

# **WORK MEETING**

**AGENDA  
AND  
STAFF MEMO**

**HEBER CITY CORPORATION**  
**75 North Main Street**  
**Heber City, Utah**  
**City Council Meeting**  
**July 3, 2014**

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

**DISCUSSION ITEMS**

**Item A** - GSBS Architects, Public Safety Building Update

**Item B** – Mel McQuarrie, Discuss Waiving Bond Requirement for The Cove At Valley Hills Plat Amendment #1, Lots 66 and 67

**Item C** – Bart Mumford, Report on Traffic Signage Study

**OTHER ITEMS AS NECESSARY**

Ordinance 2006-05 allows Heber City Council Members to participate in meetings via telecommunications media.

In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Michelle Kellogg at the Heber City Offices (435) 654-0757 at least eight hours prior to the meeting.

Posted on June 26, 2014, in the Heber City Municipal Building located at 75 North Main, Wasatch County Building, Wasatch County Community Development Building, Wasatch County Library, on the Heber City Website at [www.ci.heber.ut.us](http://www.ci.heber.ut.us), and on the Utah Public Notice Website at <http://pmn.utah.gov>. Notice provided to the Wasatch Wave on June 26, 2014.

# Memo

**To: Mayor and City Council**  
**From: Mark K. Anderson**  
**Date: 06/26/2014**  
**Re: City Council Agenda Items**

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## WORK MEETING

**Item A - GSBS Architects, Public Safety Building Update (20 minutes):** Brian Jacobson, GSBS Architect, has asked to meet with the Council to give an update on the progress of the Public Safety Building. The project is now in the design development stage. Enclosed is a simplified set of architectural drawings and landscape plan that Brian wants to review with the Council. Also enclosed is a picture of the proposed sample exterior colors for the building. Although we are expecting an updated cost estimate for the project, we will not have that information until after July 3<sup>rd</sup>.

**Item B – Mel McQuarrie, Discuss Waiving Bond Requirement for The Cove At Valley Hills Plat Amendment #1, Lots 66 and 67 (10 minutes):** Mel McQuarrie is coming before the Council to discuss the subdivision improvement requirements for Lot 66 and 67 of the Cove and Valley Hills Plat Amendment #1. In review of this issue, I am providing the following documents:

- City Council Minutes for May 16, 2013
- Staff Report from Tony Kohler
- Subdivision Agreement for The Cove at Valley Hills Plat Amendment #1
- The Cove at Valley Hills Amended Plat

In discussing this matter with Bart Mumford, the question appears to be whether or not the developer or lot owner will be required to install a retaining wall on Lot 66 and 67. If the developer, should the wall be bonded for? It appears that Mr. McQuarrie would want this obligation to go to the lot owner. Because the plat was not recorded within one year of approval, the matter will have to come back to the City Council for a new approval. The Council will need to decide whether or not the retaining wall needs to be installed before building permits are issued and who is obligated to make sure it is installed. At this time, the City is still dealing with the continual sloughing off of dirt/rocks onto the sidewalk which the landowner has done a poor job of maintaining.

**Item C – Bart Mumford, Report on Traffic Signage Study (30 minutes):** Horrocks Engineers has completed the first phase of the traffic signage study and Bart Mumford and a representative from Horrocks Engineers will present the recommendations that are made in the study. (See enclosed staff report and associated documents.) In summary, the study recommends the placement of many new stop signs and the removal of yield signs. Surprisingly, intersections with yield signs require more visibility than uncontrolled intersections as people are more likely to slow at an uncontrolled intersection. I have instructed Stephen Tozier to start acquiring stop signs, as the current budget has funds available to support this purchase.

An article on the study will be placed in the City newsletter and Wasatch Wave letting people know that they can view the proposed changes on the City website.

# **DISCUSSION/ ACTION ITEMS**

# TAB A



# HEBER CITY PUBLIC SAFETY BUILDING DESIGN DEVELOPMENT

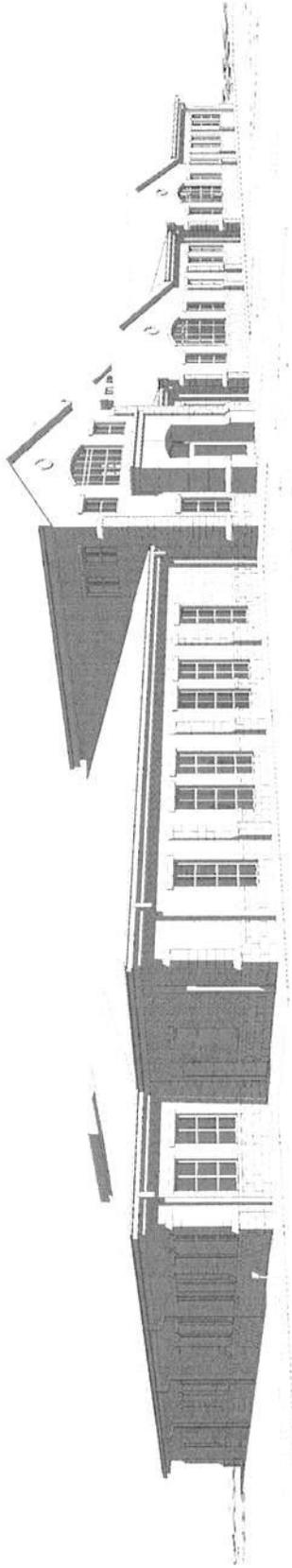
11 WEST 1000 SOUTH  
SALT LAKE CITY, UT 84119  
P: 303.533.8200  
WWW.GSBSARCHITECTS.COM

**CIVIL ENGINEERING:**  
11 WEST 1000 SOUTH, SUITE 100  
SALT LAKE CITY, UT 84119  
P: 303.533.8200

**STRUCTURAL ENGINEERING:**  
808 CONSULTING ENGINEERS  
11 WEST 1000 SOUTH, SUITE 100  
SALT LAKE CITY, UT 84119  
P: 303.533.8200

**MECHANICAL ENGINEERING:**  
224 WEST 800 NORTH, SUITE 200  
SALT LAKE CITY, UT 84119  
P: 303.533.8200

**ELECTRICAL ENGINEERING:**  
SPECTRUM ENGINEERS  
224 WEST 800 NORTH, SUITE 200  
SALT LAKE CITY, UT 84119  
P: 303.533.8200



HEBER CITY CORPORATION  
PUBLIC SAFETY BUILDING

HEBER CITY CORPORATION  
PUBLIC SAFETY BUILDING

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PUBLIC SAFETY BUILDING

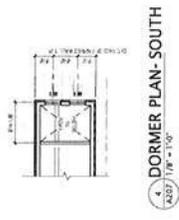
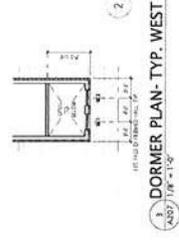
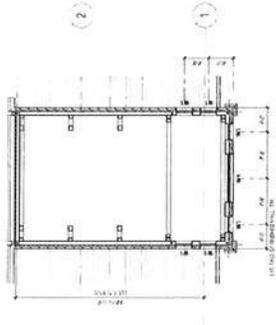
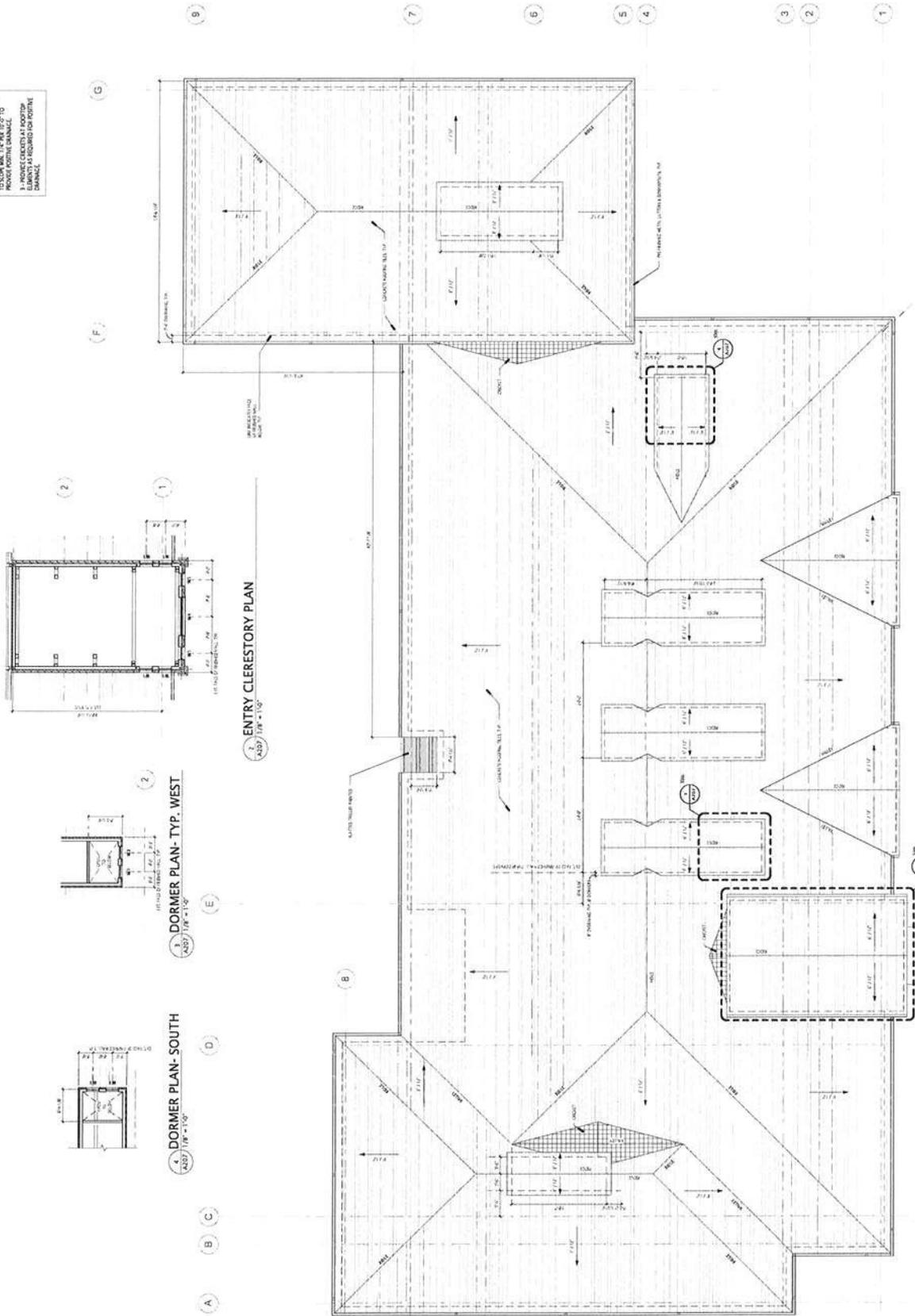






**NOT FOR CONSTRUCTION**

- GENERAL ROOF PLAN NOTES**
1. OVERHANG DIMENSIONS ARE TO EXTERIOR FINISH FACE OF WALL.
  2. REQUIREMENTS FOR DORMERS ARE TO PROVIDE PROPER DRAINAGE.
  3. PROVIDE CEMENT AT FOOTING TO BE GRADED OR FOOTING DRAINAGE.



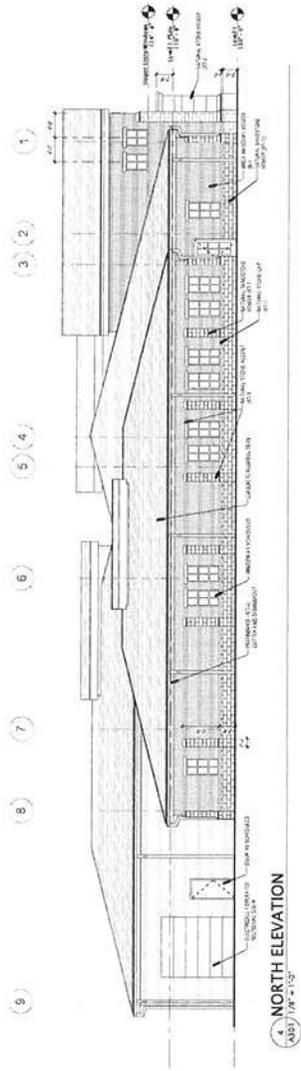
**HEBER CITY PUBLIC SAFETY BUILDING**  
200 SOUTH WARD STREET  
HEBER CITY, UT 84132  
**HEBER CITY CORPORATION**

DESIGNED BY: GSBS ARCHITECTS  
OWNER PROJECT NO.: 17-0001-001-001-001  
DRAWING NO.: 17-0001-001-001-001-001  
SCALE: 1/8" = 1'-0"

