dollar value for household income. Every other parameter (with the exception of inputs used to calculate reductions) is supplied by the IMPLAN model.²⁴

Other resources: there is a description of IMPLAN and I/O modeling, excerpted from a 2017 NASA impact analysis, on the last page of this report. At the next level of detail, there is a very informative overview of

²⁴ The IMPLAN model is designed so that it can be run at different levels of complexity – from a format as used here that requires minimal input, to a format that allows for complex scenarios and the definition of detailed characteristics for each commodity and industry.

IMPLAN in Appendix E of the 2010 City of Richmond California, *Point Molate Land-Use Alternatives Evaluation* (<http://www.ci.richmond.ca.us/2335/Point-Molate-Alternative-Evaluation-Repo>).

IMPLAN datasets: IMPLAN datasets are unusual because they are available at the county and sub-county level of detail. Before IMPLAN, local I/O analyses, such as this study, were extrapolated based on state or national data. IMPLAN datasets are updated annually. This study is based on 2017 datasets. The datasets used for this study are county specific – one is prepared for Summit County and another for Wasatch County. Each reflects the specific economic and demographic circumstances that prevail in the county. The IMPLAN datasets are integrated as part of the IMPLAN model, and for this analysis they are unmodified. (The only user input, as previously noted, is household disposable income, the selection of appropriate household spending patterns, business sales, and a revision to Summit County employee compensation to reduce the generation rates in order to account for a net inbound commuting rate.)

Other datasets: the most technical data used for this study is the IMPLAN datasets. Other data sources were used for the allocation model. 2017 EMSI data, provided by the Summit County Office of Economic Development, was used for occupational pay rates. The pay rates are specific to each county, each industry and each occupation within that industry. Census PUMS data from the 2011-2015 American Community Survey was used for demographic analysis and definition of AUE household size. Both of these data sources are the most recent available.

TWO STEP ANALYTICAL PROCESS

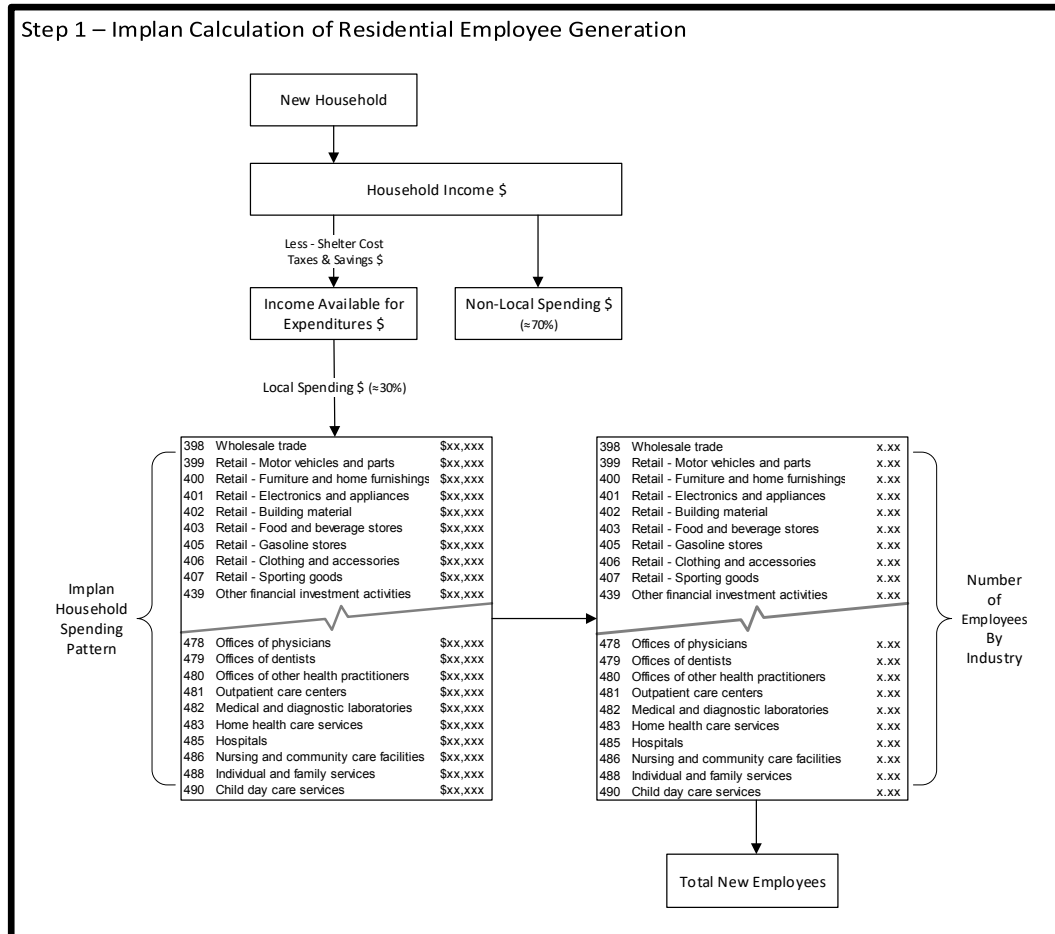
The analytical process used to calculate the employee generation rates is summarized as follows: IMPLAN analysis is used to define baseline employee generation. An allocation model is used to convert IMPLAN employee generation into employee generation rates by salary, occupation and industry. Household generation rates and housing demand rates are derived from line item employee generation rates. The process is illustrated in Figure 6, Figure 7, and Figure 8, and is described below.

- Step 1. IMPLAN is used to calculate employee generation for each category of property use – IMPLAN methodology is described on page 31 Employee generation is calculated based on an impact to the local economy – in this case, the impact is local spending by new development. Spending attributable to residential development is quantified in terms of household disposable income. Commercial development impact is quantified in terms of the value of goods and services purchased to produce salable products. The IMPLAN analysis is based on 2017 IMPLAN datasets. As described above, the datasets are county specific – one is prepared for Summit County and another for Wasatch County. Each dataset reflects the specific economic and demographic circumstances that prevail in the county. IMPLAN employee generation is output in the form of a list that shows the number of employees in each of 536 industry categories. (A condensed version of the list is shown in Table 17.)
- Step 2. Convert IMPLAN employee generation into employees by income category – and from that, develop household generation, and housing demand rates by income – this step is illustrated in Figure 8. An allocation model is used to convert IMPLAN employees by industry into employee generation rates by industry, occupation, and county specific occupational pay rates.²⁵ Employees are aggregated by income categories to define the employee generation rates. In certain instances, the rates are reduced to account for characteristics of employee generation that do not contribute to added housing demand. (Reductions are discussed beginning on page 39.) This yields the rates shown in the generation rate tables in chapter II. Household generation rates are derived from line item employee generation rates, and are calculated based on 1.59 workers per household, which is the average for an AUE equivalent household (as discussed in the next section).

²⁵ 2017 EMSI data, provided by the Summit County Office of Economic Development, was used for occupational pay rates. The pay rates are specific to each county, each industry and each occupation within that industry.

Step 1 is illustrated by the next two figures.

Figure 6 IMPLAN Residential Employee Generation

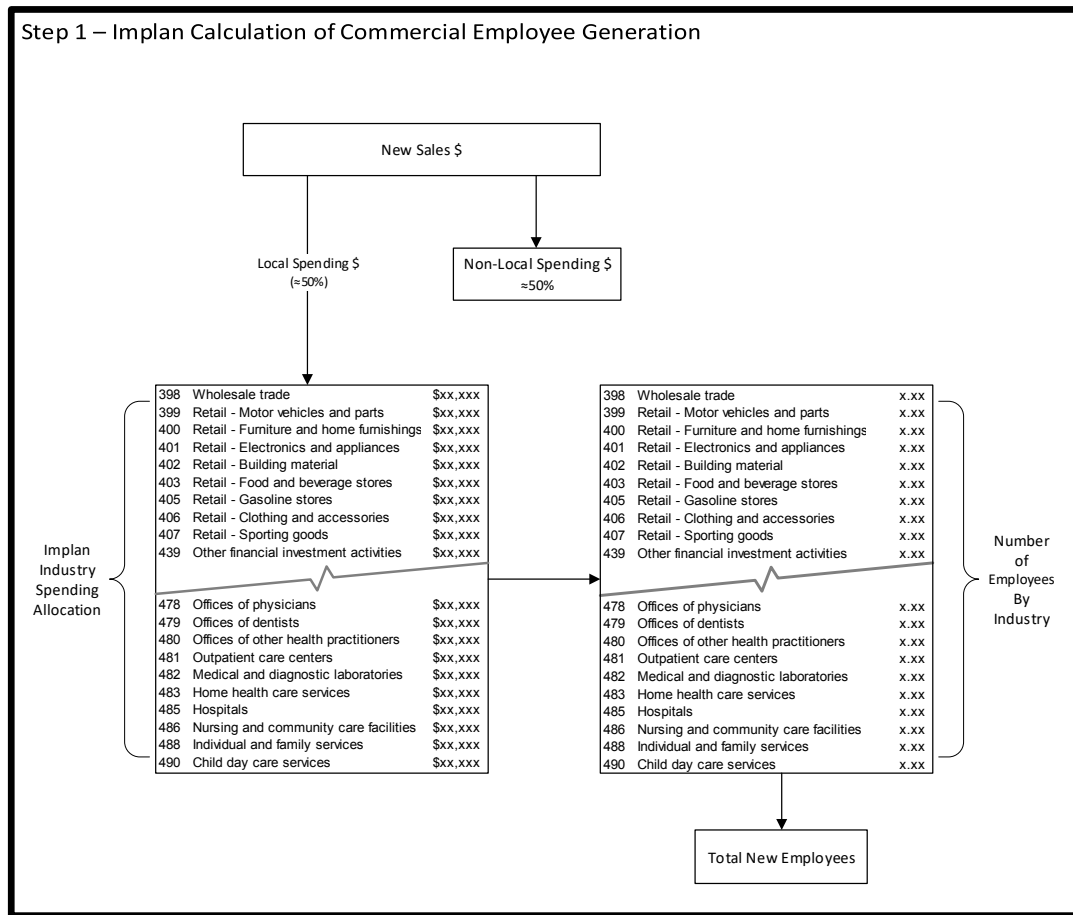


Local Spending is calculated by IMPLAN based on county specific economic data. The rates are calculated as shown in Table 13 and Table 14.

Household Spending Patterns are templates that allocate household spending across business types. The templates are based on data from the BLS Consumer Expenditure Survey²⁶ and are defined by IMPLAN as part of the 2017 IMPLAN dataset for Summit County and the dataset for Wasatch County.

²⁶ The Consumer Expenditure Surveys collect information from households concerning their buying habits, income, and household characteristics. The surveys relate the expenditures and income of consumers to household characteristics in a way that allows spending to be characterized by income level.

Figure 7 MPLAN Commercial Employee Generation



New Sales is the value of goods and services purchased to produce salable products. These purchases are allocated across industries and the local share is defined based on I/O calculations made by the IMPLAN model.