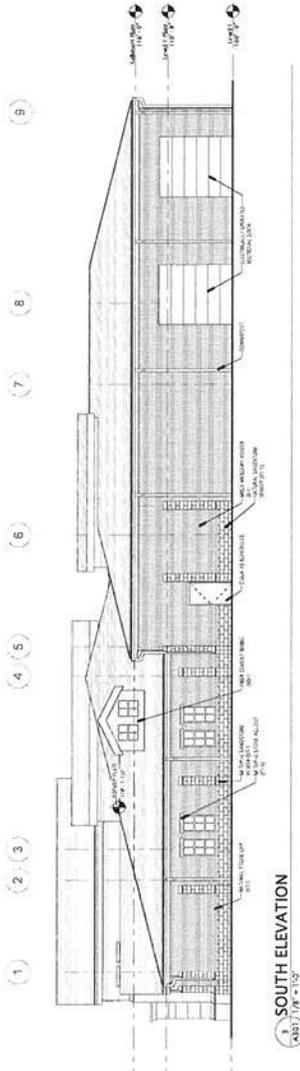
EXTERIOR FINISH LEGEND	
W1	WALLS: BRICK, 4" COMMON BRICK
W2	WALLS: BRICK, 8" COMMON BRICK
W3	WALLS: BRICK, 12" COMMON BRICK
W4	WALLS: BRICK, 16" COMMON BRICK
W5	WALLS: BRICK, 20" COMMON BRICK
W6	WALLS: BRICK, 24" COMMON BRICK
W7	WALLS: BRICK, 30" COMMON BRICK
W8	WALLS: BRICK, 36" COMMON BRICK
W9	WALLS: BRICK, 42" COMMON BRICK
W10	WALLS: BRICK, 48" COMMON BRICK
W11	WALLS: BRICK, 54" COMMON BRICK
W12	WALLS: BRICK, 60" COMMON BRICK
W13	WALLS: BRICK, 66" COMMON BRICK
W14	WALLS: BRICK, 72" COMMON BRICK
W15	WALLS: BRICK, 78" COMMON BRICK
W16	WALLS: BRICK, 84" COMMON BRICK
W17	WALLS: BRICK, 90" COMMON BRICK
W18	WALLS: BRICK, 96" COMMON BRICK
W19	WALLS: BRICK, 102" COMMON BRICK
W20	WALLS: BRICK, 108" COMMON BRICK
W21	WALLS: BRICK, 114" COMMON BRICK
W22	WALLS: BRICK, 120" COMMON BRICK
W23	WALLS: BRICK, 126" COMMON BRICK
W24	WALLS: BRICK, 132" COMMON BRICK
W25	WALLS: BRICK, 138" COMMON BRICK
W26	WALLS: BRICK, 144" COMMON BRICK
W27	WALLS: BRICK, 150" COMMON BRICK
W28	WALLS: BRICK, 156" COMMON BRICK
W29	WALLS: BRICK, 162" COMMON BRICK
W30	WALLS: BRICK, 168" COMMON BRICK
W31	WALLS: BRICK, 174" COMMON BRICK
W32	WALLS: BRICK, 180" COMMON BRICK
W33	WALLS: BRICK, 186" COMMON BRICK
W34	WALLS: BRICK, 192" COMMON BRICK
W35	WALLS: BRICK, 198" COMMON BRICK
W36	WALLS: BRICK, 204" COMMON BRICK
W37	WALLS: BRICK, 210" COMMON BRICK
W38	WALLS: BRICK, 216" COMMON BRICK
W39	WALLS: BRICK, 222" COMMON BRICK
W40	WALLS: BRICK, 228" COMMON BRICK
W41	WALLS: BRICK, 234" COMMON BRICK
W42	WALLS: BRICK, 240" COMMON BRICK
W43	WALLS: BRICK, 246" COMMON BRICK
W44	WALLS: BRICK, 252" COMMON BRICK
W45	WALLS: BRICK, 258" COMMON BRICK
W46	WALLS: BRICK, 264" COMMON BRICK
W47	WALLS: BRICK, 270" COMMON BRICK
W48	WALLS: BRICK, 276" COMMON BRICK
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W51	WALLS: BRICK, 294" COMMON BRICK
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W54	WALLS: BRICK, 312" COMMON BRICK
W55	WALLS: BRICK, 318" COMMON BRICK
W56	WALLS: BRICK, 324" COMMON BRICK
W57	WALLS: BRICK, 330" COMMON BRICK
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W63	WALLS: BRICK, 366" COMMON BRICK
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W65	WALLS: BRICK, 378" COMMON BRICK
W66	WALLS: BRICK, 384" COMMON BRICK
W67	WALLS: BRICK, 390" COMMON BRICK
W68	WALLS: BRICK, 396" COMMON BRICK
W69	WALLS: BRICK, 402" COMMON BRICK
W70	WALLS: BRICK, 408" COMMON BRICK
W71	WALLS: BRICK, 414" COMMON BRICK
W72	WALLS: BRICK, 420" COMMON BRICK
W73	WALLS: BRICK, 426" COMMON BRICK
W74	WALLS: BRICK, 432" COMMON BRICK
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W79	WALLS: BRICK, 462" COMMON BRICK
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W95	WALLS: BRICK, 558" COMMON BRICK
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W97	WALLS: BRICK, 570" COMMON BRICK
W98	WALLS: BRICK, 576" COMMON BRICK
W99	WALLS: BRICK, 582" COMMON BRICK
W100	WALLS: BRICK, 588" COMMON BRICK

**GENERAL NOTES**

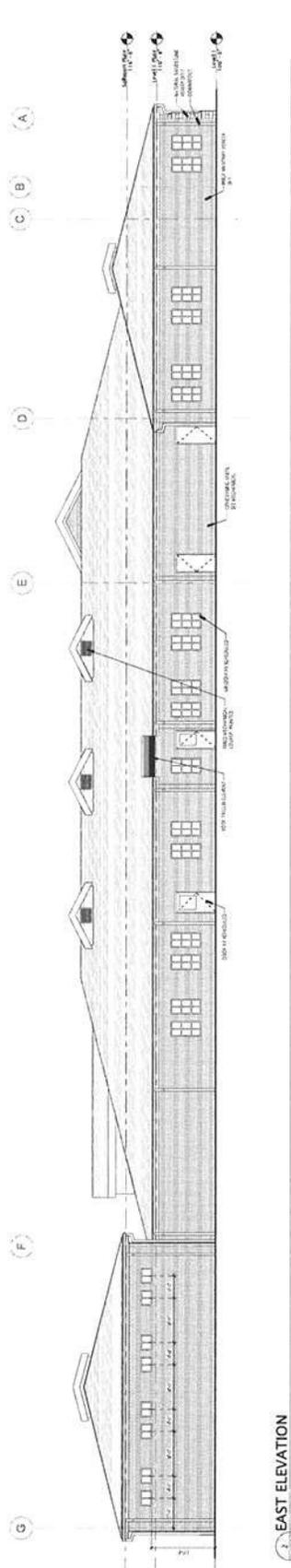
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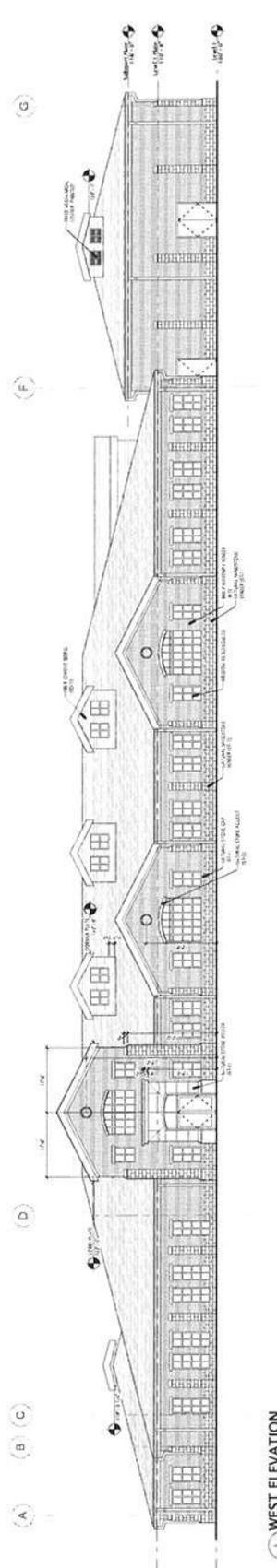
**4 NORTH ELEVATION**  
ASB 1/8" = 1'-0"



**3 SOUTH ELEVATION**  
ASB 1/8" = 1'-0"



**2 EAST ELEVATION**  
ASB 1/8" = 1'-0"

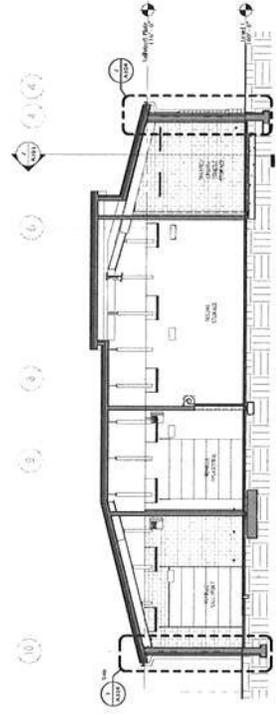


**WEST ELEVATION**  
ASB 1/8" = 1'-0"

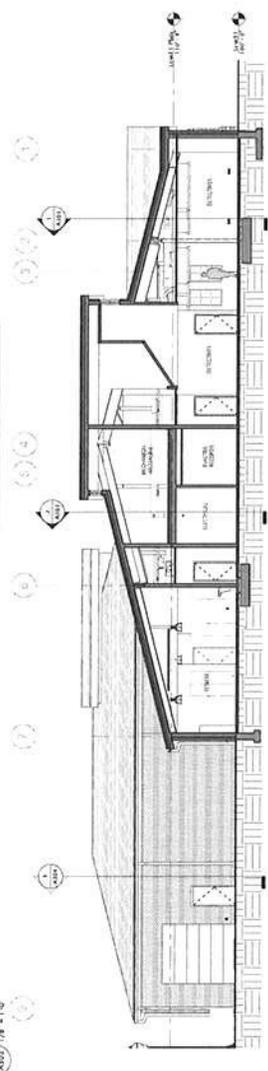
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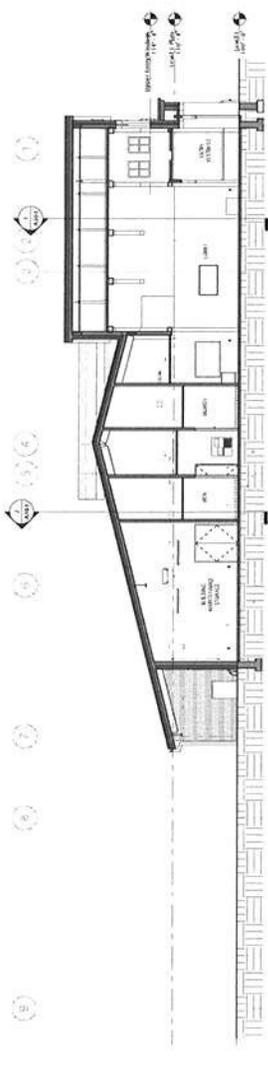
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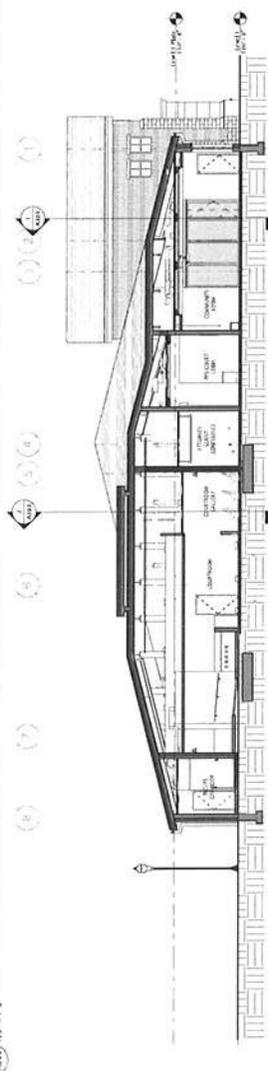
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ABS2 / 1/8" = 1'-0"



4 E/W SECTION - POLICE  
ABS2 / 1/8" = 1'-0"



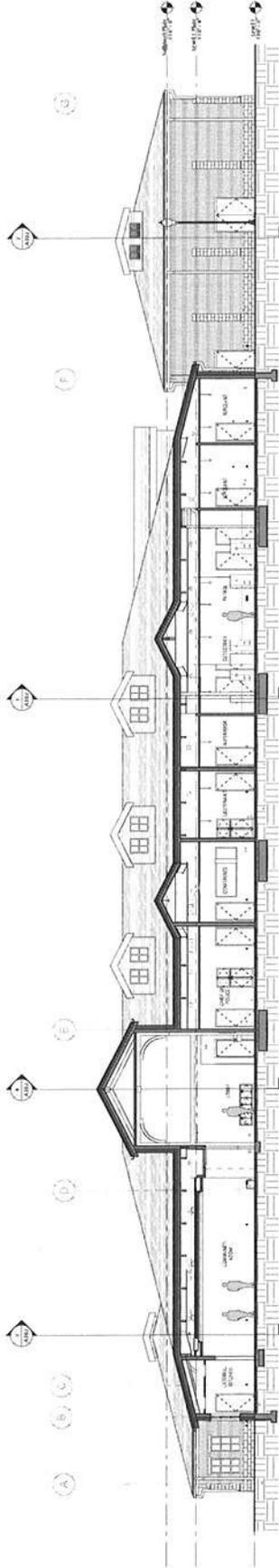
4 E/W SECTION - LOBBY  
ABS2 / 1/8" = 1'-0"



3 E/W SECTION - JUSTICE COURT  
ABS2 / 1/8" = 1'-0"

01/14/17

NOT FOR CONSTRUCTION



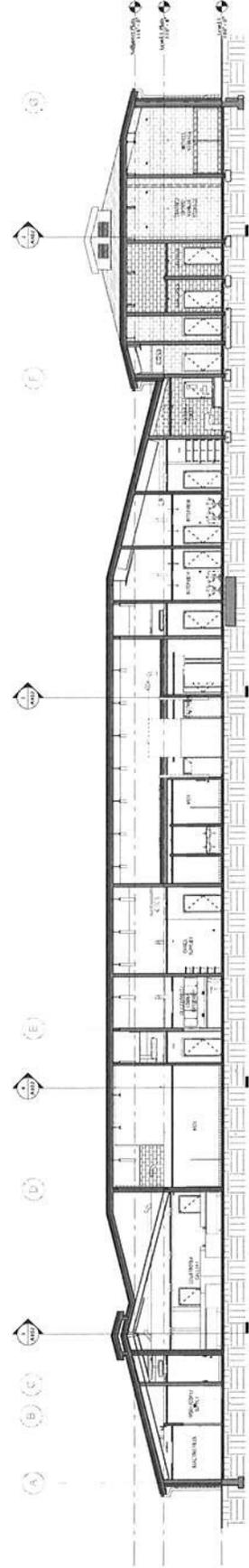
1 N/S BUILDING SECTION  
1/8" = 1'-0"

HEBER CITY  
PUBLIC SAFETY  
BUILDING

200 SOUTH MAIN STREET  
HEBER CITY, UT 84032  
HEBER CITY CORPORATION

OWNER PROJECT NO. 15-0000  
ARCHITECT PROJECT NO. 15-0000  
ISSUED DATE 01/14/17

BUILDING SECTIONS



2 N/S BUILDING SECTION  
1/8" = 1'-0"





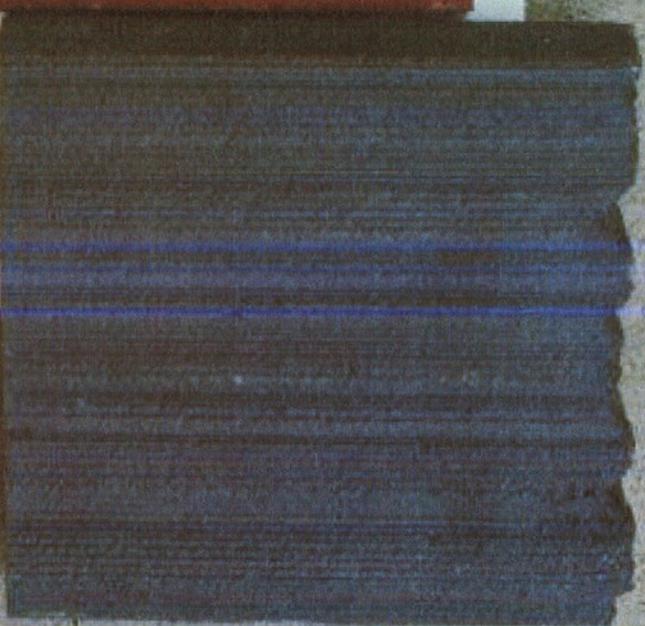
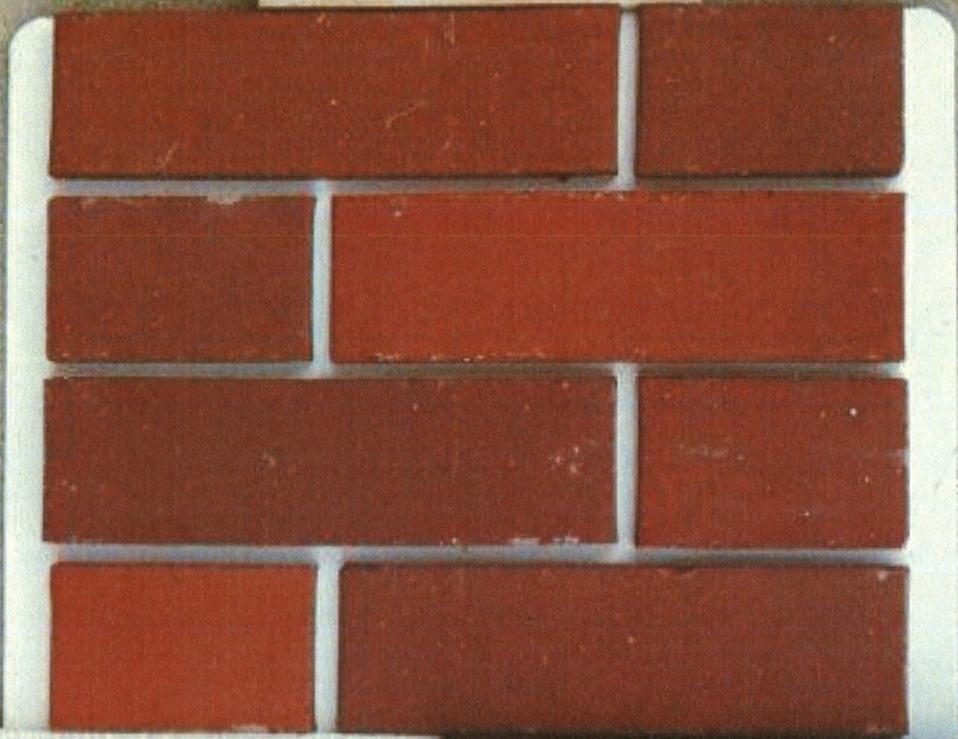
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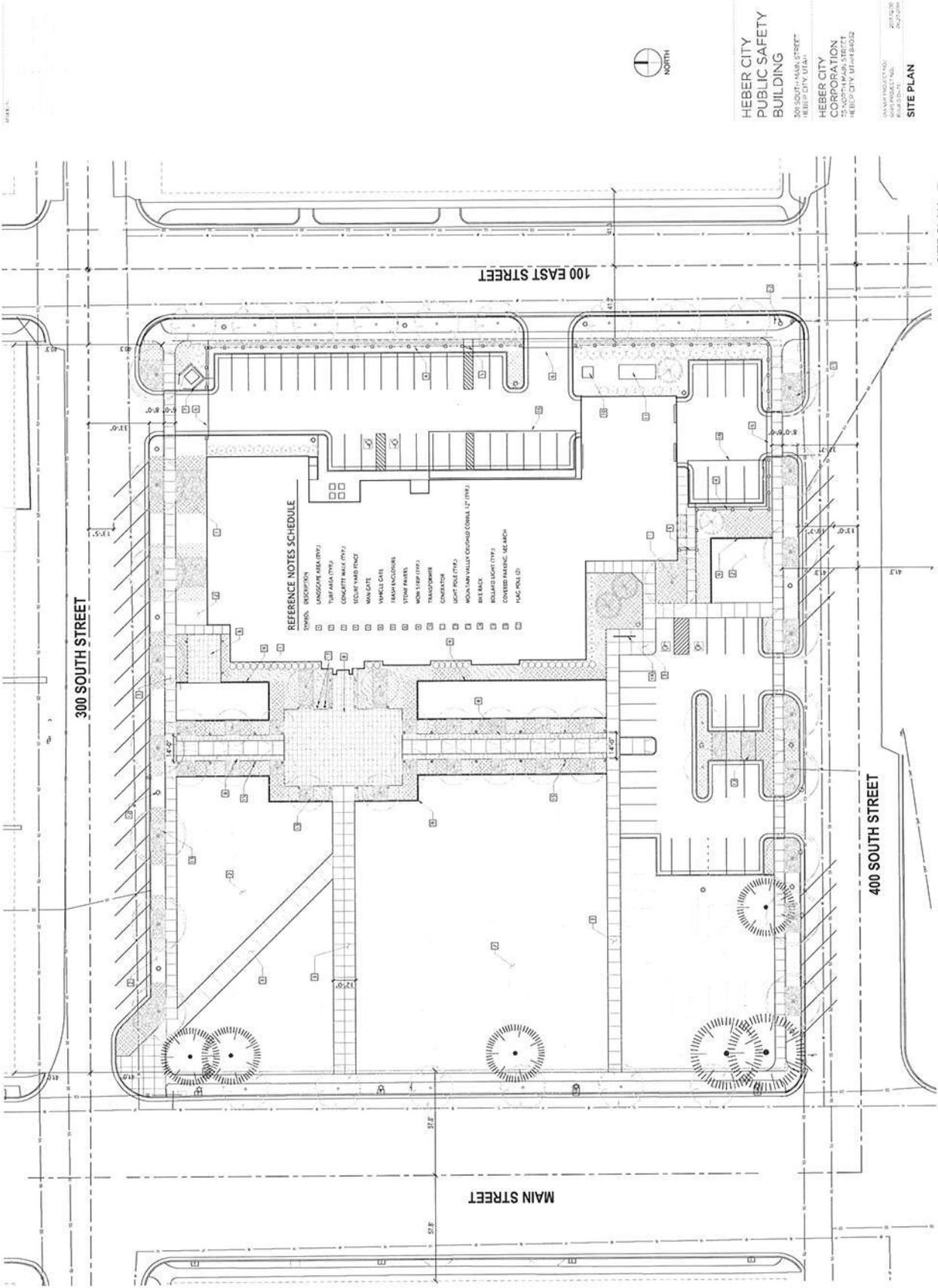
HEBER CITY  
PUBLIC SAFETY  
BUILDING

307 SOUTH WARD STREET  
HEBER CITY, UT 84057  
HEBER CITY CORPORATION

DESIGNED BY GSBS ARCHITECTS  
OWNER PROJECT NO. 15-0000000000000000  
DRAWING NO. 15-0000000000000000  
DATE 04.22.2015  
REFLECTED CEILING PLAN