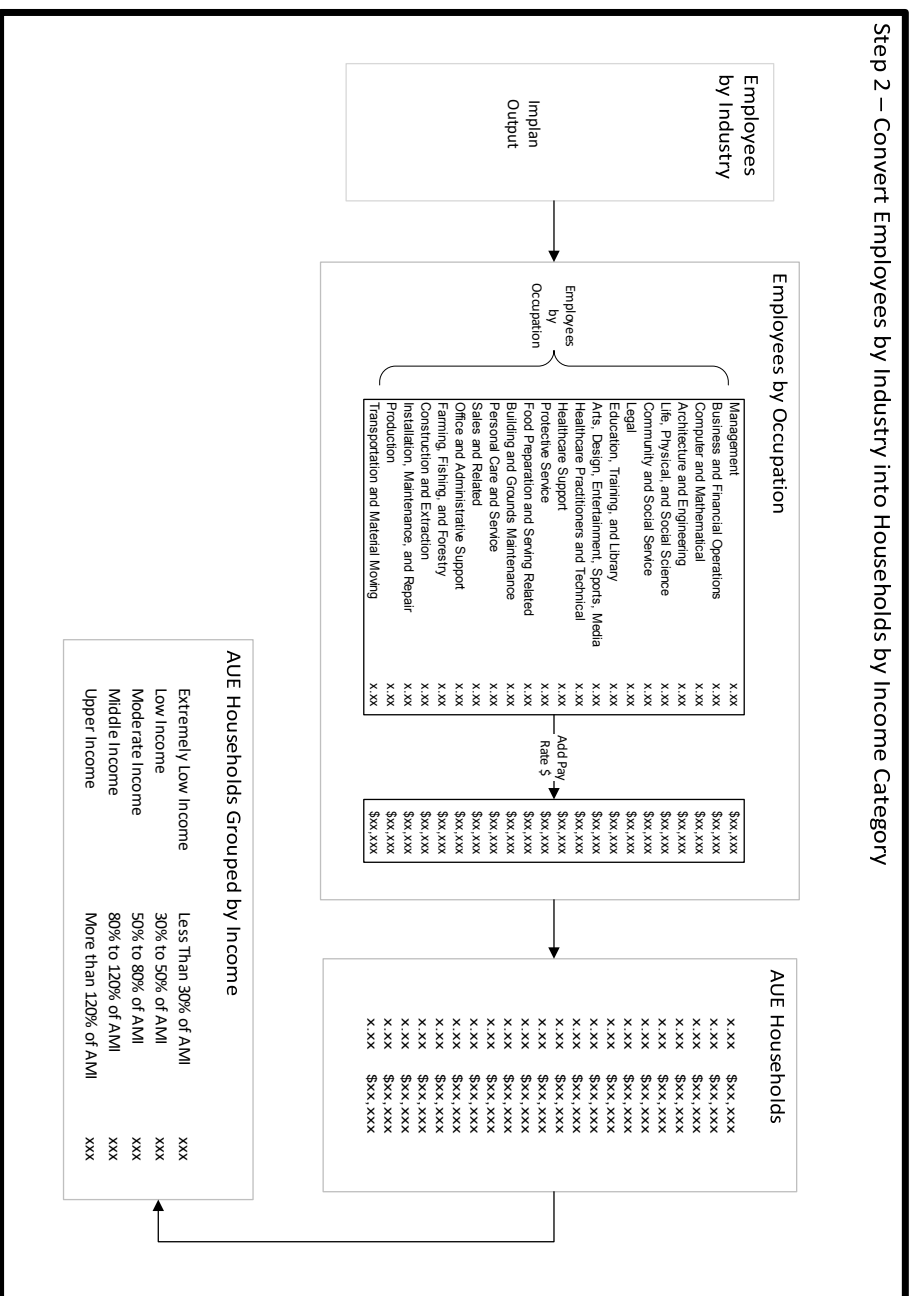
Step 2 uses a separate allocation model to convert IMPLAN employee generation into employee generation rates by industry, occupation and county specific occupational pay rates; and from that, to quantify household generation and housing demand rates by income. This is illustrated in Figure 8 (below).

The process involves conversion of IMPLAN industry sectors into NAICS (*North American Industry Classification System*) categories, and the conversion of NAICS categories into BLS *Standard Occupational Classification* (SOC) occupations. The conversion is made by means of an IMPLAN template that relates IMPLAN industry sectors to four, five, or six-digit NAICS categories; and then relates NAICS categories to SOC occupations. The conversion to occupational categories is made by means of staffing patterns from

the BLS *Occupational Employment Statistics* survey. (This is the same methodology used by economists at the Utah Department of Workforce Services, to develop occupational employment estimates for Utah.) The industry-to-occupation classification is made at the *Detailed* (four digit) *Occupation* level. *Detailed Occupation* is a defined term that refers to a hierarchy with 867 occupational categories (of which 821 are used in Summit and Wasatch Counties).

Figure 8 Convert IMPLAN Employees by Industry into Households by Income

Step 2 – Convert Employees by Industry into Households by Income Category



Household generation rates are calculated at the line item level, as the quotient of number of employees and AUE household size. (AUE household size is discussed in the next page). Household pay rates are calculated as the product of the employee pay rate and average employees per household. Household generation rates are calculated by summing the number of households that fall into each of the five employee generation income categories.

AUE HOUSEHOLD SIZE

An AUE (*affordable unit equivalent*) is the unit of measure used by local governments for affordable housing analysis. An AUE is a 900 square foot two-bedroom dwelling unit. An AUE household, as defined for purposes of this analysis, has 1.59 workers and 2.33 persons. (This is the regional average household size for two-bedroom units that have at least one worker.²⁷)

Household generation rates in this analysis are calculated based on AUE household size. This means that household generation rates represent affordable housing demand expressed in terms of AUEs.

IMPLAN GENERATION RATES AND CALCULATED REDUCTIONS

IMPLAN is used to calculate baseline employee generation rates. In certain instances, the baseline rates are reduced to account for characteristics of employee generation that do not contribute to added housing demand. The generation and housing demand rate tables (Table 1 to Table 8) include these reductions. The reductions are described in the following narrative and the amount of each reduction is shown in Table 13 at the end of this chapter.

Reduction for non- local household and business spending: employee generation is calculated in IMPLAN based on local spending (spending within the study area). Household disposable income and business spending, which are the inputs to the model, include other categories of spending and out-of-area purchases. IMPLAN adjusts the inputs and calculates employee generation based on the local share (the local share is shown in Table 13 to Table 16). The calculation is based on 2017 county specific data.

Reduction for Summit County commuter employees: the Summit County workforce is net in-commuting – 18%²⁸ of the workforce is nonresident, inbound commuters. Employee generation is reduced to account for this. The reduction is calculated by IMPLAN based on an adjustment to employee

²⁷ AUE household size is calculated based on analysis of PUMS data – Public Use Micro Data Sample, US Census Bureau American Community Survey, 2011 – 2015 ACS Five-Year estimates. PUMA 5001 and 13001 for Summit County and Wasatch County, respectively.

²⁸ The Summit County commuting rate is from U.S. Census *LED on the Map*, 2015 (the most recent year available) net inflow percent of total, all jobs. Based on the same methodology this data source defines Wasatch County commuting as a net outflow.

compensation.²⁹ No reduction is included for Wasatch County because the Wasatch County workforce is net out-commuting.

Change in industry concentration: some jobs created by new development will be filled by existing residents who are now employed in declining industries, and will move to jobs in growth industries, some of which are in new development job generation categories. (This shift is what is referred to as a change in industry concentration – employment in some industries is permanently declining, and in others it is growing.) A change in concentration means that some new development-generated jobs will be filled by existing residents who do not require workforce housing. The change in concentration varies by property use because the industries that comprise job generation for each property use, vary. The reduction is calculated as shown in the Technical Reference. Because the unemployment rate, locally and statewide, is at a structural minimum and is effectively zero, this reduction accounts for all of the jobs assumed to be taken by existing residents.

Duplicate impact assessment: the potential exists for a job generated by new developments to be counted twice – once as part of the residential employee generation rate and again as part of the commercial rate. This is because a certain share of spending by residential development is counted as sales by local businesses (meaning that some component of residential employee generation is also included as part of jobs generated by commercial development.) Residential spending – which is the basis for the overlap – is part of the local economy, although a relatively small part given the nature of a resort area where the commercial base and commercial growth is driven primarily by tourists and resort visitors. Sales to local residents likewise is a relatively small share of total commercial activity. Although limited, the overlap potential does present an opportunity for duplication of a share of residential and commercial employee generation.

The overlap potential exists primarily in Restaurant and Retail, which are categories with sales to residents for basic goods and services, entertainment, and restaurant meals. The effect is limited for Hotel and Manufacturing – Hotel has limited occupancy by local residents, and Manufacturing has a comparatively, very low generation rate. It is also limited for Professional Office (local spending supports a significant

²⁹ This is the methodology recommended by IMPLAN. The adjustment is made to employee compensation because, in the model, earnings (for resident or nonresident employees) are considered to be paid at the place of employment. A reduction to employee compensation eliminates local spending by nonresident employees.

share of out of area sales), and Medical Office (a significant share of patients are nonresident, resort visitors).

The commercial generation rates have been reduced by 15% – a rate estimated to account for the potential overlap. The reduction is assigned to each property use category in proportion to the baseline generation rate for each category. Restaurant and retail, which have the largest potential for duplication, are assigned an additional reduction of 20% each.

No reduction for different categories of residential occupancy: the types of occupancy for residential units in this area varies – full-time homes, seasonal occupancy, resort units that are vacant most of the year, seasonal rentals, managed units with periodic rentals (weekly, monthly, etc.), other periodic rentals (Airbnb and similar), homes that rent individual bedrooms, timeshares, five-star hotels with units owned by individuals, and other. Each of these occupancies present different levels of service and potentially different rates of job generation. Occupancy can be changed at will and might be changed frequently from one year to the next. Because most units are designed as conventional homes for full-time occupancy, and because occupancy is unconstrained, this analysis assumes full-time occupancy as a baseline, and does not estimate a reduction for other occupancy types. In effect this is a compromise between managed, service intensive units which have higher than average employee generation, and lower intensity owner maintained primary homes. Also, this is consistent with public-sector land-use regulation, which is not adjusted based on an estimate of current or future occupancy.

Employee generation is based on direct, indirect, and induced job generation: the purpose of an I/O analysis is to capture the full effect of an economic impact. In this case – job generation – the full effect includes direct, indirect and induced new employment. (This nomenclature is explained as part of the discussion of IMPLAN and I/O methodology, beginning on page 31.) These are three discrete impacts that are separately quantified, and are each, tied to a specific economic activity – new development. For this reason, all three are included as part of the job generation effect of new development.

The employee generation reductions discussed in this section are summarized in the following table:

Table 10 Employee Generation Rate Reductions

REDUCTIONS TO EMPLOYEE GENERATION RATES Reductions to Account for Characteristics of Employee Generation That Do Not Result in Added Housing Demand				Net Generation Rate (as shown in the generation and demand rate tables)		
Summit County	Baseline Employee Generation Rate	Non-local Spending	Summit County Commuter Employees	Change in Industry Concentration	Duplicate Impact Assessment	
Summit County						
Park City Area Residential Development (rater per 100 DU)	96.5			-8.9%		87.9
Snyderville Basin Area Residential Development (rater per 100 DU)	64.1			-8.6%		58.6
Eastern Summit County Residential Development (rater per 100 DU)	35.5			-8.5%		32.5
Professional Office (employees per 1,000 sq. ft.)	3.1			-13.9%	-2%	2.6
Medical Office (employees per 1,000 sq. ft.)	4.5			-35.4%	-4%	2.7
Restaurant (employees per 1,000 sq. ft.)	6.3			-1.0%	-25%	4.7
Retail (employees per 1,000 sq. ft.)	2.7			-1.2%	-22%	2.1
Hotel (employees per room)	0.6			-1.8%	0%	0.6
Manufacturing (employees per 1,000 sq. ft.)	1.9			-5.3%	-1%	1.8
Wasatch County						
Heber City Area Residential Development (rater per 100 DU)	34.4			-8.4%		31.5
Midway City Area Residential Development (rater per 100 DU)	54.2			-8.6%		49.6
Other Wasatch County Residential Development (rater per 100 DU)	29.9			-8.6%		27.3
Professional Office (employees per 1,000 sq. ft.)	3.0			-9.2%	-3%	2.6
Medical Office (employees per 1,000 sq. ft.)	5.0			-8.5%	-4%	4.4
Restaurant (employees per 1,000 sq. ft.)	6.4			-23.5%	-25%	3.3
Retail (employees per 1,000 sq. ft.)	2.7			-9.6%	-22%	1.8
Hotel (employees per room)	0.6			-21.7%	-1%	0.5
Manufacturing (employees per 1,000 sq. ft.)	--			--	0%	0.0

Calculated by IMPLAN as part of the baseline employee generation rates

A reduction to each commercial generation rate, calculated by IMPLAN, based on an adjustment to employee compensation (the IMPLAN recommended methodology).

No commuter employee adjustment – Wasatch County is net out-commuting.

- **Baseline Employee Generation Rates** are the rates calculated by IMPLAN (shown in Table 13 and Table 14).
- **The Change in Industry Concentration and Duplicate Impact Assessment** are calculated as shown in the Technical Reference.
- Other reductions are described earlier in this section.