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TYPE 4	6" x 6" RECESSED PANEL
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TYPE 6	12" x 12" RECESSED PANEL
TYPE 7	18" x 18" RECESSED PANEL
TYPE 8	24" x 24" RECESSED PANEL
TYPE 9	36" x 36" RECESSED PANEL
TYPE 10	48" x 48" RECESSED PANEL
TYPE 11	60" x 60" RECESSED PANEL
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TYPE 53	564" x 564" RECESSED PANEL
TYPE 54	576" x 576" RECESSED PANEL
TYPE 55	588" x 588" RECESSED PANEL
TYPE 56	600" x 600" RECESSED PANEL
TYPE 57	612" x 612" RECESSED PANEL
TYPE 58	624" x 624" RECESSED PANEL
TYPE 59	636" x 636" RECESSED PANEL
TYPE 60	648" x 648" RECESSED PANEL
TYPE 61	660" x 660" RECESSED PANEL
TYPE 62	672" x 672" RECESSED PANEL
TYPE 63	684" x 684" RECESSED PANEL
TYPE 64	696" x 696" RECESSED PANEL
TYPE 65	708" x 708" RECESSED PANEL
TYPE 66	720" x 720" RECESSED PANEL
TYPE 67	732" x 732" RECESSED PANEL
TYPE 68	744" x 744" RECESSED PANEL
TYPE 69	756" x 756" RECESSED PANEL
TYPE 70	768" x 768" RECESSED PANEL
TYPE 71	780" x 780" RECESSED PANEL
TYPE 72	792" x 792" RECESSED PANEL
TYPE 73	804" x 804" RECESSED PANEL
TYPE 74	816" x 816" RECESSED PANEL
TYPE 75	828" x 828" RECESSED PANEL
TYPE 76	840" x 840" RECESSED PANEL
TYPE 77	852" x 852" RECESSED PANEL
TYPE 78	864" x 864" RECESSED PANEL
TYPE 79	876" x 876" RECESSED PANEL
TYPE 80	888" x 888" RECESSED PANEL
TYPE 81	900" x 900" RECESSED PANEL
TYPE 82	912" x 912" RECESSED PANEL
TYPE 83	924" x 924" RECESSED PANEL
TYPE 84	936" x 936" RECESSED PANEL
TYPE 85	948" x 948" RECESSED PANEL
TYPE 86	960" x 960" RECESSED PANEL
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TYPE 89	996" x 996" RECESSED PANEL
TYPE 90	1008" x 1008" RECESSED PANEL
TYPE 91	1020" x 1020" RECESSED PANEL
TYPE 92	1032" x 1032" RECESSED PANEL
TYPE 93	1044" x 1044" RECESSED PANEL
TYPE 94	1056" x 1056" RECESSED PANEL
TYPE 95	1068" x 1068" RECESSED PANEL
TYPE 96	1080" x 1080" RECESSED PANEL
TYPE 97	1092" x 1092" RECESSED PANEL
TYPE 98	1104" x 1104" RECESSED PANEL
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TYPE 105	1188" x 1188" RECESSED PANEL
TYPE 106	1200" x 1200" RECESSED PANEL
TYPE 107	1212" x 1212" RECESSED PANEL
TYPE 108	1224" x 1224" RECESSED PANEL
TYPE 109	1236" x 1236" RECESSED PANEL
TYPE 110	1248" x 1248" RECESSED PANEL
TYPE 111	1260" x 1260" RECESSED PANEL
TYPE 112	1272" x 1272" RECESSED PANEL
TYPE 113	1284" x 1284" RECESSED PANEL
TYPE 114	1296" x 1296" RECESSED PANEL
TYPE 115	1308" x 1308" RECESSED PANEL
TYPE 116	1320" x 1320" RECESSED PANEL
TYPE 117	1332" x 1332" RECESSED PANEL
TYPE 118	1344" x 1344" RECESSED PANEL
TYPE 119	1356" x 1356" RECESSED PANEL
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TYPE 126	1440" x 1440" RECESSED PANEL
TYPE 127	1452" x 1452" RECESSED PANEL
TYPE 128	1464" x 1464" RECESSED PANEL
TYPE 129	1476" x 1476" RECESSED PANEL
TYPE 130	1488" x 1488" RECESSED PANEL
TYPE 131	1500" x 1500" RECESSED PANEL
TYPE 132	1512" x 1512" RECESSED PANEL
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TYPE 134	1536" x 1536" RECESSED PANEL
TYPE 135	1548" x 1548" RECESSED PANEL
TYPE 136	1560" x 1560" RECESSED PANEL
TYPE 137	1572" x 1572" RECESSED PANEL
TYPE 138	1584" x 1584" RECESSED PANEL
TYPE 139	1596" x 1596" RECESSED PANEL
TYPE 140	1608" x 1608" RECESSED PANEL
TYPE 141	1620" x 1620" RECESSED PANEL
TYPE 142	1632" x 1632" RECESSED PANEL
TYPE 143	1644" x 1644" RECESSED PANEL
TYPE 144	1656" x 1656" RECESSED PANEL
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TYPE 147	1692" x 1692" RECESSED PANEL
TYPE 148	1704" x 1704" RECESSED PANEL
TYPE 149	1716" x 1716" RECESSED PANEL
TYPE 150	1728" x 1728" RECESSED PANEL
TYPE 151	1740" x 1740" RECESSED PANEL
TYPE 152	1752" x 1752" RECESSED PANEL
TYPE 153	1764" x 1764" RECESSED PANEL
TYPE 154	1776" x 1776" RECESSED PANEL
TYPE 155	1788" x 1788" RECESSED PANEL
TYPE 156	1800" x 1800" RECESSED PANEL
TYPE 157	1812" x 1812" RECESSED PANEL
TYPE 158	1824" x 1824" RECESSED PANEL
TYPE 159	1836" x 1836" RECESSED PANEL
TYPE 160	1848" x 1848" RECESSED PANEL
TYPE 161	1860" x 1860" RECESSED PANEL
TYPE 162	1872" x 1872" RECESSED PANEL
TYPE 163	1884" x 1884" RECESSED PANEL
TYPE 164	1896" x 1896" RECESSED PANEL
TYPE 165	1908" x 1908" RECESSED PANEL
TYPE 166	1920" x 1920" RECESSED PANEL
TYPE 167	1932" x 1932" RECESSED PANEL
TYPE 168	1944" x 1944" RECESSED PANEL
TYPE 169	1956" x 1956" RECESSED PANEL
TYPE 170	1968" x 1968" RECESSED PANEL
TYPE 171	1980" x 1980" RECESSED PANEL
TYPE 172	1992" x 1992" RECESSED PANEL
TYPE 173	2004" x 2004" RECESSED PANEL
TYPE 174	2016" x 2016" RECESSED PANEL
TYPE 175	2028" x 2028" RECESSED PANEL
TYPE 176	2040" x 2040" RECESSED PANEL
TYPE 177	2052" x 2052" RECESSED PANEL
TYPE 178	2064" x 2064" RECESSED PANEL
TYPE 179	2076" x 2076" RECESSED PANEL
TYPE 180	2088" x 2088" RECESSED PANEL
TYPE 181	2100" x 2100" RECESSED PANEL
TYPE 182	2112" x 2112" RECESSED PANEL
TYPE 183	2124" x 2124" RECESSED PANEL
TYPE 184	2136" x 2136" RECESSED PANEL
TYPE 185	2148" x 2148" RECESSED PANEL
TYPE 186	2160" x 2160" RECESSED PANEL
TYPE 187	2172" x 2172" RECESSED PANEL
TYPE 188	2184" x 2184" RECESSED PANEL
TYPE 189	2196" x 2196" RECESSED PANEL
TYPE 190	2208" x 2208" RECESSED PANEL
TYPE 191	2220" x 2220" RECESSED PANEL
TYPE 192	2232" x 2232" RECESSED PANEL
TYPE 193	2244" x 2244" RECESSED PANEL
TYPE 194	2256" x 2256" RECESSED PANEL
TYPE 195	2268" x 2268" RECESSED PANEL
TYPE 196	2280" x 2280" RECESSED PANEL
TYPE 197	2292" x 2292" RECESSED PANEL
TYPE 198	2304" x 2304" RECESSED PANEL
TYPE 199	2316" x 2316" RECESSED PANEL
TYPE 200	2328" x 2328" RECESSED PANEL
TYPE 201	2340" x 2340" RECESSED PANEL
TYPE 202	2352" x 2352" RECESSED PANEL
TYPE 203	2364" x 2364" RECESSED PANEL
TYPE 204	2376" x 2376" RECESSED PANEL
TYPE 205	2388" x 2388" RECESSED PANEL
TYPE 206	2400" x 2400" RECESSED PANEL
TYPE 207	2412" x 2412" RECESSED PANEL
TYPE 208	2424" x 2424" RECESSED PANEL
TYPE 209	2436" x 2436" RECESSED PANEL
TYPE 210	2448" x 2448" RECESSED PANEL
TYPE 211	2460" x 2460" RECESSED PANEL
TYPE 212	2472" x 2472" RECESSED PANEL
TYPE 213	2484" x 2484" RECESSED PANEL
TYPE 214	2496" x 2496" RECESSED PANEL
TYPE 215	2508" x 2508" RECESSED PANEL
TYPE 216	2520" x 2520" RECESSED PANEL
TYPE 217	2532" x 2532" RECESSED PANEL
TYPE 218	2544" x 2544" RECESSED PANEL
TYPE 219	2556" x 2556" RECESSED PANEL
TYPE 220	2568" x 2568" RECESSED PANEL
TYPE 221	2580" x 2580" RECESSED PANEL
TYPE 222	2592" x 2592" RECESSED PANEL
TYPE 223	2604" x 2604" RECESSED PANEL
TYPE 224	2616" x 2616" RECESSED PANEL
TYPE 225	2628" x 2628" RECESSED PANEL
TYPE 226	2640" x 2640" RECESSED PANEL
TYPE 227	2652" x 2652" RECESSED PANEL
TYPE 228	2664" x 2664" RECESSED PANEL
TYPE 229	2676" x 2676" RECESSED PANEL
TYPE 230	2688" x 2688" RECESSED PANEL
TYPE 231	2700" x 2700" RECESSED PANEL
TYPE 232	2712" x 2712" RECESSED PANEL
TYPE 233	2724" x 2724" RECESSED PANEL
TYPE 234	2736" x 2736" RECESSED PANEL
TYPE 235	2748" x 2748" RECESSED PANEL
TYPE 236	2760" x 2760" RECESSED PANEL
TYPE 237	2772" x 2772" RECESSED PANEL
TYPE 238	2784" x 2784" RECESSED PANEL
TYPE 239	2796" x 2796" RECESSED PANEL
TYPE 240	2808" x 2808" RECESSED PANEL
TYPE 241	2820" x 2820" RECESSED PANEL
TYPE 242	2832" x 2832" RECESSED PANEL
TYPE 243	2844" x 2844" RECESSED PANEL
TYPE 244	2856" x 2856" RECESSED PANEL
TYPE 245	2868" x 2868" RECESSED PANEL
TYPE 246	2880" x 2880" RECESSED PANEL
TYPE 247	2892" x 2892" RECESSED PANEL
TYPE 248	2904" x 2904" RECESSED PANEL
TYPE 249	2916" x 2916" RECESSED PANEL
TYPE 250	2928" x 2928" RECESSED PANEL
TYPE 251	2940" x 2940" RECESSED PANEL
TYPE 252	2952" x 2952" RECESSED PANEL
TYPE 253	2964" x 2964" RECESSED PANEL
TYPE 254	2976" x 2976" RECESSED PANEL
TYPE 255	2988" x 2988" RECESSED PANEL
TYPE 256	3000" x 3000" RECESSED PANEL
TYPE 257	3012" x 3012" RECESSED PANEL
TYPE 258	3024" x 3024" RECESSED PANEL
TYPE 259	3036" x 3036" RECESSED PANEL
TYPE 260	3048" x 3048" RECESSED PANEL
TYPE 261	3060" x 3060" RECESSED PANEL
TYPE 262	3072" x 3072" RECESSED PANEL
TYPE 263	3084" x 3084" RECESSED PANEL
TYPE 264	3096" x 3096" RECESSED PANEL
TYPE 265	3108" x 3108" RECESSED PANEL
TYPE 266	3120" x 3120" RECESSED PANEL
TYPE 267	3132" x 3132" RECESSED PANEL
TYPE 268	3144" x 3144" RECESSED PANEL
TYPE 269	3156" x 3156" RECESSED PANEL
TYPE 270	3168" x 3168" RECESSED PANEL
TYPE 271	3180" x 3180" RECESSED PANEL
TYPE 272	3192" x 3192" RECESSED PANEL
TYPE 273	3204" x 3204" RECESSED PANEL
TYPE 274	3216" x 3216" RECESSED PANEL
TYPE 275	3228" x 3228" RECESSED PANEL
TYPE 276	3240" x 3240" RECESSED PANEL
TYPE 277	3252" x 3252" RECESSED PANEL
TYPE 278	3264" x 3264" RECESSED PANEL
TYPE 279	3276" x 3276" RECESSED PANEL
TYPE 280	3288" x 3288" RECESSED PANEL
TYPE 281	3300" x 3300" RECESSED PANEL
TYPE 282	3312" x 3312" RECESSED PANEL
TYPE 283	3324" x 3324" RECESSED PANEL
TYPE 284	3336" x 3336" RECESSED PANEL
TYPE 285	3348" x 3348" RECESSED PANEL
TYPE 286	3360" x 3360" RECESSED PANEL
TYPE 287	3372" x 3372" RECESSED PANEL
TYPE 288	3384" x 3384" RECESSED PANEL
TYPE 289	3396" x 3396" RECESSED PANEL
TYPE 290	3408" x 3408" RECESSED PANEL
TYPE 291	3420" x 3420" RECESSED PANEL
TYPE 292	3432" x 3432" RECESSED PANEL
TYPE 293	3444" x 3444" RECESSED PANEL
TYPE 294	3456" x 3456" RECESSED PANEL
TYPE 295	3468" x 3468" RECESSED PANEL
TYPE 296	3480" x 3480" RECESSED PANEL
TYPE 297	3492" x 3492" RECESSED PANEL
TYPE 298	3504" x 3504" RECESSED PANEL
TYPE 299	3516" x 3516" RECESSED PANEL
TYPE 300	3528" x 3528" RECESSED PANEL
TYPE 301	3540" x 3540" RECESSED PANEL
TYPE 302	3552" x 3552" RECESSED PANEL
TYPE 303	3564" x 3564" RECESSED PANEL
TYPE 304	3576" x 3576" RECESSED PANEL
TYPE 305	3588" x 3588" RECESSED PANEL
TYPE 306	3600





**HEBER CITY  
PUBLIC SAFETY  
BUILDING**  
300 SOUTH MAIN STREET  
HEBER CITY, UT 84054

**HEBER CITY  
CORPORATION**  
300 SOUTH MAIN STREET  
HEBER CITY, UT 84054

OWNER: PROJECT NO. 2014-020  
DESIGNER: GSBS ARCHITECTS  
DATE: 10/20/14

**SITE PLAN**

**SITE PLAN**  
SCALE: 1"=20' (A1)

DATE: 05/15/2018



**HEBER CITY  
PUBLIC SAFETY  
BUILDING**

300 SOUTH MAIN STREET  
HEBER CITY, UT 84052

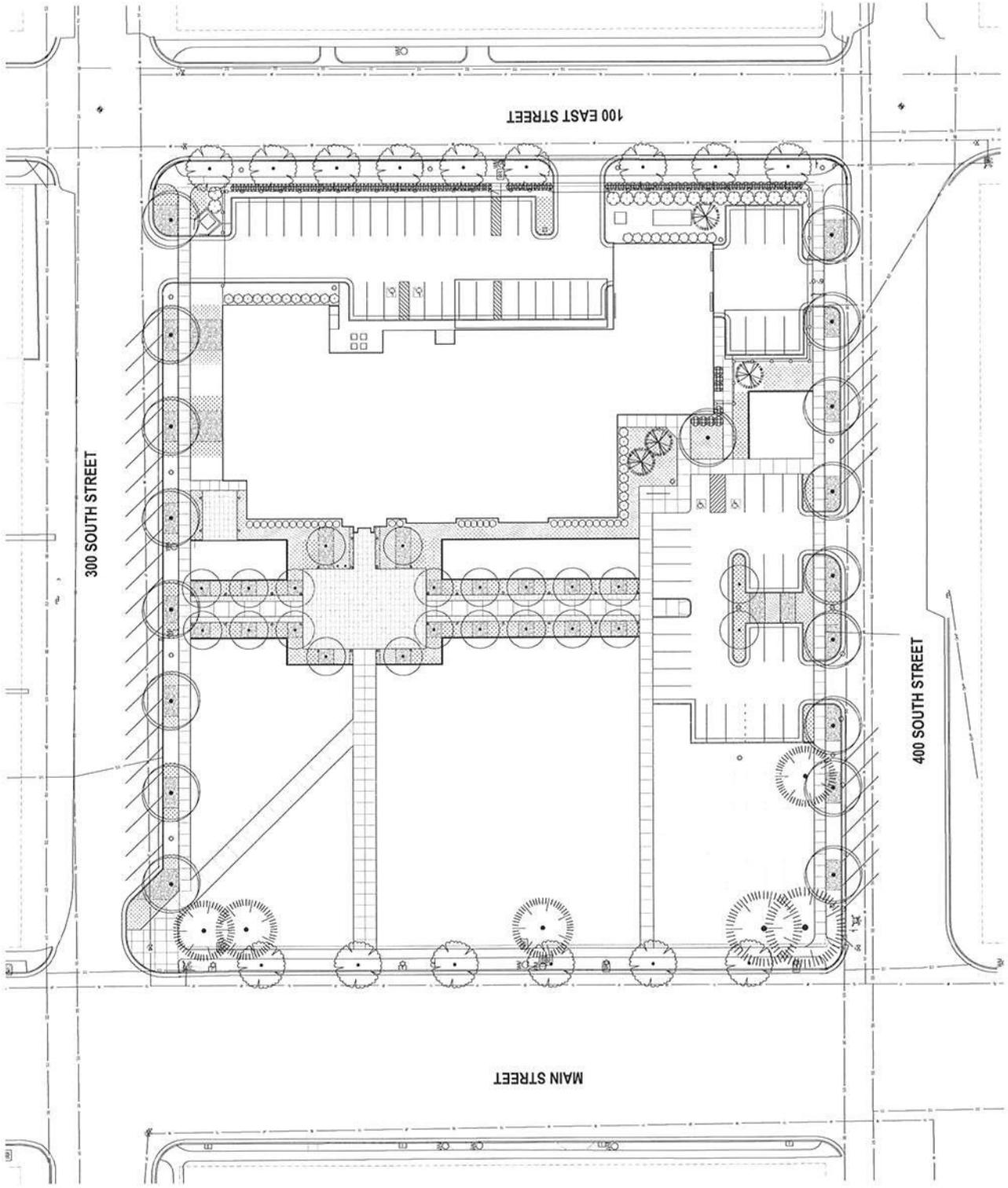
HEBER CITY  
CORPORATION

100 EAST MAIN STREET  
HEBER CITY, UT 84052

PROJECT NO.: 18-001  
PROJECT NAME: PUBLIC SAFETY BUILDING  
PROJECT LOCATION: HEBER CITY, UT 84052

**PLANTING PLAN**

**L2.0**



**PLANTING PLAN**  
SCALE: 1/8" = 1'-0"

**TAB B**

Coyote Development, LLC  
P.O. Box 189  
Heber City, UT 84032

June 24, 2014

Heber City Council  
75 North Main  
Heber City, UT 84032

Re: Amendment to Cove at Valley Hills

Dear Council and Mayor,

Coyote Partners request to be on a City Council Work session for the 3<sup>rd</sup> of July to discuss options with regard to the Bonding of improvements for the Approved subdivision (Cove at Valley Hills Plat 1 Amendment).

The purpose for the request is to bring the current Council up to speed with the improvements that are in place as well as the required improvements to service two new lots. To discuss options for bonding or to wave the bonding requirement due to the minimal amount of improvements required to finalize the Plat.

Our goal would be to come to resolution on the requirements and to record the Plat as quickly as possible to allow movement forward with the City receiving the requested acreage around the Valley hill Water Tank, Lots 41,42 and 38 are corrected and the two new lots created are recorded. This would minimize the efforts and expenses for all.

Look forward to your discussion.

Sincerely,

Melvin McQuarrie  
Managing Member

# 5-16-13 MINUTES

## ***PUBLIC HEARING***

**Public Hearing – Approval of The Cove at Valley Hills Amended Subdivision Plat:** Mayor Pro Tempore Rowland opened the public hearing to those in the audience who wished to address the Council.

Bruce Gardner- Callaway Dr. Gardner indicated that before he made an offer for his home, he looked at the plat, and the land behind his property was designated open space. He knew that open space increased the value of several lots during development, and now he felt the developer wanted to sell the open space which equated to a “bait and switch.” He stated his very private backyard would now become a fishbowl.

Dave Lundberg, Callaway Dr. Lundberg stated that this issue had been discussed previously by the Council. He thought if a group developed a plat with open space, it should be respected as such. The developer should not designate the land as open space and then pull it back to be developed. He sympathized with the City’s need to access the water tank, but felt homeowners should not be penalized in the process.

Mayor Pro Tempore Rowland closed the open portion of the public hearing. Council Member McDonald stated he preferred to preserve the open space as was originally designated on the plat. He also reminded McQuarrie of his commitment to keep the debris off the sidewalk. McQuarrie said the open space was owned by Coyote Development and was not designated to the development. He also stated that the fallen dirt and rocks should be taken care of and a lien could be put on the property if it was not done, but he committed to taking care of that. He added that if the City wanted the land designated as open space, it should have required it. Council Member Rowland asked Mumford if the plat met the city requirements for approval. Mumford deferred to Kohler, who stated years ago, a geotechnical study was done and it was determined that homes would be stable on the slopes.

An email sent by Daniel Harvath to some in the Council was discussed.

Mayor Pro Tempore Rowland confirmed that one of the lots would need to have a well because of its location relative to the water tank and the resulting lack of water pressure. He inquired if McQuarrie had read and understood the subdivision agreement. McQuarrie said upon first look, it looked good.

Council Member McDonald asked Kohler of his thoughts regarding the open space wording. Kohler referred to the State Code that stated open space was owned by all the residents of the plat unless the open space was designated, which in this case it was designated to Coyote Development. Mumford also explained the need for easements to the water tank and the need for a deed for the property on which the water tank sat. There was also additional discussion on keeping the sidewalk clean.

Council Member McDonald stated the plat met the city requirements and moved to approve the amended subdivision plat of the Cove at Valley Hills, with the recommendations of the Planning Commission. Council Member Bradshaw made the second.

Voting Aye: Council Members McDonald, Bradshaw and Rowland. Voting Nay: Council Members Patterson and Mergist.

Heber City Council  
Meeting date: May 16, 2013  
Report by: Anthony L. Kohler

**Re: Cove at Valley Hills amendment to Lot 38, 41, 42, and splitting Open Space into Lots 66 & 67 and Water Tank Lot**

Coyote Development, LLC., the petitioner, is proposing to enlarge Lot 42 while shrinking Lot 41, and to increase the size of Lot 38. The proposal also includes 3 new lots, Lot 66, Lot 67, and the Water Tank Lot.

The property has steep slopes exceeding 30 percent, but there are locations that are less than 30 percent slope on the lots. A geotechnical report was conducted on the property in 1994 by AGECEC which indicates the property is located upon stable soils. The report provides recommendations for foundations, drainage, and grading for the lots, particularly to avoid problems with ground water. The designated areas on lot 66 and lot 67 show where the homes are to be constructed to avoid the ridge line and steep slopes.

Heber City did not obtain the tank property or a dedicated easement to the water tank when the tank was constructed. This subdivision proposal dedicates two needed easements for Heber City's water tank, one from the south west from Valley Hills Blvd, and a second one to the west for drainage from the tank. The third easement to the tank from the north east has previously been dedicated to the City.

Since Valley Hills Blvd was improved with asphalt, curb, and sidewalk about 12 years ago, the hill cut along the east side of the road has shed rocks and soils onto the sidewalk and street, creating a nuisance for the city and street and sidewalk travelers. Heber City cleaned up the sidewalk this year and has asked the owner, Mel McQuarrie, to keep it clean in the future. The petitioner has provided a retaining wall design to control this erosion and would be required to construct this as a private wall along with the needed public improvements. Mr. McQuarrie has indicated a desire to not include the wall as a condition of recording the plat due to the upfront cost involved. The Council may wish to discuss the idea of making the construction of a retaining wall a condition of issuing a building permit if sufficient guarantees can be put in place to keep rock and debris from sliding off the lots and onto the public right of way. This would allow a future lot owner flexibility to integrate a wall that is more compatible with their future lot plans.

Lot 66 will not qualify for a building permit until the city upgrades and connects the water main to another pressure zone through the Anderson Annexation area and the Stone Creek Subdivision in the future, to the south and east of the proposed development. Lot 67 will need to utilize a culinary well because adequate water pressure cannot be provided to the lot due to the vertical proximity to the City's water tank.

**RECOMMENDATION**

The R-1 Residential Zone requires 100 feet of street frontage and 10,000 square feet for lot area, and all proposed lot configurations exceed these requirements. Commissioner Richards moved that we recommend approval for Coyote Development's request of a Plat Amendment/Small Subdivision, The Cove at Valley Hills Plat Amendment #1, which amends Lots 38, 41, and 42, and creates Lots 66 and 67 and a Water Tank Lot, located from 1642 North

Valley Hills Boulevard to 1840 North Valley Hills Boulevard and at 698 East Callaway Drive contingent upon the Petitioner meeting all the requirements of Staff and the City Engineer and that the retaining wall be an engineered approved retaining wall and all restrictions will be included on the plat, and dedication of the easements for the water tank and the water tank lot will be dedicated to the City. Also, that the verbiage in the Subdivision (Development) Agreement be amended:

- A. Prior to building permits and as part of the subdivision improvements, developer shall improve the hillside along the east edge of Valley Hills Blvd with engineered stamped drawings for the retaining wall to eliminate the problem of debris falling onto the sidewalk and street as shown on the construction drawings, as approved by Heber City.

Applicable codes for findings were Heber City Municipal Code Chapter 18.52 R-1 Zone, Chapter 17.40 Improvements, and Chapter 18.67 Hillside Overlay Zone. Commissioner Glissmeyer seconded the motion. Voting Aye: Commissioners Zane, Glissmeyer, Thurber, Rawlings, Richards, and Hansen. Voting Nay: None. The motion passed.

May 16 is set as a public hearing, which is a required because not all property owners in the subdivision plat signed the petition to amend the plat, as required by Section 10-9a-608 of Utah State Code.

SUBDIVISION AGREEMENT  
AND  
COVENANT RUNNING WITH THE LAND  
(The Cove at Valley Hills Plat Amendment #1)

THIS AGREEMENT entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2013, by and between Heber City, hereinafter referred to as "City" and the undersigned \_\_\_\_\_, hereinafter referred to as "Developer".

WHEREAS, the Developer has proposed a plat amendment and 2 lot subdivision, the Cove at Valley Hills Plat Amendment #1, in the R-1 Residential Zone in Heber City; and

NOW, THEREFORE, the Parties hereby agree as follows:

- A. Prior to issuing a building permit for Lot 66 or 67, the developer or owner of the lot seeking a permit shall improve the hillside fronting the lot along the east edge of Valley Hills Blvd. Owner shall install a private wall per an engineered and stamped set of drawings, approved by the City, to eliminate the problem of debris falling within the public right of way and impacting the sidewalk or street. Until said wall is constructed owner of lot shall be responsible for keeping debris off the sidewalk, road, and public right of way. Should the owner receive notification from City that additional cleaning or maintenance is needed, owner shall have 14 days from the date on notification to clean the area after which, if no action is taken, the City will clean the area and bill the property owner for the cost thereof. City shall have the right to lien the property, if necessary, for any outstanding costs.
- B. Developer/owner shall replace any damaged sidewalk prior to building permit occupancy.
- C. Developer shall install fire hydrants along Valley Hills Blvd. so that each building is within 250 feet of a fire hydrant.
- D. Developer shall install required sewer, pressurized irrigation, and water laterals to each building lot.
- E. As shown, the final plat shall show an easement burdening lot 67 for the use of lot 66 for driveway access.
- F. As shown, the final plat shall show access and utility easements for the benefit of Heber City, connecting from the water tank, to the south west access point, to the west, and to the northeast to the existing access from The Cove subdivision. Easements shall expressly prohibit fences, structures, landscaping, driveways, or other obstructions upon, over, within, or on said easements.
- G. The water tank lot and utility easements shall be dedicated to Heber City concurrent with or prior to the plat

recording. Should the plat not record within two (2) years from the date of Council approval, Developer and his successors and assigns agrees to transfer tank lot and easements to the City.

- H. As shown on the plat, lots 66 and 67 shall have building pads designated to avoid steep slopes and ridge lines to minimize the potential for the homes to appear on the ridge line and violate the City's ridge line ordinance.
- I. Developer shall provide a water right to Heber City in the amount of \_\_\_\_\_ shares for Lot 66.
- J. Owner of Lot 67 shall present evidence to the City Engineer of a valid water right and well permit from the State of Utah for Lot 67 prior to issuance of a building permit.
- K. Said improvement costs will be paid by, and be the sole responsibility of the Developer, their assigns, transferees or successors as owners or developers. The Developer shall be obligated to disclose and notify in writing their immediate successors in ownership or developers of the requirements of this Agreement.
- L. Developer shall execute a performance agreement and provide a bond guaranteeing the improvements related to the subdivision.
- M. This Agreement contains the entire agreement between the Parties, and no statement, promise or inducement made by either party hereto, or agent of either party hereto which is not contained in this written Agreement shall be valid or binding. This Agreement may not be enlarged, modified or altered except in writing approved by the Parties.
- N. This Agreement shall be a covenant running with the land, and shall be binding upon the Parties and their assigns and successors in interest. This Agreement shall be recorded with the Wasatch County Recorder.
- O. In the event there is a Failure to Perform under this Agreement and it becomes reasonably necessary for either party to employ the services of an attorney in connection therewith (whether such attorney be in-house or outside counsel), either with or without litigation, on appeal or otherwise, the prevailing party to the controversy shall be entitled to its reasonable attorney's fees incurred by such party and, in addition, such costs and expenses as are incurred in enforcing this Agreement.

IN WITNESS WHEREOF, the Parties hereto have hereunto set their hands the day and year this agreement was first above written.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

HEBER CITY:

By: \_\_\_\_\_  
David Phillips, Mayor

ATTEST:

\_\_\_\_\_  
Heber City Recorder

OWNER, \_\_\_\_\_  
Coyote Development

By: \_\_\_\_\_  
Mel McQuarrie

STATE OF UTAH            )  
                              : ss.  
COUNTY OF WASATCH    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2013, personally  
appeared before me the above named Owner, who duly acknowledged  
to me that he is the owner in fee and executed the same as such.

\_\_\_\_\_  
NOTARY PUBLIC





Mayor: David R. Phillips  
Council: Robert L. Patterson  
Alan W. McDonald  
Benny Mergist  
Jeffery M. Bradshaw  
Erik Rowland

## HEBER CITY CORPORATION

75 North Main  
Heber City, Utah 84032

Phone (435) 654-0757  
Fax (435) 657-2543

April 23, 2013

Jeanette McQuarrie  
P.O. Box 189  
Heber City, UT 84032

Dear Sir or Madam,

The Heber City Council will hold a public hearing on May 16, 2013, during their regularly scheduled meeting to consider an amendment to The Cove at Valley Hills Subdivision Plat. This amendment would adjust the lot line between Lots 41 and 42, adjust the east line of Lot 42 to match the boundary line of Cove Estates Phase 1, adjust the south line of Lot 38, create two new lots-Lots 66 and 67, create a parcel of land for the existing water tank to be deeded to Heber City, and provide access easements to the water tank as well as an overflow easement.

The public hearing will be held at 75 North Main Street in the City Office Building, upstairs in the City Council Chambers at 7:00 p.m.

The Planning Commission voted to make a favorable recommendation to the City Council on this proposed plat amendment during their meeting on November 8, 2012, with the following conditions: the petitioner meets all the requirements of City Staff and the City Engineer, the retaining wall will be an engineered approved retaining wall, all restrictions will be included on the plat, easements for the water tank and the water tank lot will be dedicated to the City, and amend the verbiage in the Subdivision Agreement to include the provision for engineered stamped drawings for the retaining wall to eliminate the problem of debris falling onto the sidewalk and street as shown on the construction drawings.

Any questions can be directed to the Planning Department at 435-654-4830 or to me at 435-654-0757, ext. 7886.

Cordially,  
HEBER CITY CORPORATION



Michelle Kellogg  
City Recorder

Enclosure

# TAB C

# HEBER CITY CORPORATION

## ENGINEERING STAFF REPORT

MEETING TYPE:	Regular Council Meeting	MEETING DATE:	July 3, 2014
SUBMITTED BY:	Bart L Mumford	FILE NO:	14012
APPROVED BY:	Mark K. Anderson		
SUBJECT:	<b>2014 TRAFFIC STUDY - PHASE 1 UNCONTROLLED INTERSECTION RECOMMENDATIONS</b>		

### PURPOSE

To submit an interim report with recommendations on signing the uncontrolled intersections in the core of Heber City

### RECOMMENDED ACTION

That the Council: 1) consider the recommended signage changes for the core of Heber, with any recommended changes; and 2) direct staff to proceed immediately with the purchase and installation the signage.

### BACKGROUND/HIGHLIGHTS

At the June 5, 2014, City Council Work meeting, staff was directed to proceed immediately with the Citywide Traffic Study planned for the next fiscal year, and expedite those elements necessary to identify the proper traffic signage needed to sign all uncontrolled intersection in the core of Heber. Attached is an interim report of the first phase of the study, presenting signage recommendations for approval by the Council.

Highlights of the study include the following:

- Roads from 500 North to 600 South and 600 West to 600 East were evaluated.
- Data was collected and traffic volumes, sight distance, and accident reports were reviewed.
- School SNAP plans were collected and considered.
- A map of the recommended signage was developed based on current engineering and traffic standards.
- Existing and future traffic corridors were considered to maximize traffic flow and limit the number of vehicles stops.
- 100 East and 100 West were established as secondary corridors to Main Street.
- The 200 East secondary corridor was moved to 300 East to provide separation from 100 East and improve school traffic flow at 600 South.

One of the more significant recommendations that resulted from the study is that there are no intersections in the core of Heber that meet the sight distance requirements for yield signs. This resulted in the extensive use of stop signs to eliminate uncontrolled intersections in the City. However, by strategically locating primary and secondary corridors every 2 to 3 blocks, vehicles from most locations can reach main arterials with minimal stopping.

Additional recommendations of note include:

- Converting the 4-way stop at 500 North and 550 East to a 2-way stop and installing left turn lanes.
- Installing left turn lanes at 600 West and 100 South. (This is a UDOT road and will require their approval).
- Adding additional signage to identify through traffic at 600 South and 500 East.