IV. QUANTITATIVE ANALYSIS

This section details the calculation methodology for residential and commercial generation rates.

Table 11 to Table 14 show calculation of the residential rates. The next two tables (Table 15 and Table 16) show calculation of the commercial rates. Table 17 shows an abbreviated example of IMPLAN output (the example is for Midway City residential employee generation). Table 18 and Table 19 show an example of IMPLAN output summarized by NAICS industry categories and standard (SOC) occupational categories.

There are references in this chapter to *IMPLAN*. IMPLAN is the economic modeling software used to calculate the employee generation rates in this study. IMPLAN is described beginning on page 31.

This chapter includes tables for both Summit and Wasatch Counties. Although the narrative refers to the Summit County tables, it applies also to the Wasatch County tables, which (except as noted) can be interpreted in exactly the same way.

QUANTITATIVE ANALYSIS FOR RESIDENTIAL GENERATION RATES

The IMPLAN input for residential generation rates is income available for expenditures (household disposable income). This is calculated as shown in Table 11 (below). Income for expenditures is defined based on the NIPA³⁰ definition of disposable income, which is gross income less federal and state taxes, FICA and savings. In Table 11, income for expenditures (Park City example) is 39% of *Gross Income*. Gross income is estimated as a function of housing cost and is calculated as *Total Annual Housing Cost* divided by 30%. (30% is a standard estimating assumption for housing cost as a percent of income.) In the table, housing cost is the sum of (annualized) *Mortgage Payment*, *Property Tax*, *Homeowner's Insurance*, *Utilities Expense*, and *Homeowners Association Fees*. The mortgage payment is derived from *Representatives Sales Price* based on mortgage calculation assumptions shown in the table. (The housing price-based approach to income is discussed on page 29.)

Table 13 is a summary of the IMPLAN generation rate calculation. *Household Income Available for Expenditures* and *Gross Income* are from Table 11. *IMPLAN Output – Local Share of Income Available for Expenditures* and *IMPLAN Output – Employee Generation* are calculated by IMPLAN. The *Reduction for*

³⁰ National Income and Product Accounts.

Changing Industries is described in the section on rate reductions beginning on page 39. *Employees by Income Category* is calculated by a separate allocation model, developed specifically for this purpose. (The income categories are from Table 26 and Table 27.)

Table 11 Household Income Available for Expenditures – IMPLAN Input – Summit County

IMPLAN INPUT			
Summit County Residential Development - Household Income Available for Expenditures	Park City	Snyderville Basin	Eastern Summit County
Representative Sales Price - Market Rate Residential New Development Mortgage	\$1,149,000	\$745,000	\$385,000
Down payment	20%	20%	20%
Loan Amount	\$919,200	\$596,000	\$308,000
Interest Rate (fixed)	4.50%	4.50%	4.50%
Term	30	30	30
Mortgage Payment - per month	\$4,657	\$3,020	\$1,561
Other Shelter Cost			
Property Tax % Sales Price (primary)	0.475%	0.475%	0.475%
Homeowner's Insurance (per month)	\$431	\$279	\$144
Utilities Expense (per month)	\$275	\$275	\$275
Homeowner's Assoc. Fees (per month)	\$551	\$286	\$33
Total Annual Housing Cost	\$76,430	\$49,861	\$25,988
Income Required to Support Purchase Price			
Shelter Cost % of Income	30%	30%	30%
Gross Income	\$254,766	\$166,205	\$86,628
Income Available for Expenditures			
Gross Income Less:			
Federal Tac	20%	20%	15%
State Tax	5%	5%	5%
FICA	7.65%	7.65%	7.65%
Personal Savings	5.86%	5.86%	5.86%
Total	39%	39%	34%
Income Available for Expenditures	\$156,655	\$102,199	\$57,599

Table 12 Household Income Available for Expenditures – IMPLAN Input – Wasatch County

IMPLAN INPUT			
Wasatch County Residential Development - Household Income Available for Expenditures			
	Heber City	Midway City	Other Wasatch County
Representative Sales Price - Market Rate Residential New Development Mortgage	\$401,500	\$624,950	\$492,000
Down payment	20%	20%	20%
Loan Amount	\$321,200	\$499,960	\$393,600
Interest Rate (fixed)	4.50%	4.50%	4.50%
Term	30	30	30
Mortgage Payment - per month	\$1,627	\$2,533	\$1,994
Other Shelter Cost			
Property Tax % Sales Price (primary)	0.475%	0.475%	0.475%
Homeowner's Insurance (per month)	\$151	\$234	\$185
Utilities Expense (per month)	\$275	\$275	\$275
Homeowner's Assoc. Fees (per month)	\$82	\$200	\$245
Total Annual Housing Cost	\$27,524	\$41,879	\$34,723
Income Required to Support Purchase Price			
Shelter Cost % of Income	30%	30%	30%
Gross Income	\$91,745	\$139,598	\$115,743
Income Available for Expenditures			
Gross Income Less:			
Federal Tac	15%	20%	20%
State Tax	5%	5%	5%
FICA	7.65%	7.65%	7.65%
Personal Savings	5.86%	5.86%	5.86%
Total	34%	39%	39%
Income Available for Expenditures	\$61,001	\$85,839	\$71,170

Table 13 Summary of IMPLAN Calculation – Summit County Residential Development

SUMMARY OF EMPLOYEE GENERATION CALCULATION Summit County Residential Development			
	Park City	Snyderville Basin	Eastern Summit County
<i>Employees generated by development of 100 market rate residential units</i>			
Household Income Available for Expenditures	\$156,655	\$102,199	\$57,599
IMPLAN Input - Income per 100 Dwelling Units	\$15,666,000	\$10,220,000	\$5,760,000
Gross Income (per 100 dwelling units)	\$25,476,555	\$16,620,461	\$8,662,780
IMPLAN Output - Share of Income Spent Locally	\$8,337,420	\$5,696,764	\$3,146,352
% of Gross Income	33%	34%	36%
IMPLAN Output - Employee Generation	96.5	64.1	35.5
Reduction for Change in Industry Concentration	-8.9%	-8.6%	-8.5%
Net Employee Generation	87.9	58.6	32.5
Employees By Income Category (HUD one person household)			
Less Than 30% of AMI	11.1	7.0	3.7
30% to 50%	49.3	32.5	18.2
50% to 80%	11.8	7.9	4.4
Sub-total	72.3	47.4	26.4
Employees Who Earn No More Than 80% of Median Income	72%	47%	26%
80% to 120%	12.5	9.0	5.0
More than 120% AMI	3.1	2.1	1.1
Total	87.9	58.6	32.5

- *% of Gross Income* is the share of household income used for local expenditures. It is calculated as the quotient of *IMPLAN Output – Share of Income Spent Locally* and *Gross Income*. *IMPLAN Output* is calculated by IMPLAN as *direct output*. *Direct output* is a function of *Household Income Available for Expenditures* from Table 11.
- Note that the Snyderville Basin Development Code utilizes the HUD definitions of *Extremely Low Income*, *Very Low Income* and *Low Income* rather than calculated values of 30%, 50% and 80% of area median income (AMI). The effect is that the HUD *Low Income* category for Summit County has income limits that are less than 80% of AMI. For Wasatch County the *Extremely Low Income* category has income limits that are higher than 30% of AMI. For consistency, this report uses the HUD defined income limits in place of the calculated values.

Table 14 Summary of IMPLAN Calculation – Wasatch County Residential Development

SUMMARY OF EMPLOYEE GENERATION CALCULATION			
Wasatch County Residential Development			
	Heber City	Midway City	Other Wasatch County
Employees generated by development of 100 market rate residential units			
Household Income Available for Expenditures	\$61,001	\$85,839	\$71,170
IMPLAN Input - Income per 100 Dwelling Units	\$6,100,000	\$8,584,000	\$7,117,000
Gross Income (per 100 dwelling units)	\$9,174,517.86	\$13,959,824.67	\$11,574,253.52
IMPLAN Output - Share of Income Spent Locally	\$2,685,528	\$3,848,971	\$3,191,185
% of Gross Income	29%	28%	28%
IMPLAN Output - Employee Generation	34.4	54.2	29.9
Reduction for Change in Industry Concentration	-8.4%	-8.6%	-8.6%
Net Employee Generation	31.5	49.6	27.3
Employees By Income Category (HUD one person household)			
Less Than 30% of AMI	--	--	--
30% to 50%	13.2	21.3	11.7
50% to 80%	11.7	17.9	9.9
Sub-total	24.9	39.2	21.6
Employees Who Earn No More Than 80% of Median Income	25%	39%	22%
80% to 120%	4.6	7.2	3.9
More than 120% AMI	2.0	3.2	1.8
Total	31.5	49.6	27.3

QUANTITATIVE ANALYSIS FOR COMMERCIAL GENERATION RATES

Table 15 and Table 16 show calculation of the commercial generation rates. The IMPLAN input for each property use is *Estimated Sales*, which IMPLAN uses as the basis to calculate local business spending. *Estimated Sales* for each property use category is derived from Urban Land Institute data, proprietary local information made available for this study, lodging industry reports, and web research. For context, Table 24 in the Technical Reference shows a comparison of commercial generation rates in this study, against rates calculated for other localities.

Table 15 Summary of IMPLAN Calculation – Summit County Commercial Development

SUMMARY OF EMPLOYEE GENERATION CALCULATION Summit County Commercial Development		Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
<i>Employees generated by 1,000 square feet of market rate commercial development (hotel is per room)</i>		\$211,904	\$360,987	\$289,430	\$321,733	\$53,872	\$170,000
IMPLAN Input - Estimated Sales per 1000 sq. ft. (hotel is per room)							
IMPLAN Output							
Local Share of Business Purchases (IMPLAN RPC)		69%	55%	44%	66%	55%	31%
Employee Generation		3.1	4.5	6.3	2.7	0.6	1.9
Net Employee Generation							
Reduction for Change in Industry Concentration		-14%	-35%	-1%	-1%	-2%	-5%
Reduction for Potential Duplicate Impact Assessment		-2%	-4%	-25%	-22%	0%	-1%
Net Employee Generation		2.6	2.7	4.7	2.1	0.6	1.8
Employees By Income Category (HUD one person household)							
Less Than 30% of AMI	Less than \$21,700	0.1	0.1	1.9	0.0	0.1	0.0
30% to 50%	\$21,700 to \$36,200	0.8	1.4	2.1	1.6	0.4	0.8
50% to 80%	\$36,200 to \$47,600	0.3	0.5	0.4	0.3	0.1	0.3
Sub-total		1.2	2.0	4.5	1.9	0.5	1.2
80% to 120%	\$47,600 to \$86,856	1.1	0.4	0.2	0.1	0.1	0.5
More than 120% AMI	More than \$86,856	0.2	0.3	0.0	0.0	0.0	0.1
Total		2.6	2.7	4.7	2.1	0.6	1.8

- Local Share of Business Purchases* is a number comparable to the residential, share of disposable income spent locally, (*% of Gross Income* in Table 13 and Table 14). It is calculated by IMPLAN as the aggregate regional purchase coefficient (*RPC*) for each property use. The *RPC* represents the local share of business purchases, which is the basis for calculating commercial employee generation.

- Note as regards the income categories in the table on the previous page that the Snyderville Basin Development Code utilizes the HUD definitions of *Extremely Low Income*, *Very Low Income* and *Low Income* rather than calculated values of 30%, 50% and 80% of area median income (AMI). The effect is that the HUD *Low Income* category for Summit County has income limits that are less than 80% of AMI. For Wasatch County the *Extremely Low Income* category has income limits that are higher than 30% of AMI. For consistency, this report uses the HUD defined income limits in place of the calculated values.