If approved, Public Works can begin installation of the recommended signage changes in July. Staff will also continue on with the remainder of the traffic study and finish reviewing the rest of the City, and prepare a signage retro reflectivity management plan that the City is required to have in place this summer. A final report with any additional recommendations will then be presented to the Council.

#### **FISCAL IMPACT**

The budget for the study is \$55,000. The estimated additional cost for installation of the intersection signage by Public Works without labor is \$22,200 (148 intersections x \$150 per sign).

Funding for this work is available from the City's Transportation Tax fund without increasing the current year's budget. This is due to the fact that a major portion of the Daniels Road project funding will now occur and be budgeted for in 2015. The unspent money in this year's budget will be applied to the uncontrolled intersection work if approved by the Council.

#### **LEGAL IMPACT**

None

To: Bart Mumford, PE

From: Kelly Ash, PE, PTOE  
Daniel Thurgood

Date: June 25, 2014



**Subject: Heber City Downtown Traffic Control Interim Report**

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The purpose of this memorandum is to present the findings of the first phase of the signing study performed for Heber City. The study area for the first phase of the project is between 500 North to 600 South and 600 West to 600 East. The study was performed to create a signing layout that would help facilitate travel and improve intersection safety throughout the study area. This includes the removal and/or installation of stop or yield signs at each intersection within the study area. The project also included the installation of supplemental warning signs at several locations.

### **Analysis**

Turning movement and average daily traffic (ADT) data were collected at various locations from June 10-18, 2014. The locations where data were collected are shown in the attached Data Collection map. Raw count data can be found in the appendix of this report.

The first step of the study was to identify primary and secondary progression routes through the study area. The purpose of the progression routes is to facilitate traffic by providing primary routes with minimal stops and delay. Progression routes were identified based on existing roadway geometries and conditions, analyzing traffic patterns, and discussions with Heber City staff. For the purposes of this study, primary and secondary routes were defined as follows:

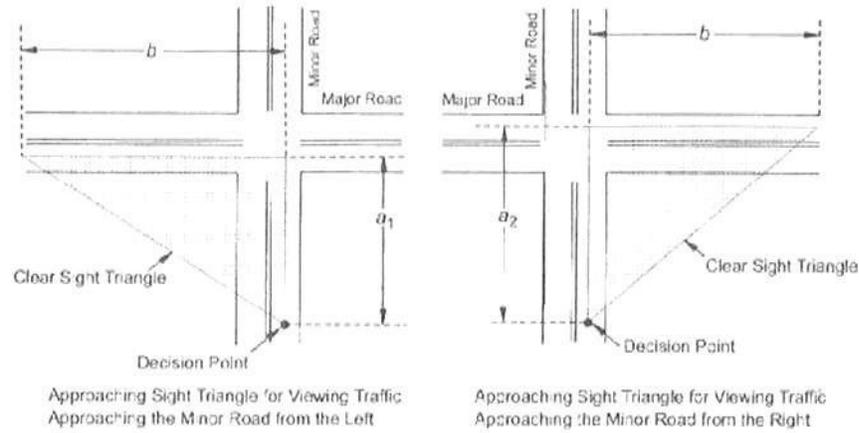
- Primary routes minimize stops and delay. These routes often include additional improvements such as striping, shoulders, curb and gutter, separate turn lanes, and/or sidewalks through all or a portion of the route.
- Secondary routes are roadways that also allow for progression by minimizing stops with the exception of intersections with primary routes or other secondary routes.

Consideration was also given to all school SNAP plans as part of the study. It is recommended all school SNAP plans be reevaluated following the proposed modifications outlined in this report.

The decision whether stop signs or yield signs should be installed was primarily based on traffic volumes and available sight distance. In accordance with the Utah MUTCD (December, 2011), a stop or yield control should be used on the minor approach to an intersection if there is restricted sight distance at the intersection or if crash records indicate that a stop or yield control could mitigate crashes. Placing the stop or yield sign on the minor approach minimizes the overall delay and congestion at each intersection; however, engineering judgment should be used to determine the appropriate control for each intersection.

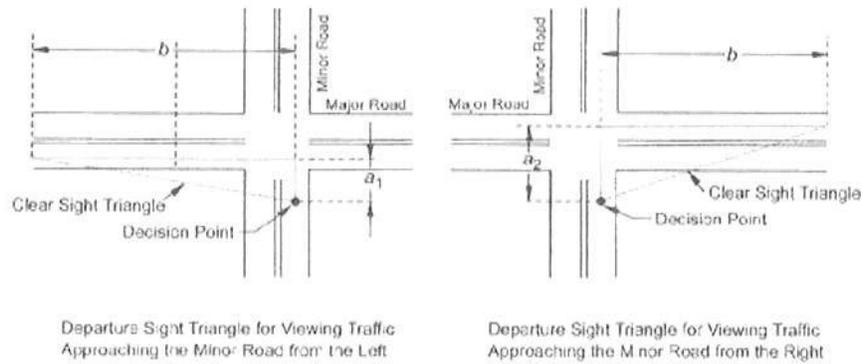
According to Chapter 9 of AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition, the sight distance needed by drivers on yield-controlled approaches exceeds that for stop-controlled

approaches. Figure 1 below shows the sight triangles needed for both a yield and stop condition. The recommended length of the sides of each sight triangle is a function of the speed of each approach. Table 1 shows the recommended sight distance measurements for a design speed of 25 mph.



Approach Sight Triangles (Uncontrolled or Yield-Controlled)

- A -



Departure Sight Triangles (Stop-Controlled)

- B -

(Source: AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition)

Figure 1 Sight Distance Triangles

Table 1 Sight Distance Measurements for 25 MPH Design Speed

Type of Control	Maneuver	Minimum Sight Distance Measurement (ft) for 25 mph (See Figure 1)		
		$a_1$	$a_2$	$b$
Yield	Crossing	130	142	240
	Left Turn			295
Stop	All	20.5	32.5	280

(Source: Chapter 9 of the AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition)

## Intersection Control Signing Recommendations

Based on existing roadway geometries/conditions, existing traffic patterns, and discussions with Heber City staff, the following roadways were identified as primary progression routes throughout the study area:

- 600 West, 300 West (between 100 South and 600 South)
- Main Street
- 500 East
- 500 North
- Center Street (east of Main Street)
- 100 South (west of Main Street)
- 600 South

Similarly, secondary progression routes were identified throughout the study area as follows:

- 400 West (between 500 North and 300 North)
- 300 West (between 500 North and 100 South)
- 100 West
- 100 East
- 300 East
- 550 East (between 500 North and 400 North)
- 600 East
- 300 North
- Center Street (west of Main Street)
- 100 South (east of Main Street)

In addition to identifying the major and minor approaches to each intersection, a site visit was performed to determine the type of intersection control (stop vs. yield control) needed at each intersection. Crash data was also reviewed throughout the study area to determine the best control for each intersection. Using the sight distance criteria outlined in AASHTO's A Policy on Geometric Design of Highways and Streets, none of the intersections evaluated had sufficient sight distance to accommodate a yield control. The attached Downtown Intersection Signing Improvements Map summarized the recommended signing changes throughout the study area. Table 2 provides a summary of the total number of sign installations and removals required.

**Table 2. Signing Summary**

<i>Sign Description</i>	<i>MUTCD Sign Designation</i>	<i>Size (inches)</i>	<i>Quantity</i>
Stop Sign	R1-1	30x30	142
Oncoming Traffic Does Not Stop (plaque)	W4-4bP	24x12	1
Traffic From Right Does Not Stop (plaque)	W4-4aP	24x12	1
Dip Warning Sign	W8-2	30x30	4
Sign Removal	N/A	N/A	66

## **Additional Recommendations**

### ***500 North & 550 East***

Additional improvements are recommended on 500 North between 500 East and 550 East. The intersection at 550 East is currently a 4-way stop. The turning movement data indicates a heavy left-turning vehicle movement for the eastbound approach. However, there is very little left-turn or crossing traffic from the northbound or southbound approaches. Therefore, it is recommended the stop-control for the eastbound and westbound directions be removed and left-turn lanes be installed for the eastbound and westbound approaches of 500 North at both the intersections of 500 East and 550 East.

### ***100 South & 600 West***

Additional improvements are also recommended at the intersection of 600 West and 100 South. Currently, the eastbound approach has a separate right-turn lane. However, due to the low right-turn volumes and higher left-turn volumes, it is recommended this be modified to a separate left-turn lane for both the eastbound and westbound approaches. Doing so would remove turning vehicles out of the through lane. The installation of left-turn lanes could mitigate some of the crashes observed at this intersection.

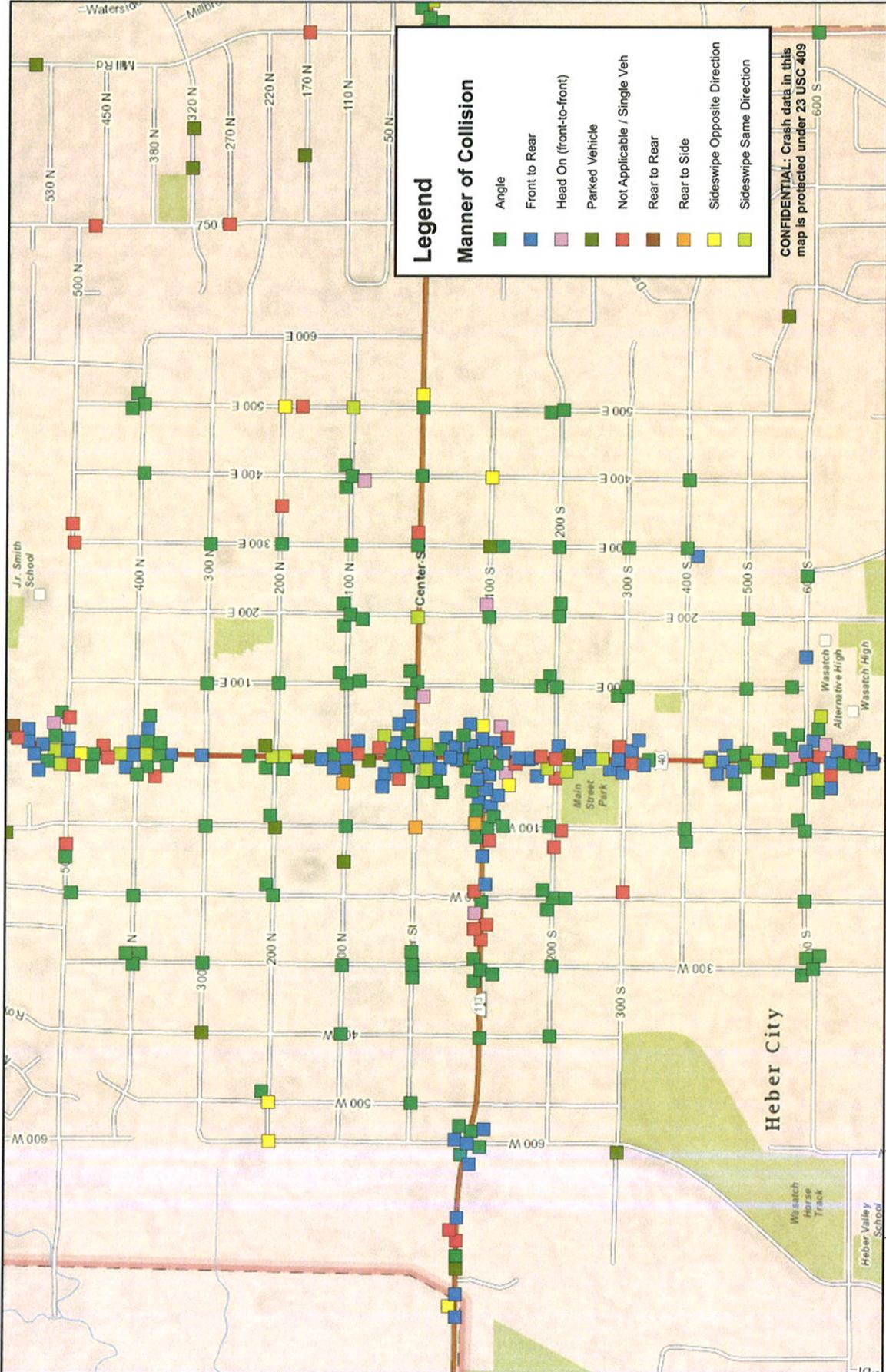
### ***600 South & 500 East***

In order to better meet driver expectancy, it is recommended that supplemental warning plaques (MUTCD sign designations W4-4aP & W4-4bP) be installed below the existing stop signs at 600 South & 500 East to inform unfamiliar drivers about the uncontrolled eastbound approach.

If you have any questions or do not agree with our conclusions, please contact us. Thanks.





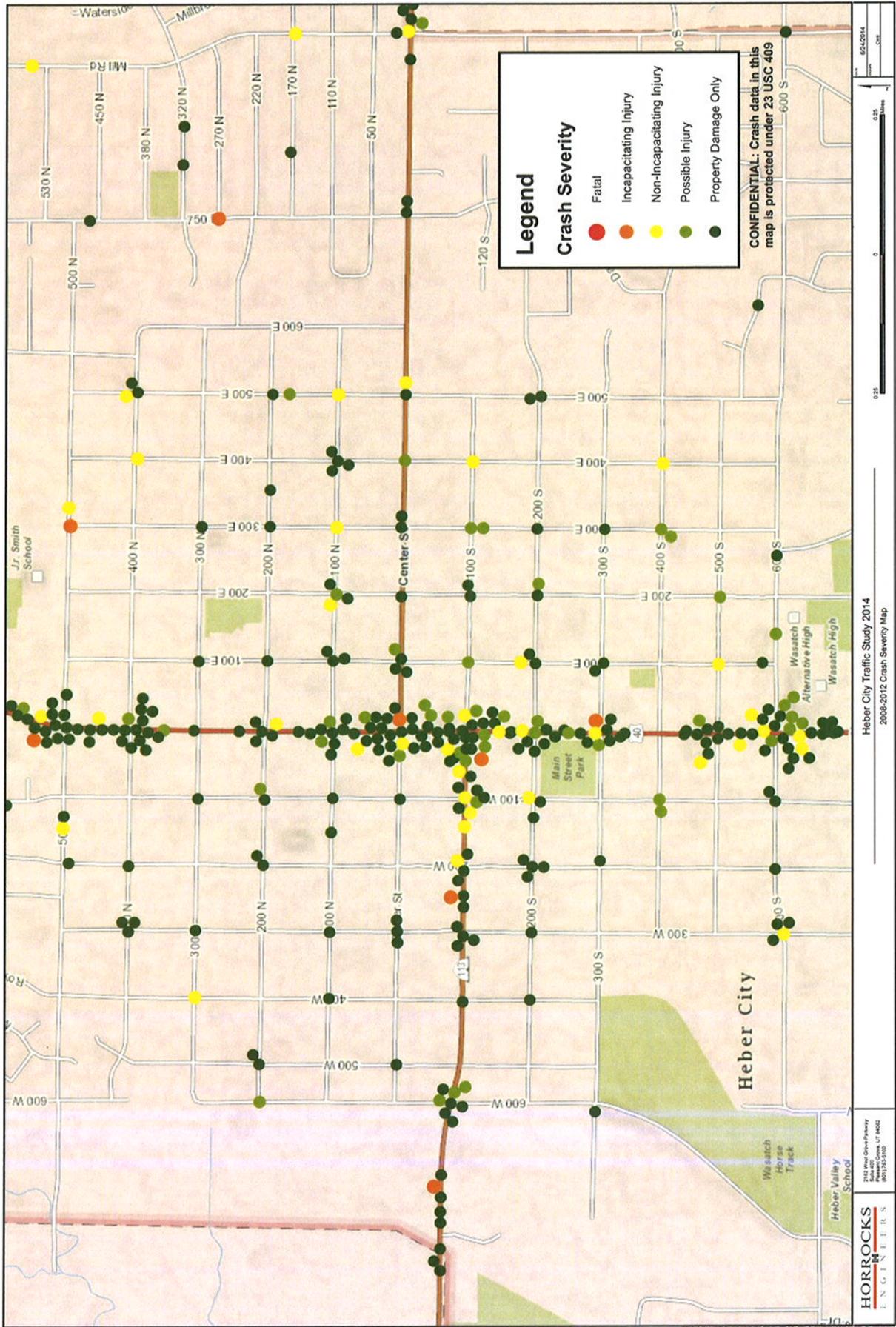


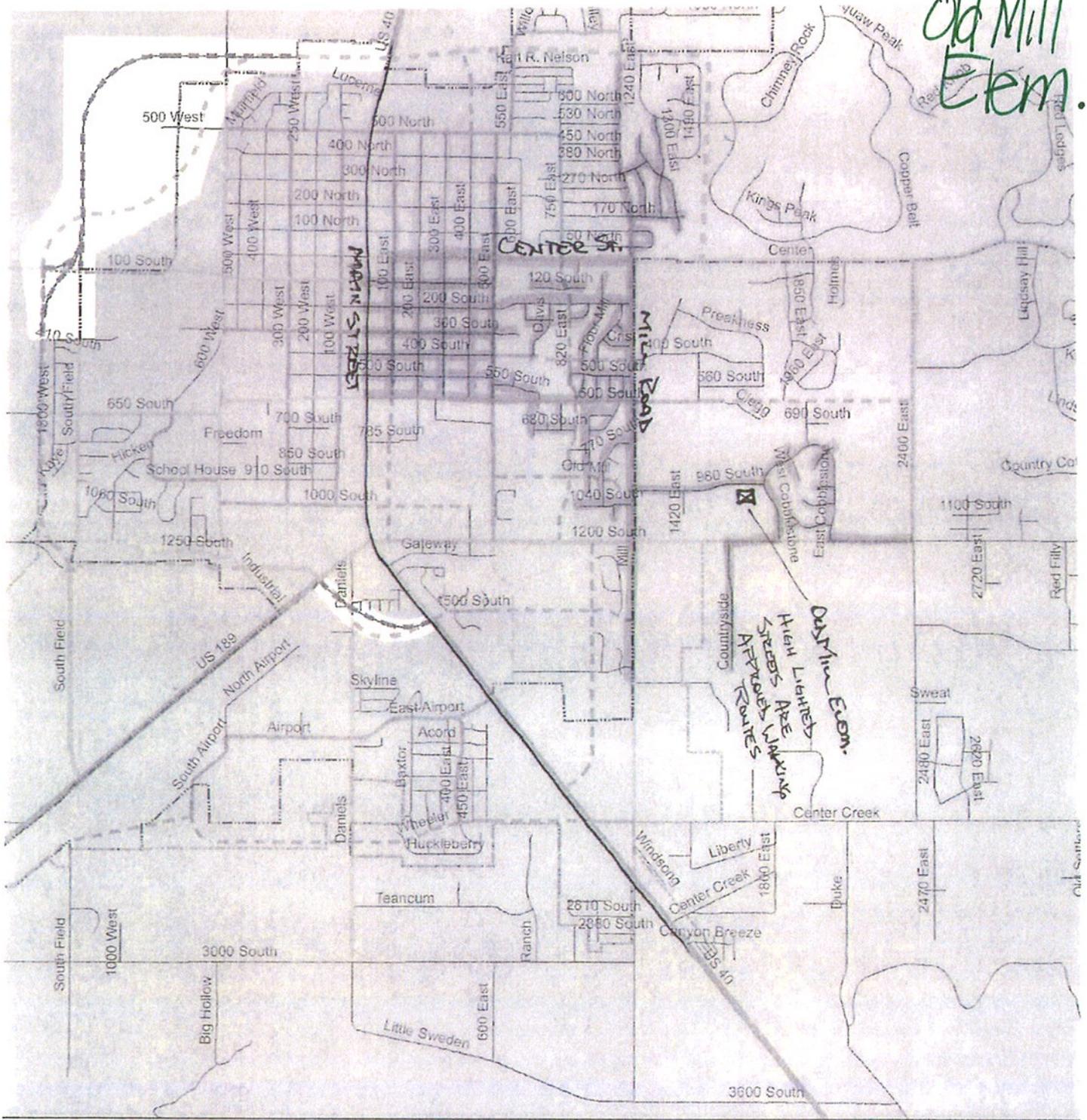
### Legend

**Manner of Collision**

- Angle
- Front to Rear
- Head On (front-to-front)
- Parked Vehicle
- Not Applicable / Single Veh
- Rear to Rear
- Rear to Side
- Sideswipe Opposite Direction
- Sideswipe Same Direction

**CONFIDENTIAL: Crash data in this map is protected under 23 USC 409**





# Heber City Master Road Plan Changes April 2010

Shows the current and future roads planned  
by Heber City's goals for transportation

## Legend

- Local
- Minor Collector
- Collector
- Minor Arterial

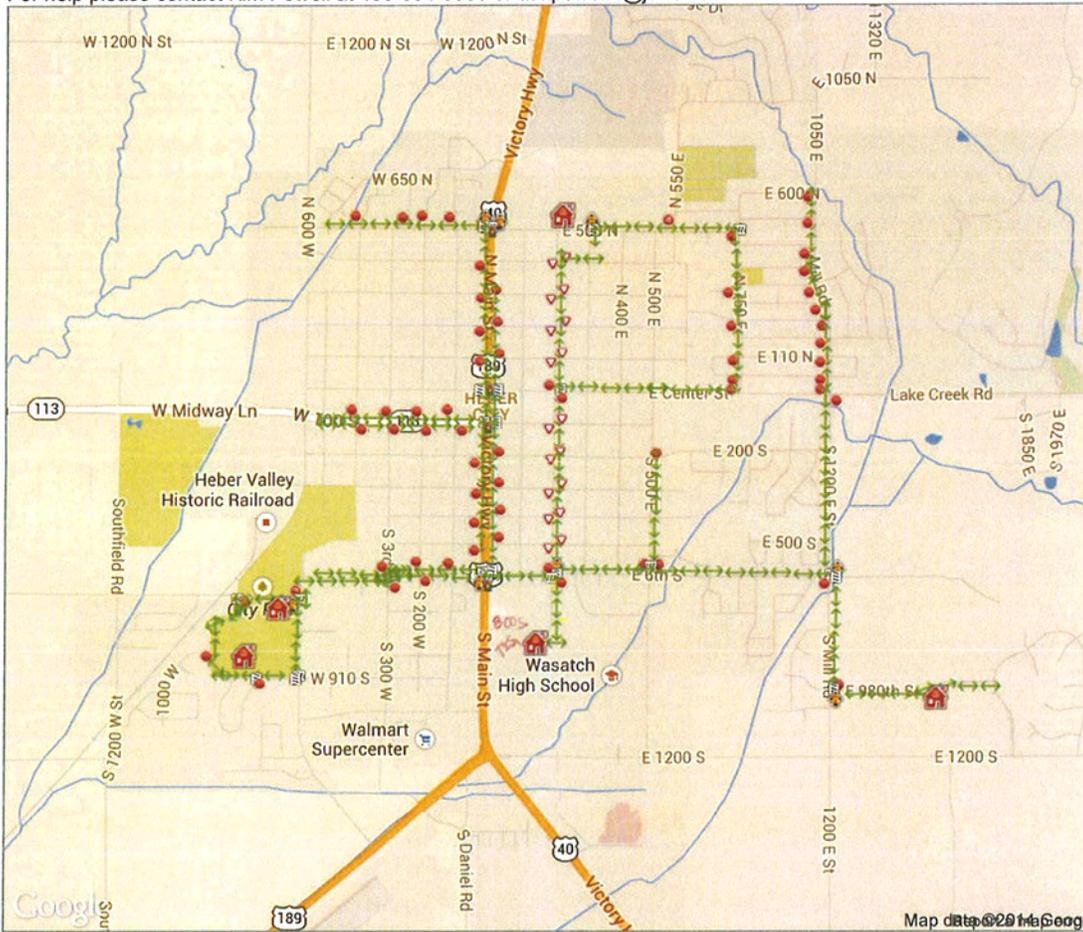




Close Window  
[Map Only](#) | [Text Description](#)

*Full Map*

**Timpanogos Intermediate** 200 E. 800 S. Heber City, Utah 84032  
 For help please contact Kim Powell at 435-654-5986 or at [kpowell4@juno.com](mailto:kpowell4@juno.com)



Notes:

Para ver esta página en [English](#) - [Español](#)

Print Size: ( 8.5" x 11" - 11" x 17" )

**Route Key**

↔ Safest Walking Route

**Icon Key**

School

Crossing Guard





 Crosswalk-Horizontal	 Crosswalk-Vertical
 Traffic Signal	 Stop Sign
 Three-way Stop Sign	 Four-way Stop Sign
 Yield Sign	

**Text Description:**

To share this map online, please provide user with the following Web link: <http://www.snapforschools.com/EntityID=1195>

# Traffic Count Summary

	North/South:				600 West				Date:				6/10/2014				Peak Hour AM:				8:00-9:00			
	East/West:				100 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	12	5	30	2	12	5	19	0	12	234	13	0	12	208	12	0								
Peak PM	15	4	28	5	9	3	50	0	32	426	18	0	37	416	14	0								

	North/South:				300 West				Date:				6/10/2014				Peak Hour AM:				8:00-9:00			
	East/West:				Center Street				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	1	14	2	0	3	17	3	0	2	18	1	0	6	33	1	0								
Peak PM	2	21	6	7	2	23	0	0	0	21	1	1	9	43	1	2								

	North/South:				500 East				Date:				6/10/2014				Peak Hour AM:				8:00-9:00			
	East/West:				600 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	0	0	0	2	4	0	48	3	19	44	0	0	0	95	8	1								
Peak PM	1	0	0	0	29	0	63	2	65	113	0	0	0	97	10	2								

	North/South:				100 East				Date:				6/11/2014				Peak Hour AM:				8:00-9:00			
	East/West:				100 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	1	9	2	1	3	10	23	0	6	26	2	0	1	30	0	0								
Peak PM	18	23	3	4	1	25	49	0	37	45	11	2	2	41	5	1								

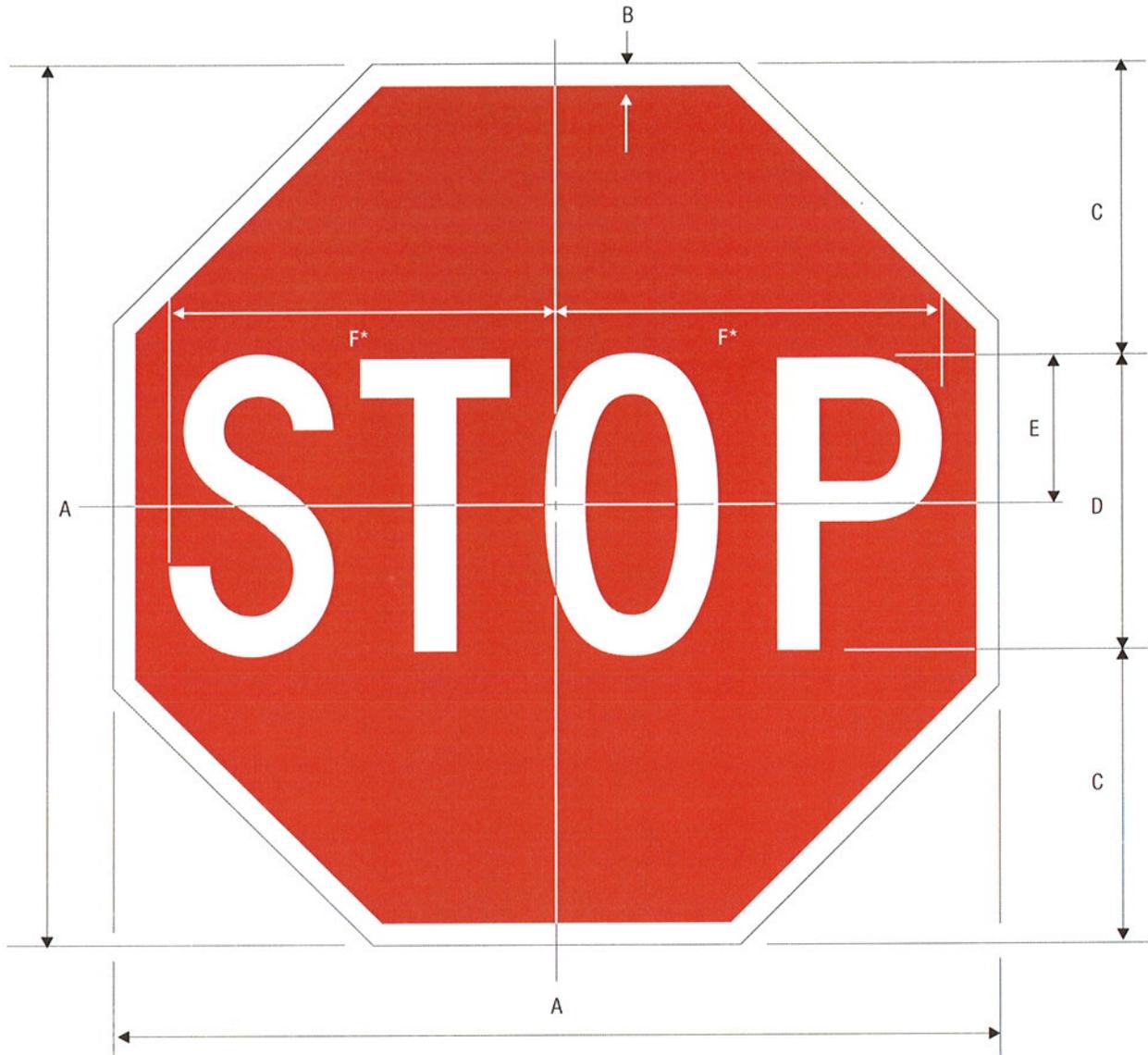
	North/South:				100 West				Date:				6/11/2014				Peak Hour AM:				8:00-9:00			
	East/West:				300 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	0	32	3	0	1	16	1	0	2	4	1	0	2	6	6	0								
Peak PM	4	91	5	1	2	62	1	1	1	17	3	1	12	12	16	1								