Table 16 Summary of IMPLAN Calculation – Wasatch County Commercial Development

SUMMARY OF EMPLOYEE GENERATION CALCULATION Wasatch County Commercial Development		Professional Office	Medical Office	Restaurant	Retail	Hotel	Manufacturing
<i>Employees generated by 1,000 square feet of market rate commercial development (hotel is per room)</i>		\$149,940	\$360,987	\$222,861	\$259,299	\$40,040	NA
IMPLAN Input - Estimated Sales per 1000 sq. ft. (hotel is per room)							
IMPLAN Output							
Local Share of Business Purchases (IMPLAN RPC)	50%	42%	37%	53%	45%	0%	
Employee Generation	3.0	5.0	6.4	2.7	0.6	--	
Net Employee Generation							
Reduction for Change in Industry Concentration	-9%	-9%	-24%	-10%	-22%	--	
Reduction for Potential Duplicate Impact Assessment	-3%	-4%	-25%	-22%	-1%	--	
Net Employee Generation	2.6	4.4	3.3	1.8	0.5	--	
Employees By Income Category (HUD one person household)							
Less Than 30% of AMI	--	--	--	--	--	--	
30% to 50%	0.3	1.0	2.7	1.2	0.3	--	
50% to 80%	1.0	2.3	0.4	0.5	0.1	--	
Sub-total	1.3	3.3	3.1	1.7	0.4	--	
80% to 120%	0.9	0.8	0.1	0.1	0.0	--	
More than 120% AMI	0.5	0.2	0.0	0.0	0.0	--	
Total	2.6	4.4	3.3	1.8	0.5	--	

EXAMPLE IMPLAN OUTPUT

Table 17 Example IMPLAN Output – Midway City Residential Employee Generation

EXAMPLE IMPLAN OUTPUT		Number of
Midway City Residential Employee Generation		Employees
Restaurant		6.5
Retail	Retail - Building material and garden equipment and supplies stores	0.3
	Retail - Clothing and clothing accessories stores	0.3
	Retail - Electronics and appliance stores	0.2
	Retail - Food and beverage stores	2.1
	Retail - Furniture and home furnishings stores	0.2
	Retail - Gasoline stores	0.6
	Retail - General merchandise stores	1.4
	Retail - Health and personal care stores	0.3
	Retail - Miscellaneous store retailers	1.0
	Retail - Motor vehicle and parts dealers	0.7
	Retail - Nonstore retailers	1.0
	Retail - Sporting goods, hobby, musical instrument and book stores	0.3
Retail Total		8.4
Office	Accounting, tax preparation, bookkeeping, and payroll services	0.5
	Advertising, public relations, and related services	0.2
	Architectural, engineering, and related services	0.2
	Funds, trusts, and other financial vehicles	0.4
	Legal services	0.2
	Management consulting services	0.4
	Monetary authorities and depository credit intermediation	0.5
	Nondepository credit intermediation and related activities	0.2
	Other financial investment activities	1.9
	Real estate	4.8
	Specialized design services	0.1
	Services to buildings	1.4
	Other Office	3.1
Office Total		14.1
Lodging		0.1
HealthCare	Offices of physicians	0.8
	Offices of dentists	0.7
	Offices of other health practitioners	1.1
	Other Healthcare	3.1
HealthCare Total		5.7
Personal and Household	Private households	0.0
	Landscape and horticultural services	0.7
	Personal care services	1.8
	Other personal services	1.2
	Personal and household goods repair and maintenance	0.3
	Other Services	1.3
Personal and Household Services Total		5.2
Education	Child day care services	0.3
	Elementary and secondary schools	0.5
	Other Education	0.5
Education Total		1.3
Government	Local Government	0.5
	Federal and State Government	0.1
Government Total		0.6
Farming, Ranching, Fo		0.2
All Other	Transportation	0.7
	Wholesale trade	1.0
	Construction	0.7
	Fitness and Recreation	0.8
	Religious organizations	0.8
	Community food, housing, and relief services	0.2
	Grantmaking, giving, social advocacy organizations	0.1
	All Other	2.3
Other Total		6.5
Grand Total		48.6

The example IMPLAN output on the previous page (Table 17) illustrates the aggregation and level of detail provided by IMPLAN. It is this output that is converted by the allocation model, into number of employees and number of employee households, by affordable housing income category. (The sample IMPLAN output is necessarily abbreviated and grouped by general category because the full output has 536 lines – too large to display in the report.)

Table 18 and Table 19 show another example of IMPLAN output – in this case summarized by NAICS industry category, and occupation.

Table 18 Example IMPLAN Output by NAICS Category – Summit County residential development

EXAMPLE IMPLAN OUTPUT BY NAICS INDUSTRY CATEGORY			
Summit County Residential Development	Park City	Snyderville Basin	Eastern Summit County
Construction	1.0	0.7	0.4
Manufacturing	0.1	0.1	0.0
Wholesale Trade	1.5	1.0	0.6
Retail Trade	17.4	11.3	6.6
Transportation & Warehousing	1.7	1.0	0.6
Information	1.4	1.0	0.6
Finance & Insurance	5.6	5.0	2.4
Real Estate & Rental	4.3	3.1	2.4
Professional- Scientific & Technical Services	5.0	3.2	1.7
Management Of Companies	0.8	0.6	0.3
Administrative & Waste Services	3.2	2.1	1.1
Educational Services	3.5	1.9	1.0
Health & Social Services	11.8	7.6	4.1
Arts, Entertainment & Recreation	2.8	2.3	0.9
Accommodation & Food Services	15.5	9.7	5.2
Other Services, Except Public Administration	11.2	7.2	4.0
Government	0.6	0.5	0.3
Other	0.4	0.3	0.2
Total	87.9	58.6	32.5

Table 19 Example IMPLAN Output by Occupation (SOC) – Summit County Residential Development

EXAMPLE IMPLAN OUTPUT BY OCCUPATION (SOC)			
Summit County Residential Development	Park City	Snyderville Basin	Eastern Summit County
Management	3.8	2.6	1.5
Business and Financial Operations	4.0	3.2	1.7
Computer and Mathematical	1.4	1.1	0.6
Architecture and Engineering	0.3	0.2	0.1
Life, Physical, and Social Science	0.2	0.1	0.1
Community and Social Service	0.9	0.6	0.3
Legal	0.7	0.3	0.2
Education, Training, and Library	3.1	1.7	0.8
Arts, Design, Entertainment, Sports, and Media	1.6	1.1	0.6
Healthcare Practitioners and Technical	4.4	2.9	1.6
Healthcare Support	2.5	1.6	0.9
Protective Service	0.7	0.5	0.3
Food Preparation and Serving Related	15.2	9.7	5.2
Building and Grounds Cleaning and Maintenance	3.7	2.4	1.4
Personal Care and Service	6.6	4.4	2.2
Sales and Related	13.6	9.2	5.3
Office and Administrative Support	14.2	9.7	5.5
Farming, Fishing, and Forestry	0.3	0.2	0.1
Construction and Extraction	0.9	0.6	0.4
Installation, Maintenance, and Repair	3.1	2.2	1.4
Production	1.4	0.9	0.5
Transportation and Material Moving	5.2	3.4	1.9
Total	87.9	58.6	32.5

V. TECHNICAL REFERENCE

This chapter provides additional detail, to supplement the explanation of certain aspects of the employee generation rate calculations.

There are references in this chapter to *IMPLAN*. IMPLAN is the economic modeling software used to calculate the employee generation rates in this study. IMPLAN is described beginning on page 31.

RESIDENTIAL UNIT REPRESENTATIVE SALES PRICES

Residential employee generation rates are calculated by IMPLAN based on household disposable income, and more specifically, the share of disposable income spent locally. Disposable income derives from household gross income, which in turn is estimated based on residential unit sales price. Representative sales prices are calculated for three political units in each county (Park City, Snyderville Basin and Eastern County for Summit County; and Heber City, Midway and all other areas of the county for Wasatch County). Price in each assessment district is 2017³¹ median, closed sale price for the combined MLS areas that make up the district. Sales prices are based on single family and townhouse units (the specific unit type is given by the MLS listing). The following table shows the median prices on which the IMPLAN residential employee generation calculations are based

Table 20 Summary of MLS Sales Price by Area

SUMMARY OF MLS SALES PRICE BY AREA				
Area	2017 (Jan. to Oct.)	2016	2015	2014
Median Closed Sales Price - All Residential Sales				
Park City	\$1,149,000	\$953,500	\$845,500	\$828,000
Snyderville Basin	\$745,000	\$681,500	\$574,000	\$540,000
All Other Summit County	\$385,000	\$363,000	\$290,750	\$285,000
Heber City	\$401,500	\$355,200	\$335,500	\$305,000
Midway	\$624,950	\$670,000	\$680,000	\$680,000
All Other Wasatch County	\$492,000	\$465,000	\$425,000	\$404,086
Count	1,687	1,904	1,787	1,682

Source – Park City Board of Realtors Multiple Listing Service data, provided by Mountainlands community housing trust.

³¹ Median price is based on January to October sales, which, at the time this report was drafted, was the most current data available.

CALCULATION OF THE REDUCTION FOR CHANGE IN INDUSTRY CONCENTRATION

A change in industry concentration refers to a shift, over time, of jobs in declining industries to jobs in growth industries. By definition, the shift occurs among employed, (and assumed to be) locally domiciled area residents, so the effect is that some new jobs (some of the jobs generated by new development) will be filled by existing area residents, which will reduce net employee generation, and accordingly, reduce employee housing demand. Although the underlying generation rates remain unchanged, the actual impact of new development is reduced. This reduction accrues to both residential and commercial development because, for every property use, job generation consists of employment in many different industry categories, and each of these categories are capable of experiencing the shift. (For the same reason, the percent change for a given industry can be different across different property use categories, because employee generation rates by industry differ for each property use category.)

This change in concentration is a trend that shows up in the generation rate tables. Compare, for example, the employee generation rates for restaurant, retail or medical office, in Summit County versus Wasatch County (Table 3 as an example). There is a noticeable difference in the employee generation rates for these categories. Some of that is explained by a difference in the actual employee generation rate, but much of it is due to a change in concentration. As an example, notice in Table 21 that Summit County healthcare is a growth industry and that it is estimated to account for 49.3% of overall job growth between 2017 and 2022. This means that many (roughly half) of healthcare jobs will be filled by presently employed area residents moving into a growth industry, and for this reason the effective job generation rate for Summit County medical office is reduced. This is apparent in Table 3 – the Summit County rate is 2.7, compared to the much higher rate of 4.4 and was such County. (The Wasatch County shift, not show, is about 9% – much lower than the Summit County rate, so the Wasatch County medical office job generation rate is necessarily much higher.)

The industry change calculation is illustrated in the next two tables. It is based on current and projected 2022 employment, by industry, from EMSI data, provided by the Summit County Office of Economic Development. Table 21 shows which industries are estimated to experience the largest share of projected total job growth.

Table 21 Change in Industry Concentration

CHANGE IN INDUSTRY CONCENTRATION								
Summit County - 2017 to 2022								
NAICS Industry	2017 Jobs	2022 Jobs	2017 Share	2022 Share	2017 to 2022 Change in Share	Changing Industries	Growth Industries	Growth Industries % of Total
Agriculture, forestry, fishing and hunting	95	113	0.3%	0.3%	0.0%	5.0		
Mining, quarrying, and oil and gas extraction	41	38	0.1%	0.1%	(0.0%)	-9.0		
Utilities	50	51	0.2%	0.1%	(0.0%)	-6.3		
Construction	1,838	2,004	6.1%	5.9%	(0.3%)	-87.7	--	--
Manufacturing	797	928	2.7%	2.7%	0.1%	20.6	20.6	3.9%
Wholesale trade	191	229	0.6%	0.7%	0.0%	12.1	12.1	2.3%
Retail trade	3,853	4,335	12.9%	12.7%	(0.2%)	-51.1	--	--
Transportation and warehousing	479	569	1.6%	1.7%	0.1%	23.7	23.7	4.5%
Information	392	466	1.3%	1.4%	0.1%	19.6	19.6	3.7%
Finance and insurance	550	632	1.8%	1.9%	0.0%	5.4	5.4	1.0%
Real estate and rental and leasing	1,520	1,688	5.1%	5.0%	(0.1%)	-41.9	--	--
Professional and technical services	1,813	2,174	6.1%	6.4%	0.3%	110.3	110.3	20.9%
Management of companies and enterprises	286	370	1.0%	1.1%	0.1%	44.5	44.5	8.4%
Administrative and waste services	1,124	1,259	3.8%	3.7%	(0.1%)	-19.5	--	--
Educational services	539	612	1.8%	1.8%	(0.0%)	-1.3	--	--
Health care and social assistance	1,663	2,152	5.6%	6.3%	0.8%	259.0	259.0	49.1%
Arts, entertainment, and recreation	3,885	4,309	13.0%	12.7%	(0.3%)	-111.8	--	--
Accommodation and food services	6,387	7,116	21.4%	20.9%	(0.5%)	-153.2	--	--
Other services, except public administration	1,333	1,549	4.5%	4.6%	0.1%	32.5	32.5	6.2%
Government	3,068	3,440	10.3%	10.1%	(0.1%)	-51.0	--	--
Total	29,903	34,033	100.0%	100.0%	0.0%	0.0	527.7	100.0%

Table 21 shows the change in concentration. Table 22 shows how that shift affects the aggregate job generation rate – in this case, Park City is used as an example. (Note that the change in concentration is calculated at the county level because job growth is projected at the county level. The county level change in concentration is then applied to each sub-county residential assessment district, and each commercial property use category.)