	North/South:				300 West				Date:				6/11/2014				Peak Hour AM:				8:00-9:00			
	East/West:				600 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	9	36	25	6	5	47	22	1	13	62	7	0	48	107	6	1								
Peak PM	15	95	52	3	3	56	16	2	12	102	15	2	37	90	26	0								

	North/South:				500 East				Date:				6/11/2014				Peak Hour AM:				8:00-9:00			
	East/West:				Center Street				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	23	28	9	1	6	11	13	1	3	131	8	0	19	218	3	2								
Peak PM	11	25	49	1	12	33	16	1	9	263	25	1	16	260	7	0								

	North/South:				550 East				Date:				6/12/2014				Peak Hour AM:				8:00-9:00			
	East/West:				500 North				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	10	2	4	1	1	3	53	0	37	12	1	0	1	75	3	2								
Peak PM	6	8	2	1	6	9	56	0	70	155	7	0	0	76	3	0								

	North/South:				270 East				Date:				6/12/2014				Peak Hour AM:				8:00-9:00			
	East/West:				600 South				Weather:				Clear				Peak Hour PM				16:45-17:45			
	Northbound				Southbound				Eastbound				Westbound											
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds								
Peak AM	29		5	0						69	230	1	33	105		0								
Peak PM	21		18	0						215	31	0	15	128		0								

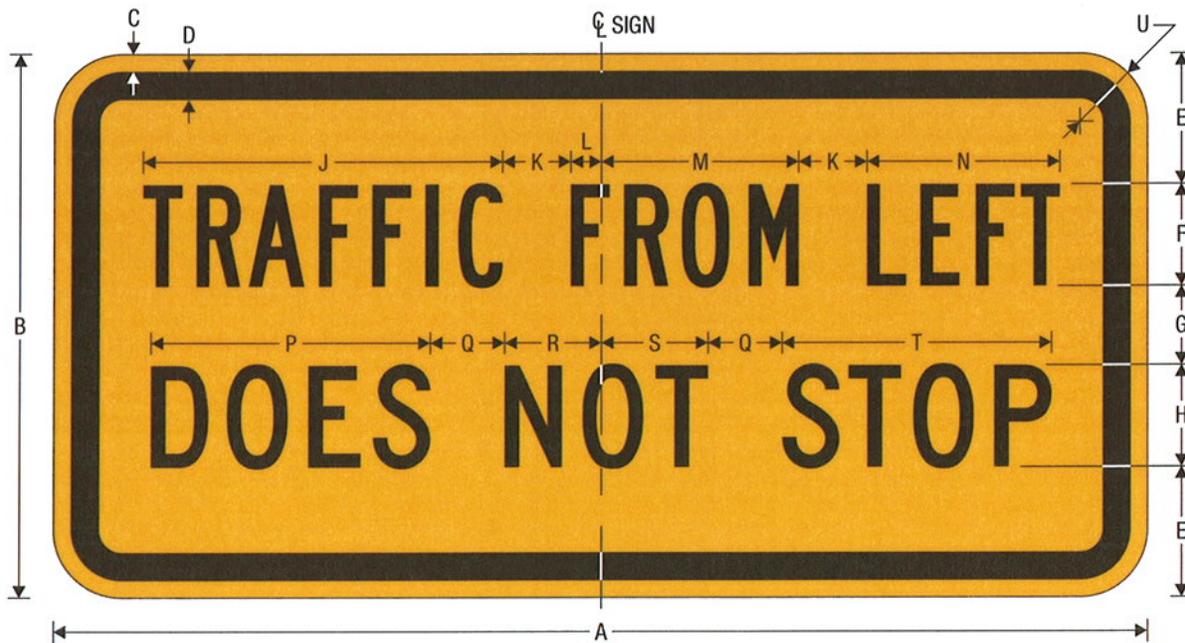


R1-1  
STOP

\*Reduce spacing 40%

A	B	C	D	E	F
18	.375	6	6 C	3	7.75
24	.625	8	8 C	4	10
<b>C</b> 30	.75	10	10 C	5	12.5
36	.875	12	12 C	6	15
48	1.25	16	16 C	8	20

COLORS: LEGEND — WHITE (RETROREFLECTIVE)  
BACKGROUND — RED (RETROREFLECTIVE)



W4-4aP

TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (PLAQUE)



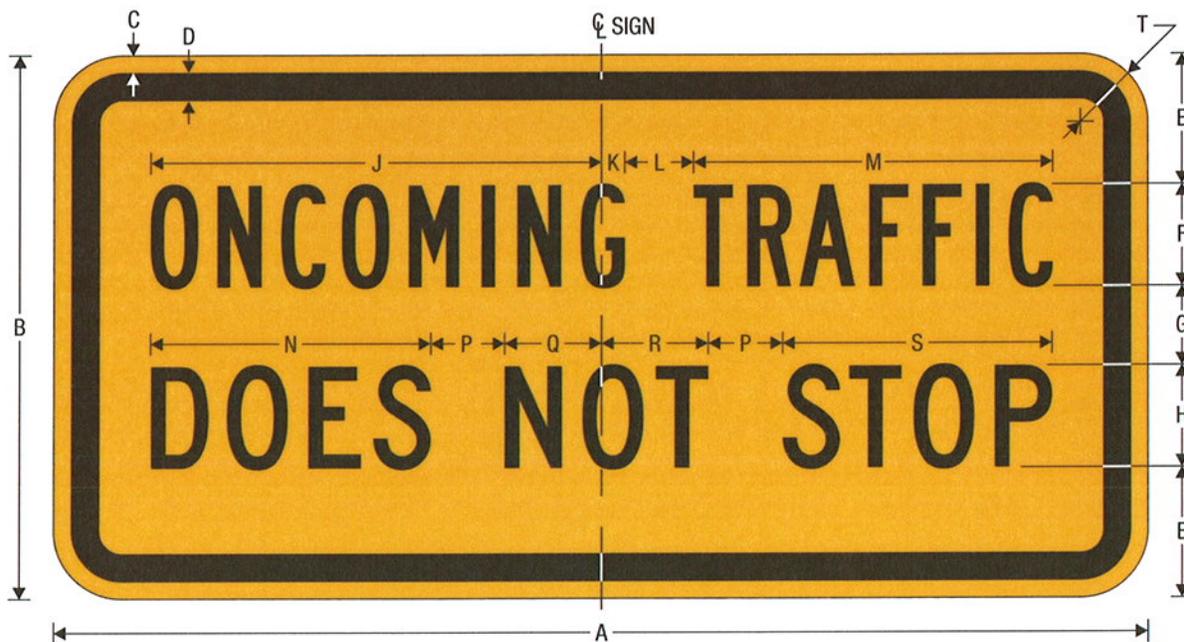
\* Reduce character spacing 25%.

A	B	C	D	E	F	G	H	J	K	L	M	N
24	12	0.375	0.625	2.875	2.25 B	1.75	2.25 C	7.878	1.5	0.676	4.321	4.232
36	18	0.375	.0625	4	3.5 B	3	3.5 C	12.255	2.5	1.051	6.723	6.584
48	24	0.625	0.75	5.75	4.5 B	3.5	4.5 C	15.757	3	1.352	8.643	8.465

P	Q	R	S	T	U	V	W	X	Y	Z
6.122	1.625	2.128	2.329	5.920	1.5	2.25 B*	7.412	1.264	3.475	5.2
9.524	2.5	3.309	3.624	9.209	1.5	3.5 B*	11.529	1.965	5.406	8.089
12.245	3.25	4.254	4.659	11.840	1.875	4.5 B*	14.823	2.527	6.950	10.4

COLORS: LEGEND, BORDER — BLACK  
BACKGROUND — YELLOW (RETROREFLECTIVE)



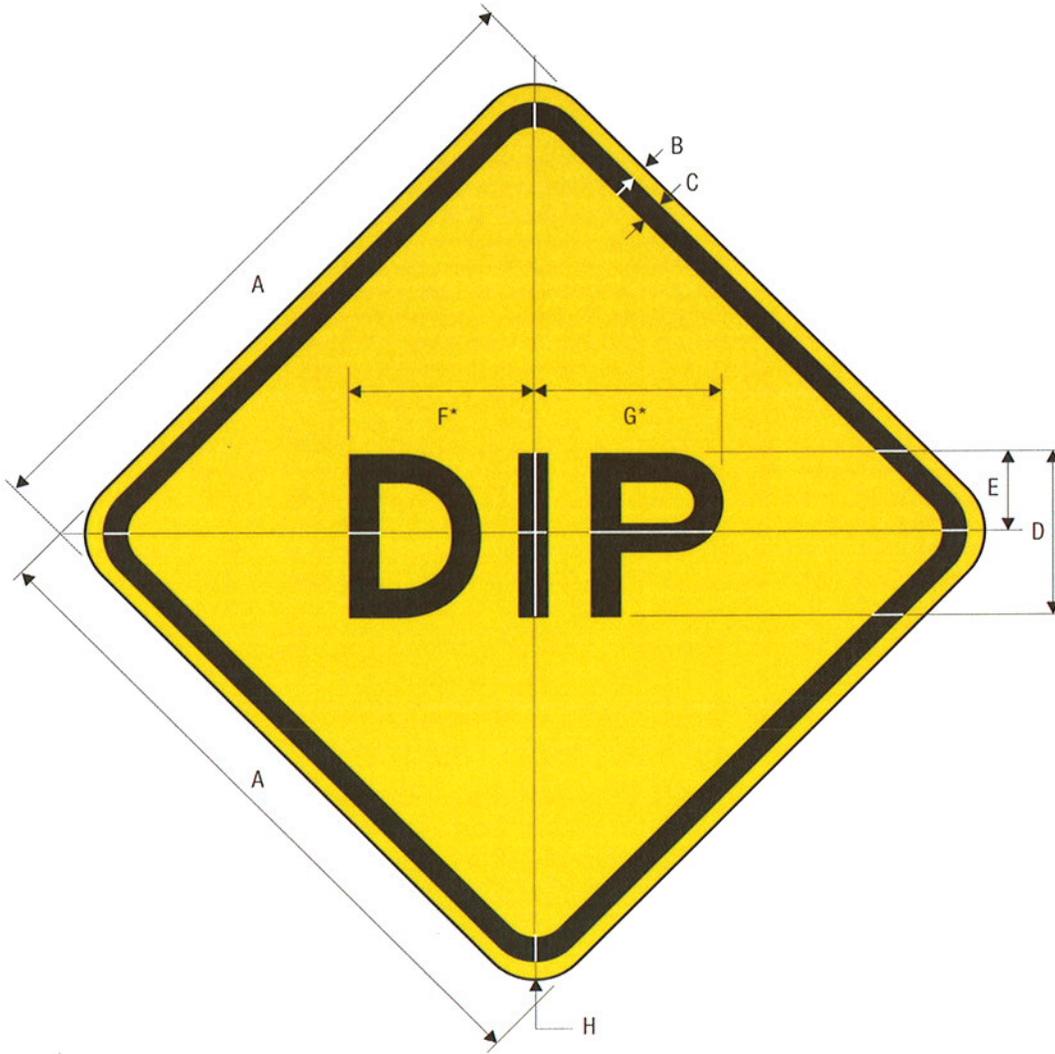
W4-4bP

ONCOMING TRAFFIC DOES NOT STOP (PLAQUE)

A	B	C	D	E	F	G	H	J	K	L	M	N
24	12	0.375	0.625	2.875	2.25 B	1.75	2.25 C	9.889	0.510	1.5	7.878	6.122
36	18	0.375	0.625	4	3.5 B	3	3.5 C	15.466	0.710	2.5	12.255	9.524
48	24	0.625	0.75	5.75	4.5 B	3.5	4.5 C	19.777	1.021	3	15.757	12.245

P	Q	R	S	*T
1.625	2.127	2.330	5.920	1.5
2.5	3.309	3.624	9.209	1.5
3.25	4.254	4.659	11.840	1.875

COLORS: LEGEND, BORDER – BLACK  
BACKGROUND – YELLOW (RETROREFLECTIVE)



W8-2  
DIP

\*Increase spacing 50%

	A	B	C	D	E	F	G	H
	18	.375	.625	5 E	2.5	5.813	6.71	1.5
	24	.375	.625	6 E	3	7.125	8.125	1.5
<b>C</b>	30	.5	.75	8 E	4	9.5	10.875	1.875
	36	.625	.875	10 E	5	11.875	13.5	2.25
	48	.75	1.25	12 E	6	14.25	16.25	3

WARNING SIGN COLORS:  
LEGEND — BLACK  
BACKGROUND— YELLOW (RETROREFLECTIVE)

TTC SIGN COLORS:  
LEGEND — BLACK  
BACKGROUND— ORANGE (RETROREFLECTIVE)