Table 22 Aggregate Change in Industry Concentration

AGGREGATE CHANGE IN INDUSTRY CONCENTRATION 2017 to 2022 - Park City Example			
NAICS Industry	Jobs by Industry (percent of total) % of Total	Distribution of Job Growth	"Shift Share" jobs
Construction	1.2%	--	--
Manufacturing	0.1%	3.9%	0.0%
Wholesale trade	1.7%	2.3%	0.0%
Retail trade	20.0%	--	--
Transportation and warehousing	1.9%	4.5%	0.1%
Information	1.6%	3.7%	0.1%
Finance and insurance	6.4%	1.0%	0.1%
Real estate and rental and leasing	4.9%	--	--
Professional and technical services	5.7%	20.9%	1.2%
Management of companies and enterprises	0.9%	8.4%	0.1%
Administrative and waste services	3.7%	--	--
Educational services	4.0%	--	--
Health care and social assistance	13.5%	49.1%	6.6%
Arts, entertainment, and recreation	3.2%	--	--
Accommodation and food services	17.7%	--	--
Other services, except public administration	12.8%	6.2%	0.8%
Government	0.7%	--	--
Total	100.0%	100.0%	8.9%

- *"Shift Share" Jobs* refer to jobs that will be filled by a change in industry concentration – existing employees moving out of declining industries into growth industries. The total reduction to the Park City job generation rate is estimated to be 8.9%. The reduction consists primarily of jobs in *Healthcare (6.6%), Professional Services (1.2%), and Other Services (0.8%)*.
- Industries that show *0% Distribution of Job Growth* are projected to be those with declining employment (those that will supply employees to growth industries).

CALCULATION OF THE REDUCTION FOR DUPLICATE IMPACT ASSESSMENT

The *Duplicate Impact Assessment* refers to the potential for a job generated by new development to be counted twice – once as part of the residential employee generation rate and again is part of the commercial rate. (See the discussion on page 40.) The potential for overlap exists primarily in restaurant and retail – which are categories with sales to local residents for basic goods and services, entertainment, and restaurant meals – but a rate reduction is calculated for all commercial property uses.

The rate reduction is estimated and is calculated as follows. The calculation is informed by the intention to implement conservative estimating assumptions.

Table 23 Commercial Development Duplicate Impact Assessment

COMMERCIAL DEVELOPMENT REDUCTION FOR DUPLICATE IMPACT ASSESSMENT					
	Job Generation Rate (unadjusted)	Jobs Share of Total	15% Baseline Reduction	Additional Reduction for Basic Goods and Services	Total
Summit County					
Professional Office	3.1	16%	2.4%	--	2.4%
Medical Office	4.5	23%	3.5%	--	3.5%
Restaurant	6.3	33%	5.0%	20.0%	25.0%
Retail	2.7	14%	2.1%	20.0%	22.1%
Hotel	0.6	3%	0.5%	--	0.5%
Manufacturing	1.9	10%	1.5%	--	1.5%
Total	19.1	100%	15.0%		55.0%
Wasatch County					
Professional Office	3.0	17%	2.5%	--	2.5%
Medical Office	5.0	28%	4.2%	--	4.2%
Restaurant	6.4	36%	5.4%	20.0%	25.4%
Retail	2.7	15%	2.3%	20.0%	22.3%
Hotel	0.6	4%	0.5%	--	0.5%
Manufacturing	--	--	--	--	--
Total		100%	15.0%		55.0%

- A baseline adjustment of 15% is proportionately assigned to each business category based on relative employee generation rates.
- An additional 20% reduction is assigned to *Restaurant* and *Retail*, as an estimate to account for a larger than average share of sales to local residents.

COMPARATIVE EMPLOYEE GENERATION RATES

The following table shows comparative commercial development employee generation rates. The rates are based on regional averages, a local survey, ITE trip generation data, and U.S. Energy Information Administration data. The purpose of the table is to give context to the rates estimated in this analysis, and it shows the rates in this analysis are similar to rates calculated for other jurisdictions.

Table 24 Comparative Employee Generation Rates

COMPARATIVE COMMERCIAL EMPLOYEE GENERATION RATES	Rates This Analysis		Average of Selected Western Resorts & Cities	Local Survey Information (proprietary)	Rates Calculated Based on Transportation Trip Rates (ITE)	Rates Published by U.S. Energy Information Administration
	Summit County	Wasatch County				
Professional Office (employees per 1,000 sq. ft.)	2.6	2.6	2.9		3.3	2.2
Medical Office (employees per 1,000 sq. ft.)	2.7	4.4			4.1	2.1
Restaurant (employees per 1,000 sq. ft.)	4.7	3.3	4.2			1.8
Retail (employees per 1,000 sq. ft.)	2.1	1.8	2.1	1.8	2.0	1.0
Hotel (employees per room)	0.6	0.5	0.6	0.5	0.6	0.4
Manufacturing (employees per 1,000 sq. ft.)	1.8	--	1.7		1.8	NA

IMPLAN COMMERCIAL PROPERTY USE CATEGORIES

IMPLAN industry sectors are different from standard NAICS industry categories and as part of this analysis, each IMPLAN sector was assigned to a NAICS category, and in turn assigned to an employee generation category. The following table shows IMPLAN sectors which comprise each employee generation commercial property use category.

Table 25 IMPLAN Sectors That Comprise Employee Generation Property Types

IMPLAN SECTORS USED FOR EMPLOYEE GENERATION PROPERTY TYPES		
Employee Generation Property Type	Implan Sector Number and Name	
Professional Office	436	Other financial investment activities
	448	Accounting, tax preparation, bookkeeping, and payroll services
	454	Management consulting services
	455	Environmental and other technical consulting services
Medical Office	475	Offices of physicians
Restaurant	501	Full-service restaurants
Retail	400	Retail - Food and beverage stores
	403	Retail - Clothing and clothing accessories stores
	397	Retail - Furniture and home furnishings stores
	406	Retail - Miscellaneous store retailers
Hotel	499	Hotels, Motels, Resorts
Manufacturing	394	Miscellaneous manufacturing

INCOME CATEGORIES

The following two tables show employee generation income categories. The first four categories are HUD income limits. The last category is defined for this analysis and is calculated based on the same methodology as is used for the HUD categories. Income limits for a one-person household are used for employee generation rates. Income limits for a three-person household are used for household generation rates.

Table 26 Summit County 2017 HUD Income Limits

HUD INCOME LIMITS	Persons in Family					
	1	2	3	4	5	6
Summit County 2017						
Extremely Low Income (less than 30% of AMI)	\$21,700	\$24,800	\$27,900	\$31,000	\$33,500	\$36,000
Very Low Income (50% of AMI)	\$36,200	\$41,400	\$46,550	\$51,700	\$55,850	\$60,000
Low Income (80% of AMI)	\$47,600	\$54,400	\$61,200	\$68,000	\$73,450	\$78,900
Median Income (AMI)	NA	NA	NA	\$103,400	NA	NA
120% of Median income (not HUD)	\$86,856	\$99,264	\$111,672	\$124,080	\$134,025	\$143,969

Table 27 Wasatch County 2017 HUD Income Limits

HUD INCOME LIMITS	Persons in Family					
	1	2	3	4	5	6
Wasatch County 2017						
Extremely Low Income (less than 30% of AMI)	\$15,350	\$17,550	\$20,420	\$24,600	\$28,780	\$32,960
Very Low Income (50% of AMI)	\$25,550	\$29,200	\$32,850	\$36,500	\$39,450	\$42,350
Low Income (80% of AMI)	\$40,900	\$46,750	\$52,600	\$58,400	\$63,100	\$67,750
Median Income (AMI)	NA	NA	NA	\$73,000	NA	NA
120% of Median income (not HUD)	\$61,350	\$70,125	\$78,900	\$87,600	\$94,650	\$101,625

- These two tables show HUD income limits. In Summit County the HUD defined income limit for *Low Income* households is 65.8% of AMI. In Wasatch County the HUD defined income limit for *Extremely Low Income* households is 33.7% of AMI.

ECONOMIC IMPACT ANALYSIS AND THE IMPLAN MODEL³²

The theoretical underpinnings of Input-output (I-O) modeling are based on the notion of inter-industry transactions: industries use the products of other industries to produce their own products. This approach allows one to estimate the number of goods and services (and employees) from other sectors (input) required to produce goods and services in the sector of analysis (output). The combined effect across all sectors can be summed to calculate a total economic impact. In IMPLAN, total impact consists of direct, indirect and induced effects which together drive total employee generation.

The IMPLAN model is an industry-standard I-O model based on I-O data from the US National Income and Product Accounts from the Bureau of Economic Analysis. The model contains 536 industry sectors based on the NAICS industry classification system. The model is considered static because the impacts for a given scenario are estimates of the indirect and induced impacts for a one-year period of time.

The IMPLAN model contains two components: the descriptive model and the predictive model. The descriptive model maps the economy within the region of analysis using a series of accounting tables that trace flows of funds (dollars) between purchasers and producers. The descriptive model includes IMPLAN's Social Accounting Matrices. The household institution spending patterns are used in this analysis to calculate spending, and employee generation, attributable to new development at various household income levels.

The predictive model contains a set of multipliers that can be used to analyze the changes in final demand and their subsequent ripple effects throughout the study area. These ripple effects – inter- business sales and purchases, and the induced impact of increased labor income – are often larger than the initial direct effect, as recipients of the initial payments spend a portion of the funds, and the recipients of the new funds spend a portion of the funds as well, and so on and so forth. These effects are reported in terms of value added to the economy (GDP), taxes, and jobs. Employment estimated through the IMPLAN model includes all full-time, part-time, and temporary jobs.

³² Excerpt from NASA 2017 SBIR/STTR Economic Impact Report.

Jeremy/ Geoff,

Since the recent UDOT presentation I've had neighbors discuss with me a few of the same concerns that UDOT should be aware of.

First, this is the third round of comments being requested for the bypass project, will the previous comments (from the planning study) be used and considered for the EIS project or do the same comments need to be submitted for a second or third time?

Second, public input and comments were requested after the first Bypass open house in 2018. In February of 2019 the entire re-routing of Highway 189 was unveiled to the public including the large roundabout concept that, as you know, shocked most Heber residents that saw it. In the April public meeting which was held after the rerouting of Highway 189 and roundabout concept were unveiled, we asked what previous public comments were considered that suggested this concept. We were told by a UDOT official that the rerouting and roundabout concept were due to a citizen comment that suggested keeping the Sewer Fields intact (which comment came from a closed meeting with UDOT rep Bri Binnabose and Dennis Gunn, a citizen that is local government employee).

The concern from our neighbors and myself at that time and it's resurfacing, is that the previous public input and comments were not valued or used by UDOT in the planning study. Will UDOT listen and make any changes due to the input from citizens or is the comment process just a formality?

On a personal note, I have read the changes in the Final Planning Study that were a result of the public input and having the 4 local residents included in the Stakeholder group is also evidence of seeking more public input. However, there is still a lot of distrust regarding the entire EIS project and bypass project in general.

My suggestion is that UDOT publicly states that all previously submitted comments from the Planning Study will be used in the EIS process, in addition to the new comments that are submitted.

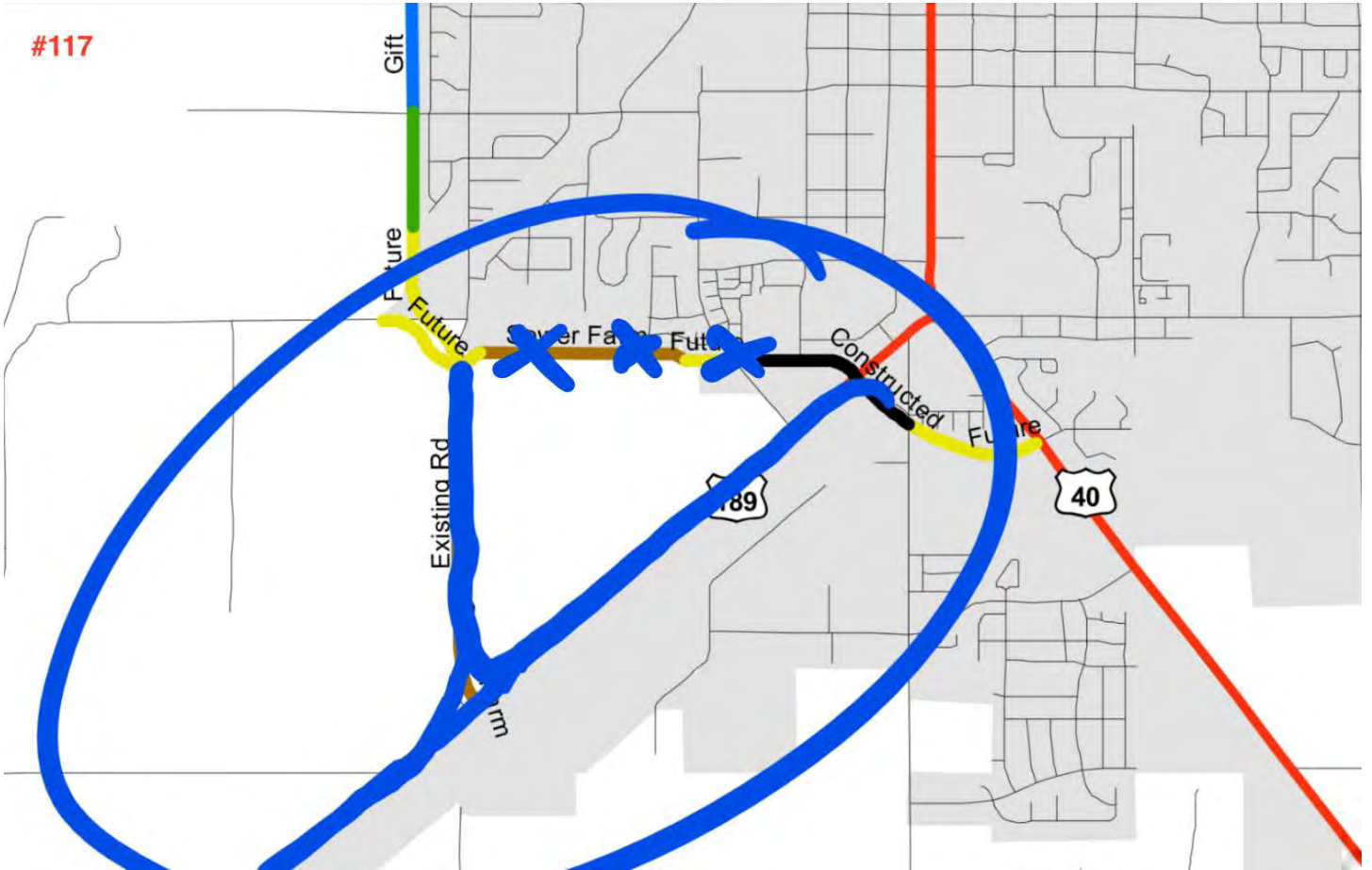
I think this will help to heal the distrust that our neighborhood members have around the project..

Let me know how I can help in the process.

Brady



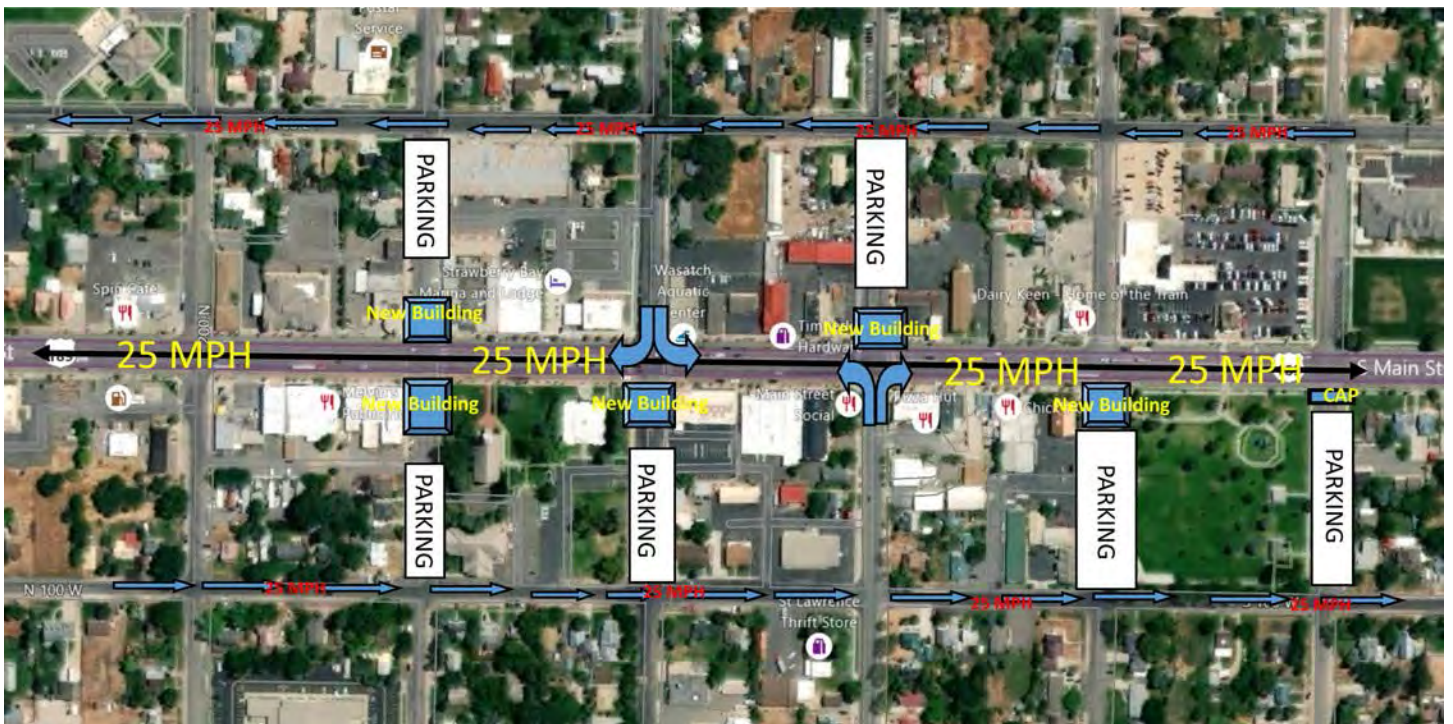
#117



One Way 1st and 2nd East/West with Limited Stop Signs



#120



#120





Utah Reclamation Mitigation & Conservation Commission
230 South 500 East Suite 230 Salt Lake City, UT 84102-2045
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS
Brad T. Barber, Chair
Robert L. Morgan
Gene Shawcroft

September 22, 2020

Utah Department of Transportation
Heber Valley Corridor EIS
c/o HDR, Inc.
2825 W Cottonwood Parkway #200
Salt Lake City, UT 84121

Subject: Comments on Heber Valley Corridor EIS and Provo River Restoration Project

Dear Heber Valley Corridor Team:

As you proceed with scoping and gathering information for the upcoming planning and National Environmental Policy Act process for the proposed Heber Valley Corridor, I provide the following preliminary comments for your consideration.

The United States, acting through the U.S. Bureau of Reclamation and the Utah Reclamation Mitigation and Conservation Commission, owns and manages over 1,500 acres of land in Wasatch County adjacent to and including the Provo River between Jordanelle Dam and Deer Creek Reservoir. This property is known as the Provo River Restoration Project (PRRP), which was implemented as partial mitigation for impacts of the Central Utah Project (CUP) on fish and wildlife resources and habitats. The PRRP is a significant and essential component of the CUP and is renown nationally for its vital fish and wildlife, community, and recreational resources.

Obviously, direct impacts on the PRRP are incompatible with those purposes and would not be allowed. However, we also request that indirect impacts on the PRRP be addressed in the EIS, as impacts to wildlife from highways and attendant appurtenances have been shown to extend greater than 0.5 miles from the highway.

I appreciate the opportunity to make you aware of this federal property and project as you initiate planning and an EIS for the Heber Valley Corridor. Please contact me at the letterhead address if you have any questions.

Sincerely,
MARK
HOLDEN
(Affiliate)

Digitally signed by
MARK HOLDEN
(Affiliate)
Date: 2020.09.22
16:34:41 -06'00'

Mark A. Holden
Executive Director

cc: Kent Kofford, U.S. Bureau of Reclamation, Provo Area Office
Reed Murray, U.S. Department of the Interior, CUPCA Office

Red Ledges

- Annexed into Heber City in 2007
- Recorded first plat in October 2007 and began selling
- Provided for 1370 units, Master Plan & Preliminary Plat granted 1210
- Construction:
 - 260 homes built
 - 76 approved/Under Construction
 - 29 in planning stages
- Almost \$3.5M paid in property taxes in 2019
- Approximately 125 employees at peak season
- Very low impact on schools & Heber City services



Interlocal Agreement

- Between Red Ledges (RL), Heber City, Wasatch County, and Twin Creeks SSD
- Signed in 2007
- Allowed for the annexation of RL into Heber City and water/sewer to be served by Twin Creeks
- RL to provide:
 - \$4,500,000 Mitigation Fee to Wasatch County
 - \$1,000,000 fee towards Center St renovation
 - Parcel for Fire Station
 - Bypass Road (built by each owner)
 - Easement through Stone Creek/lot purchase
 - 400 Acres of open space
 - Public trails
 - Public park



Bypass Road – Vicinity Map



Bypass Road-2019 Amendment

- Extension signed in 2019
- Required to finish road by May 30, 2021
- Other requirements:
 - Surety bond for the amount of the road & park
 - Construction of the public park area including trails
 - Red Ledges will maintain public trails
 - Open space easement to be completed



Bypass Road-Review

- Our engineer has been working with City Engineer on plans for the Bypass Road
- About 260 homes built out of 1210 approved units in Red Ledges
- City and other landowners haven't built their portions of the road
- Expensive road that won't be used at this point
- Maintenance/degradation starts immediately when built



RED LEDGES

— U * T * A * H —

Questions?

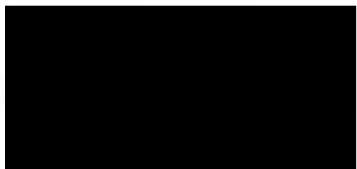


www.RedLedges.com


RED LEDGES
— U • T • A • H —

Richard and Linda Turner

24 September 2020



To: Heber Valley Corridor EIS
c/o HDR
2825 E Cottonwood Parkway #200
Salt Lake City, UT 84121

Re: Heber Valley Corridor Environmental Impact Statement

To those concerned:

We are writing to express our environmental concerns involving the “B” route option in the west segment of the proposed Heber Valley Corridor bypass road. We are requesting that these concerns be addressed in the Heber Valley Corridor Environmental Impact Statement (EIS).

1. Our home/property and the home/property of several neighbors would be very near or abutting the proposed “B” route option. This would be much noisier for us and would adversely impact our air quality, privacy, and general well-being than would the “A” route option.
2. We and our neighbors have individual wells that supply our culinary water, Could heavy road construction just a few hundred feet from our wells adversely affect our water quality and safety?
3. We routinely see (and hear!) sandhill cranes, Canada geese, deer, ducks, mourning doves, other small animals and birds, and even the occasional moose or fox on or near our property. Many of these animals/birds have migratory routes and use “edge” habitat for nesting and cover such as exists on the west side of the Heber Valley Special Service District (HVSSD) farm adjacent to or near our and our neighbors’ property. Those migratory routes and that edge cover would be altered or destroyed if route B were the chosen option rather than route A.
4. If route B were to include the massive, proposed roundabout (the “B2” option), significant open space would be lost. This great cost to Heber Valley, so that, essentially, the pass-through RV driver or trucker (who has no interest or investment in Heber Valley) could save a minute or two on his/her way to somewhere else.

We understand that route option A has environmental impacts too. However, the route is already there. Yes, it would need to be widened, and that would affect the HVSSD farm, but people and wildlife are already used to it, and it seems to us to have fewer impacts than option B, especially for us and our neighbors (who are part of “the environment”).

Thank you for your consideration.

A handwritten signature in cursive script, appearing to read "Richard and Linda Turner".

Richard and Linda Turner

Richard and Linda Turner

24 September 2020



To: Heber Valley Corridor EIS
c/o HDR
2825 E Cottonwood Parkway #200
Salt Lake City, UT 84121

Re: Heber Valley Corridor Environmental Impact Statement

To those concerned:

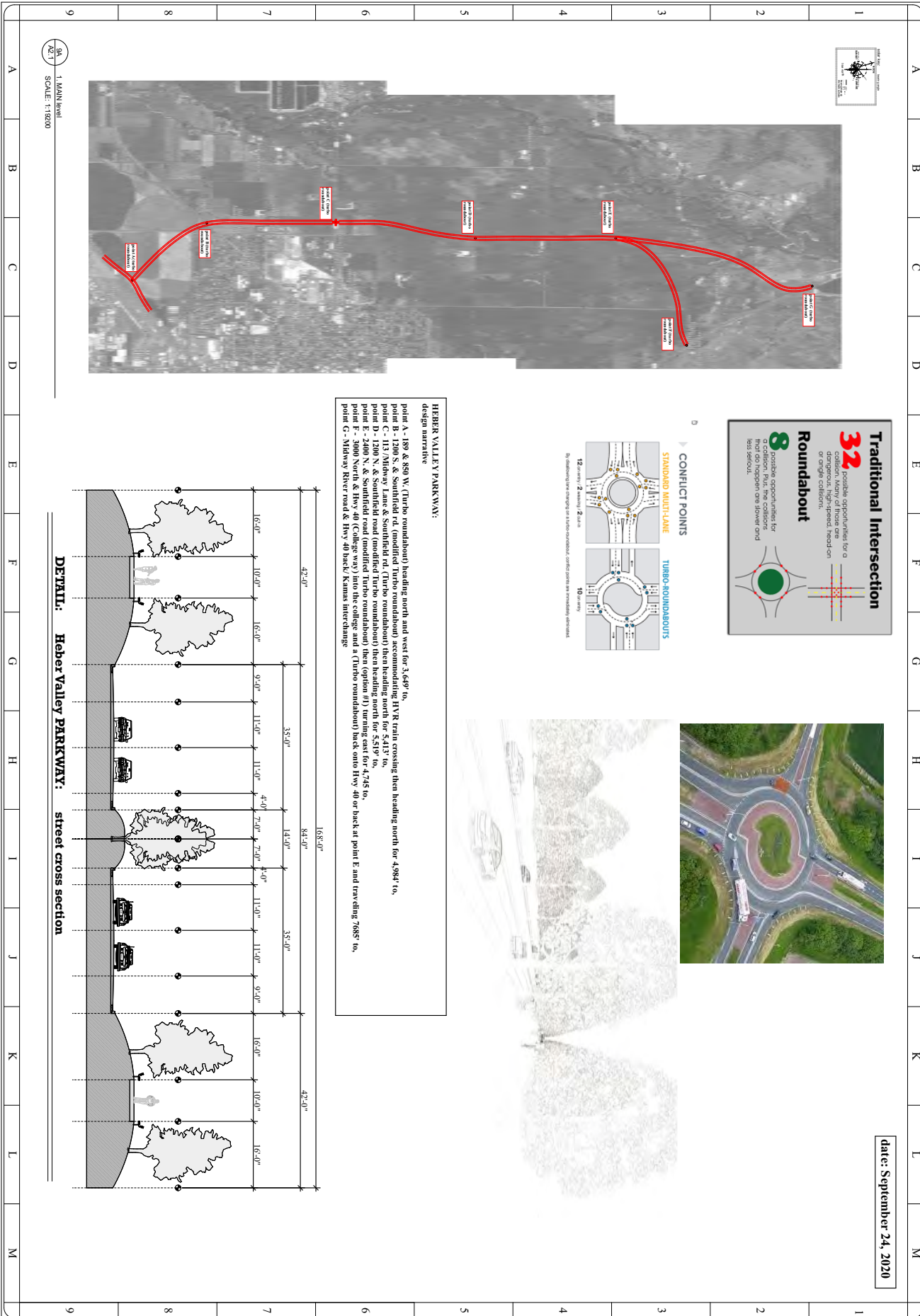
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Thank you for your consideration.

Richard and Linda Turner



90
A2.1
1. MAIN level
SCALE: 1:1200

Traditional Intersection

32 possible opportunities for a dangerous, high-speed, head-on or angle collision.

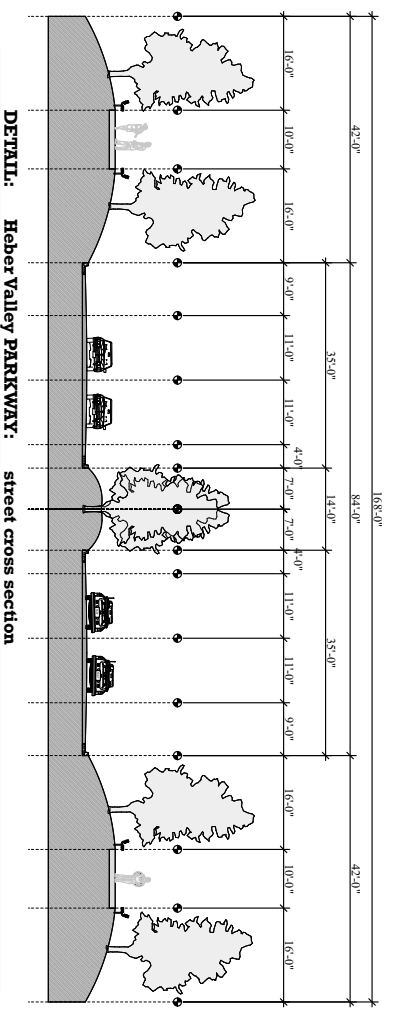
Roundabout

8 possible opportunities for a collision. Plus, the collisions are less severe and less serious.



HEBER VALLEY PARKWAY:
design narrative

point A - 189 & 880 W (Turbo roundabout) heading north and west for 3,649' to point B - 1135 N (Turbo roundabout) heading north and west for 4,394' to point C - 113 N (Midway Lane & Southfield rd. (Turbo roundabout) then heading north for 5,413' to point D - 1200 N & Southfield road (modified Turbo roundabout) then heading north for 4,745' to point E - 2400 N & Southfield road (modified Turbo roundabout) then heading east for 4,745' to point F - 3000 North & Hwy 40 (College way) into the college and a (Turbo roundabout) back onto Hwy 40 or back at point E and traveling 7685' to point G - Midway River road & Hwy 40 back/ Kamaa interchange

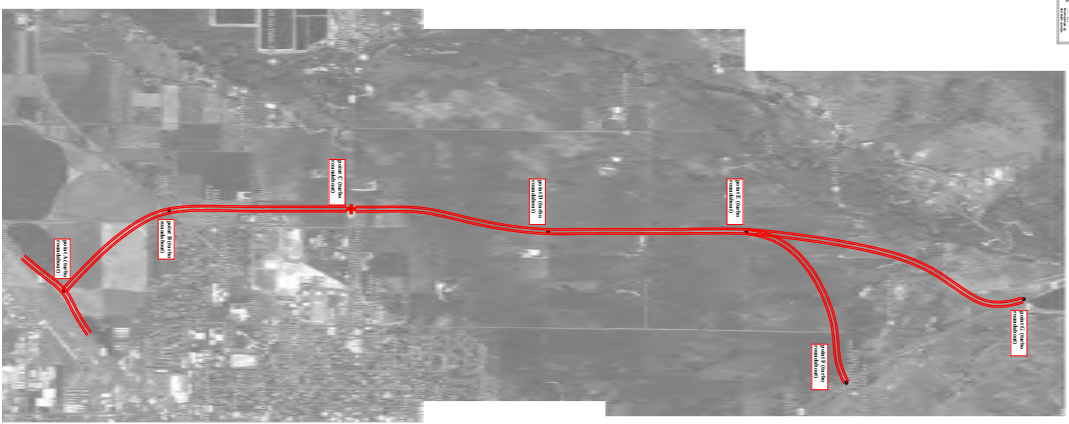


date: September 24, 2020

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		Heber valley "PARKWAY" #Site Full Address	Revisions: <table border="1"> <thead> <tr> <th>#</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	#	DATE	DESCRIPTION							
#	DATE	DESCRIPTION											
PARKWAY concept A2.1		Project update on: 9/24/20											



#215

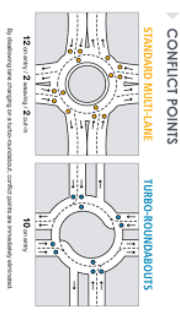


Traditional Intersection

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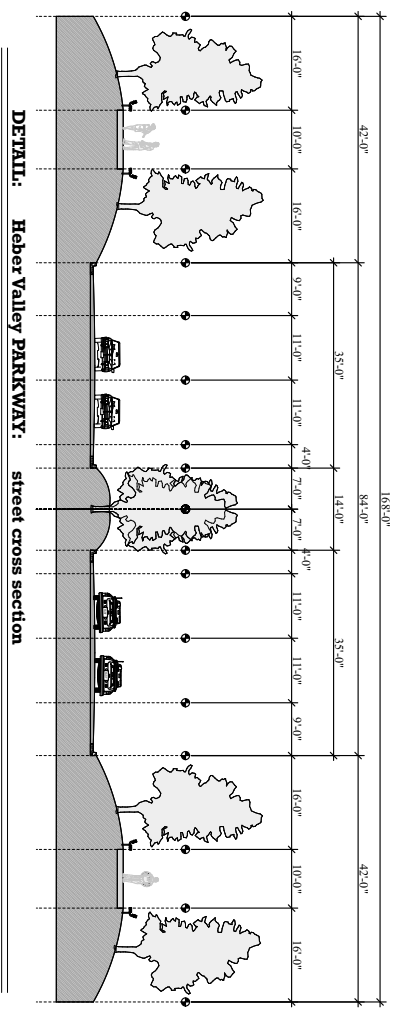
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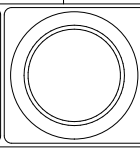
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(Colorado, F 4027405)
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Phone: 435-654-4064
email: lane4064@gmail.com
www.lythgoedesign.com

Lythgoe Design Group, inc.
Architecture - Planning - Design Build

Heber valley "PARKWAY"

#Site Full Address

PROJECT DESCRIPTION: #Project Description
(LDG) - PROJECT #: LDG DATE:

#	DATE	DESCRIPTION

A2.1
PARKWAY
concept

Project update on: 9/24/20

Dear UDOT & Road Reviewers,

I, Emilee King, have lived on Southfield Road since 1995 and currently live at [REDACTED] Road, Heber Ut. I have been VERY concerned about the bypass for the past 25 years and it's efficacy and efficiency. Please consider our – Kody & Emilee King's- concerns with the proposed bypass.

- 1- The bypass was initially proposed to be on the east side of town on Mill Road- a road that **parallels** Heber main street. This previous plan would bypass Heber City efficiently. This plan was changed for the personal benefit of many council members at the time per their homes on Mill Road. The conversation shifted to the west side of town and over the last 25 years Heber City & County have been taking land from developers for the bypass. The current proposed plan does not bypass Heber City but follows an obscure route through the West side of town through the land they've secured for themselves. This route is extremely inconvenient for anyone trying to bypass Heber City and the route would take longer than the current road- not just mileage but also the 90* turns, stop lights & stop signs.
- 2- The sewer fields were condemned for the purpose of irrigation for a sewer system for Heber Valley Residents. It seems with the increased population in Heber and the proposed 50% increase by 2050 that the sewer fields would need to be expanded not reduced in size. We believe this has been largely overlooked and will be unrecoverable if not investigated properly. Additionally, the land was taken from farmers for the sewer fields and paid for by the government. Switching the purpose of this land would be unjust and grounds for a lawsuit by those that were pushed off their farms.
- 3- In their existence the sewer fields are home to migratory birds- specifically sandhill cranes and geese. The proposed bypass would destroy their nesting grounds and disrupt their life cycle.
- 4- The expansion of the Heber City Airport has recently been lumped into the bypass conversation. This is very surprising consider the overwhelming abhorrence Wasatch County residents have for a larger airport. We feel our nearly unanimous vote has been unconscionably overlooked.
- 5- Lastly, in the several different renditions of the proposed bypass our home has been destroyed by the bypass- in one literally having a roundabout resting on top of our home. Would our land be condemned like the farmers from the sewer fields? Would it too be adjusted per the personal interest of Heber City Council members?

We know you have much to consider and appreciate you adherence to the law and Wasatch County Residents best interest. We trust you will change the route of the bypass due to these and other compelling reasons.

-Kody & Emilee King

David and Ann George

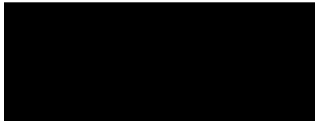
Heber Valley Corridor EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

September 30, 2020

Dear EIS Team,

As one of the residents likely to be most impacted by the proposed Heber By-pass I have the following comments for incorporation into the EIS evaluation. My main points are summarized below:

1. My greatest concern is the potential for major changes in vehicle use such as more mass transit options, working from home and changes in freight traffic, to rail rather than road, which will render any by-pass road obsolete before it is constructed. In a world of rapidly shifting political directions on critical issues such as climate change and renewable energy, it is likely that vehicle use on a per capita basis will decrease due to market forces.
2. The data indicate that most of the traffic on Main Street is local, not oil trucks, commercial trucking or people passing through Heber. There is also a lot of traffic on weekends, particularly summer weekends. Much of this local traffic can be handled at lower cost by improving local streets and through education to limit congestion. This includes de-bottlenecking local streets and making turns easier onto and off of Main Street. Early diversion of traffic to the East of Heber, where most growth is projected, is a necessary option. The basis for any comparison with the by-pass should be the next best, non-bypass alternative...not status quo.
3. Related to point 2 above, the traffic pattern data is incomplete because it does not have the granularity to distinguish where the bulk of local commuters drive. For example, traffic onto Midway Lane and up Center Street is heavy at times and likely to increase. Data on traffic patterns throughout the Heber Valley needs better quantification, growth areas need to be defined to a higher level of detail and then comprehensively analyzed to determine if improvements to surface streets can achieve the desired reduction in congestion at a much lower cost. This will take time to accomplish and it is doubtful that it is envisioned in the scope...a serious deficiency if true.
4. Given the Covid 19 impacts and the possible major changes in vehicle use, as proposed by the Biden candidacy, the data and projections are likely unreliable. Multiple scenarios should be considered to properly evaluate the real need for the bypass. These should include potential changes in commuter habits, such as tele-commuting, implementation of mass transit options and the impact that much higher fuel costs may have on driving habits and commercial transport.



5. The potential for loss of oil production in the Uinta Basin, the possible product of a Biden presidency, could eliminate the need for oil truck traffic through Heber. Even if this does not occur, the proposed oil railroad line from Duchene to Helper must be considered. The traffic studies should consider a 'no oil truck scenario'.
6. The intrinsic value of the beautiful Heber Valley must be maintained. This must be reflected in any potential bypass highway design and route. Visual and sound impacts must be given a high weighting in any analysis. Actual data on sound, nighttime light pollution and visual impacts must be based on analysis of Highway 40 west of River Road. This may be in conflict with recognized engineering criteria but it is the only valid basis to judge the impact. The highway has been described as a scenic highway but this should not be at the expense of the beauty of the valley as it now exists...minimization of visual impact is a very high priority.
7. Local neighborhoods are, in some cases, likely to require access across the bypass, which sounds dangerous given the heavy traffic. How will this be accommodated?
8. A truck only bypass road with a low speed limit should be considered. This could largely use existing roadways although some widening might be required. Intersections could be managed by stop lights which would also serve to keep speeds low.
9. Our property at 1440 W and 650 S is shown on the maps to be one of the most impacted by the proposed bypass. The bypass route, which used to be east of our property, is now bisecting my property. Given the easements, this renders our property worthless as a residential property. This very planning process makes it very difficult if not impossible to sell our property. Developers to the east will be well served by the new alignment. The possibility that their influence has resulted in this new alignment cannot be ignored. Any impact assessment must include fair evaluation of the 'taking' of land. A better alignment would be based on the entire bypass routed to the East of my property and East of the current Heber Light and Power property (formerly the Riley Probst's property) where they intend to construct a large electrical substation.
10. This project is almost certainly much lower priority for UDOT and Federal Funding than accommodating the explosive growth in Salt Lake and Utah Counties. These counties are growing at a population increase, in absolute numbers, that is much higher than in Wasatch County. A realistic assessment is the Heber Bypass is unjustified and uneconomic. The best non-bypass alternative needs careful consideration.



Discussion

Routing and Current Developments

The evolution of concepts for a high speed road or 'freeway' around Heber City has been proposed for over 20 years. Early plans called for a bypass to the east of Main Street but land owners managed to get this delayed or changed to preserve the development potential of their land. More recently, the plans focused on a bypass from Highway 40 North of Heber, across to Midway Lane and South to Highway 189 along the Heber City-Wasatch County boundary. This alignment was even part of easements granted by certain land owners to gain approval for high density developments around the vicinity of 650 S. These easements were not legal because they ignored the traditional property boundaries to the west, our property, a fact that was missed by Heber City and Wasatch County planners. Although this issue is probably best taken up with Heber City and Wasatch County, any dispute could impact planning and the EIS.

It seems only logical that a proposed route that is entirely on currently undeveloped land is superior to one that requires a costly and perhaps lengthy land acquisition process.

Local Access Concerns

The dead-end road at 650 South serves its local residents and agricultural properties and it is a very popular walking, running, biking and stroller route with ready access for residents in the neighborhoods to the East of Southfield Road and visitors to the County Recreation grounds. There needs to be a way to preserve the ready access for residents to the East and for residents along 650 South. The only logical option is an underpass for the By-pass road and a level road to connect 650 South to Southfield Road.

All other options would make continued use of 650 South as a recreational spot unattractive. If the below grade by-pass road were continued beyond the Heber Creeper Railroad tracks preservation of that asset would be realized as well.

Environmental Concerns

Water Quality

Water quality, particularly culinary wells, will likely be seriously compromised by the by-pass road. Currently residents using culinary wells enjoy wonderful quality water and at a very low cost. While it might be technically feasible to connect well water users to the Heber City culinary water system, the quality would degrade and costs would increase. The only fair option is to protect the existing well water or replace it in kind (volume, quality and cost).

Run off from the roadway, particularly salt water in winter, should be collected and sent to the Wasatch County Sanitary Sewer District plant or directed to holding ponds. Mature trees surround our property

and others and these would be very likely be adversely effected by salt water or contaminated run off water. Routing to the East of my property would partially alleviate this concern.

Sound

Anyone walking anywhere near to Highway 40 will be struck by the loud the road noise. Much of this is from heavy trucks, trucks with heavily lugged tires and often motorcycles with loud and obviously illegal exhaust system. Noise impact must be considered in the EIS and the base measurements should be the traffic along Highway 40. The use of other 'standard engineering assumptions' is fraught with problems and unnecessary when a perfect surrogate is available.

Noise is also a function of the road surface (asphalt pavement or concrete) and vehicle speed. Concrete roads generate much higher noise levels. UDOT should specify only asphalt roads for this project.

UDOT has stated that proposed speed limit for the by-pass road will be 55 MPH. Who is served by this higher speed limit other than purely commercial traffic? The speed limit should be set at no more than 40 MPH. I realize that enforcement is not a UDOT responsibility but most citizens will agree that traffic flows on most highways at much higher than the posted speed limit.

Sound walls, particularly ones designed not to reflect sound, should be specified. They are good enough for the Jeremy Ranch part of I-80 and should be included in the EIS and project specifications.

Light pollution is not simply from fixed street lamps but the ever increasingly irritating lights from vehicles, particularly those with high powered after-market lights...illegal for road use. Still, these lights are commonly used when traffic is light, resulting in a stroboscopic flash intrusion into the night. While enforcement is the correct approach to illegal use of vehicle lights, the EIS should address how to engineer out the impact of these high powered lights on nearby residents. Again, sound walls can serve as light barriers as well. Proper landscaping, particularly trees, can also shield against stray lighting. The best option may well be to locate the by-pass road below grade, as mentioned above.

Air Pollution

Air quality in Heber City has been degrading and the Division of Air Quality should be consulted to obtain credible projections for air pollution emanating from vehicular traffic. I suspect that the move to more electric vehicles combined with further gains in vehicle emissions will make this a non-issue. Perhaps this is the time to consider air quality over a much smaller area, such as adjacent to high capacity roadways. Again, a perfect surrogate is available along Highway 40. The Division of Air Quality should be consulted to understand environmental impacts along roadways.

Salt spray off of a high speed highway cannot be ignored. Salt spray along Highway 40 was cited as one reason that HL&P and RMP constructed much higher electrical transmission poles; they were having flash-overs during the winter. The soon to be constructed RMP and HLP electrical substation at about 1500 West and 750 South will be adjacent to the by-pass road. The higher voltages (138kV vs 44 kV) will make salt based arcing more likely. This argues for lower speeds and a sub-grade highway.

David and Ann George

Enforcement of Traffic Flows

While it may be possible to coerce truckers to use the by-pass road, unless they need to buy a meal or fuel, it will be nearly impossible to enforce the use of the by-pass for other traffic. Savvy commuters already use River Road and Midway Lane to circumvent congestion on Main Street. The traffic models should maximize use of these routes. A few more accessible road ways could alleviate the projected congestion on Main Street.

Since the bulk of the growth in the Heber Valley will be to the east of Main Street and around State Highway 32, do the traffic models have sufficient granularity to consider how these high growth areas will contribute to Main Street traffic?

Wasatch County and Heber City Land Use Plans

I have the impression that a number of land use decisions have been made between Heber City, Wasatch County and certain landowners and utilities, specifically Rocky Mountain Power and Heber Light and Power. In the interest of transparency, all of these agreements, understandings and plans should be disclosed now and made generally available as part of the EIS. .

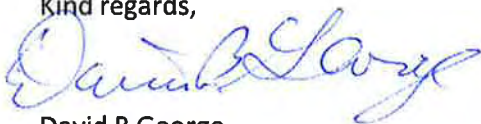
The "Walkable" Heber City Concept

I can understand the attractiveness of making Heber City a walking friendly town similar to Park City but this is unrealistic. Park City is a town at the end of a highway, has virtually no through traffic and centered on two ski resorts with a huge tourist visitation. Heber's plans to emulate this model are unrealistic. Consider the number of food stores, auto dealerships, hardware stores, etc. and one can see that Heber has gone far past the point of making it a walking friendly city. Midway might achieve that status but not Heber. Heber is more analogous to Moab. Thus, traffic modeling on Main Street should not be driven by pedestrian-traffic considerations. Walk-overs or tunnels could serve to reduce pedestrian traffic concerns.

My Active Participation

I have worked in industry for 50 years and served on a number of community boards, including as the Chair of the Utah Air Quality Board. Currently I am a consultant to the international mining industry. I would like to play a more active role in this process. I'm not sure how the citizens committee was selected and the names seem qualified but as one of the most impacted residents, I would like to serve in a more formal basis.

Kind regards,



David B George